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VICTORIA.

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VICTORIAN RAILWAYS.

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R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1941.

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PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 19 GEO. V. No. 3759.

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS  
FOR THE YEAR ENDED 30TH JUNE, 1941.

VICTORIAN RAILWAYS,  
Commissioners' Office, Spencer-street,  
Melbourne.

30th August, 1941.

To the Honorable the Minister of Transport.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our Report in respect of the year ended 30th June, 1941.

The financial results of working the railways and the electric tramways and road motor services under our control for the period under review were:—

	£	s.	d.
<b>GROSS REVENUE</b> .. .. .	11,330,220	4	11
	£	s.	d.
Working Expenses .. .. .	9,353,508	10	1
Less Amount charged to Special Funds* ..	299,580	4	1
<b>WORKING EXPENSES CHARGED TO RAILWAY REVENUE</b> ..	9,053,928	6	0
<b>NET REVENUE</b> .. .. .	2,276,291	18	11
	£	s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	1,920,731	16	9
Exchange on Interest Payments and Redemption .. .. .	206,521	5	11
Contribution to National Debt Sinking Fund ..	122,444	19	6
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .	2,249,698	2	2
<b>SURPLUS</b> .. .. .	26,593	16	9

\* Unemployment Relief Funds, £1,795 os. 5d.; Commonwealth Defence Works (Unemployment Relief) Account, £46 17s. 3d.; Trust Fund, Railway Works (Defence purposes), £5,691 16s. 1d.; Loan Funds—Deferred Renewals, Replacements, &c., £249,284 11s. 0d.; Federal Aid Roads and Works Grant, £42,761 19s. 4d.

## Summary of the Financial Results by contrast with the Results in the Preceding Year.

—	Year 1940-41.	Year 1939-40.	Increase (+) or Decrease (-) in 1940-41.
	£    s.    d.	£    s.    d.	£    s.    d.
<b>Gross Revenue—</b>			
Railways .. .. .	11,239,422 11 8	9,861,591 10 1	+1,377,831 1 7
Electric Tramways.. .. .	59,993 15 11	54,145 11 10	+ 5,848 4 1
Road Motor Public Services .. .. .	30,803 17 4	26,711 14 2	+ 4,092 3 2
<b>Total .. .. .</b>	<b>11,330,220 4 11</b>	<b>9,942,448 16 1</b>	<b>+1,387,771 8 10</b>
<b>Working Expenses—</b>			
Railways .. .. .	9,258,516 1 5	8,494,814 15 10	+ 763,701 5 7
Less Charged to :—			
Unemployment Relief Funds .. .. .	1,795 0 5	95,192 10 8	— 93,397 10 3
Commonwealth Defence Works (Un- employment Relief) Account .. .. .	46 17 3	8,213 7 11	— 8,166 10 8
Trust Fund Railway Works (Defence Purposes) .. .. .	5,691 16 1	..	+ 5,691 16 1
Loan Funds—Deferred Renewals, Re- placements, &c. .. .. .	249,284 11 0	273,000 0 0	— 23,715 9 0
Federal Aid Roads and Works Grant	42,761 19 4	60,000 0 0	— 17,238 0 8
	8,958,935 17 4	8,058,408 17 3	+ 900,527 0 1
Electric Tramways .. .. .	53,100 6 11	44,894 3 6	+ 8,206 3 5
Road Motor Public Services .. .. .	41,892 1 9	29,871 1 5	+ 12,021 0 4
<b>Working Expenses charged to Rail- way Revenue.. .. .</b>	<b>9,053,928 6 0</b>	<b>8,133,174 2 2</b>	<b>+ 920,754 3 10</b>
<b>Net Revenue .. .. .</b>	<b>2,276,291 18 11</b>	<b>1,809,274 13 11</b>	<b>+ 467,017 5 0</b>
<b>Interest Charges and Expenses (in- cluding Loan Conversion Expenses)</b>	<b>1,920,731 16 9</b>	<b>1,886,413 13 3</b>	<b>+ 34,318 3 6</b>
Exchange on Interest Payments and Re- demption .. .. .	206,521 5 11	197,438 14 7	+ 9,082 11 4
Contribution to the National Debt Sinking Fund .. .. .	122,444 19 6	121,623 5 6	+ 821 14 0
<b>Total Interest, Exchange, &amp;c.</b>	<b>2,249,698 2 2</b>	<b>2,205,475 13 4</b>	<b>+ 44,222 8 10</b>
<b>Surplus .. .. .</b>	<b>£26,593 16 9</b>	..	<b>+ £422,794 16 2</b>
<b>Deficit .. .. .</b>	..	<b>£396,200 19 5</b>	

**Comparison of the Results of Working (exclusive of Electric Tramways and Road Motor Public Services) with those in the Three Preceding Years.**

	Year 1940-41.	Year 1939-1940.	Year 1938-1939.	Year 1937-1938.
<b>Average Mileage of Railways operated</b> .. .. .	4,759	4,759	4,754	4,721
<b>TRAFFIC TRAIN MILEAGE.</b>				
Passenger—Country .. .. .	3,829,515	3,286,666	3,592,718	3,391,872
"    "    Rail Motors .. .. .	784,453	837,316	863,837	873,848
"    "    Suburban .. .. .	7,634,119	7,391,527	7,634,439	7,452,910
"    "    Rail Motors .. .. .	39,413	36,535	35,796	30,856
Mixed .. .. .	541,881	581,997	614,911	677,543
Goods (including Live Stock) .. .. .	4,937,606	4,873,929	5,147,933	5,489,734
<b>Total</b> .. .. .	17,766,987 (a)	17,007,970 (a)	17,889,634 (a)	17,916,763 (a)
Number of Passenger Journeys { Country .. .. .	9,566,656	6,957,340	6,577,828	5,850,581
{ Suburban .. .. .	149,651,756	137,691,735	135,545,739	132,044,095
Tonnage of Goods .. .. .	5,881,921	5,547,022	5,250,166	6,500,786
Tonnage of Live Stock .. .. .	740,864	639,967	725,687	757,583
<b>REVENUE.</b>				
<b>Passenger, &amp;c., Business.</b>				
Passenger—Country .. .. .	£ 2,381,080	£ 1,678,334	£ 1,543,882	£ 1,399,729
"    "    Suburban .. .. .	2,622,816	2,353,557	2,310,799	2,270,418
Parcels, Horses, Carriages, and Dogs .. .. .	328,138	319,215	331,025	341,075
Mails .. .. .	77,405	77,403	77,440	77,584
Miscellaneous .. .. .	26,725	21,932	22,903	24,144
<b>Goods, &amp;c., Business.</b>	5,436,164	4,450,141	4,286,049	4,118,950
Goods .. .. .	4,174,239	4,033,314	3,608,945	4,277,092
Live Stock .. .. .	619,185	539,551	606,299	608,205
Miscellaneous .. .. .	66,206	63,997	60,703	59,449
<b>Other Services.</b>	4,859,630	4,636,862	4,275,947	4,944,806
Dining Car Services .. .. .	56,027	36,936	32,574	27,844
Refreshment Services .. .. .	463,221	371,445	338,410	319,018
Advertising .. .. .	37,007	35,475	38,045	37,876
Bookstalls .. .. .	93,127	77,478	72,594	68,327
Sale of Electrical Energy .. .. .	649,382	521,334	481,623	453,065
Rentals .. .. .	48,536	44,323	41,030	39,454
General Miscellaneous .. .. .	160,005	144,900	140,052	139,334
Recoups by Treasury of loss resulting from—	46,559	22,932	25,014	29,466
Reduction in outer suburban fares .. .. .	39,000	42,000	33,750	..
Working of certain lines of railway, &c. .. .. .	147	..	..	..
Concession fares to members of Defence Forces .. .. .	(d)	..	..	..
Guarantees in respect of losses on certain lines .. .. .	..	..	..	10,000
<b>Total</b> .. .. .	11,239,423	9,861,592	9,283,465	9,735,075
<b>WORKING EXPENSES.</b>				
Transportation Branch .. .. .	£ 2,310,561	£ 2,222,354	£ 2,254,293	£ 2,121,588
Way and Works Branch .. .. .	1,787,963	1,723,049	1,513,503	1,777,119
Rolling-Stock Branch—Operating Expenses .. .. .	1,546,938	1,428,856	1,411,125	1,337,054
"    "    Repairs and Renewals .. .. .	1,281,306	1,249,723	1,164,518	1,300,597
Contribution to Railway Renewals and Replacements Fund .. .. .	525,000	200,000	225,000	250,000
Electrical Engineering Branch .. .. .	331,799	330,263	280,262	248,194
Stores Branch .. .. .	127,034	125,837	126,564	121,524
General Expenses .. .. .	202,550(c)	200,902(c)	211,275	206,564
Miscellaneous Operations .. .. .	545,947	444,782	437,989	403,008
Payment into Railway Accident and Fire Insurance Fund .. .. .	24,656	35,509	40,762	25,856
Repayment to Public Account (Act No. 4499) .. .. .	100,000	50,000	50,000	..
<b>TOTAL WORKING EXPENSES (exclusive of Pensions)</b> .. .. .	8,783,754	8,011,875	7,715,351	7,791,504
Pensions .. .. .	474,762	482,940	483,678	484,381
<b>Total Working Expenses</b> .. .. .	9,258,516(b)	8,494,815(b)	8,199,029(b)	8,275,885(b)
Less—Expenditure charged to—				
Unemployment Relief Funds and Federal Aid Roads and Works Grant .. .. .	44,557	155,193	139,302	148,233
Commonwealth Defence Works (Unemployment Relief) Account .. .. .	46	8,213	..	..
Trust Fund Railway Works (Defence purposes) .. .. .	5,692	..	..	..
Loan Funds—Deferred Renewals, Replacements, &c. .. .. .	249,285	273,000	..	..
Public Account Advances Act No. 4499 .. .. .	..	..	..	297,400
<b>WORKING EXPENSES charged to Railway Revenue</b> .. .. .	8,958,936	8,058,409	8,059,727	7,830,252
Percentage to Gross Revenue .. .. .	79.71	81.72	86.82	80.43
<b>Net Revenue</b> .. .. .	2,280,487	1,803,183	1,223,738	1,904,823
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	1,914,782	1,879,991	1,859,780	1,840,531
Exchange on Interest Payments and Redemption .. .. .	205,902	196,792	188,074	184,014
Contribution to National Debt Sinking Fund .. .. .	122,067	121,219	119,605	119,020
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .	2,242,751	2,198,002	2,167,459	2,143,565
<b>SURPLUS</b> .. .. .	37,736	..	..	..
<b>DEFICIT</b> .. .. .	..	394,819	943,721	238,742

(a) For details see Appendix No. 8. (b) For details see Appendix No. 2. (c) Includes Superannuation Contributions on behalf of employees serving with Defence Forces (1940-41, £6,500; 1939-40, £1,326). (d) Included in Country Passenger (£60,344).

## Reconciliation with Treasury Figures.

The results of operating as shown in our accounts differ from those shown by the Treasury. The reason for the difference is that our accounts are kept on a commercial basis, revenue being credited with earnings, whether received or not, and working expenses charged with expenditure incurred, whether paid or not, while the Treasury accounts are kept on a cash basis, i.e., revenue and working expenses represent respectively, moneys received and moneys paid during the year.

A reconciliation between Railway and Treasury figures is embodied in Appendix No. 17.

## Financial Review.

### Result of Year's Operations.

The financial result of the year's operations was a surplus of £26,594, which is the first surplus for sixteen years and an improvement of £422,795 by comparison with the result in the previous year. The main variations in revenue and expenditure were as follows:—

Increased revenue	..	..	..	..	£	1,387,771
<i>Less increases in—</i>						
Working expenses	..	..	..	..	920,754	
Interest	..	..	..	..	34,318	
Exchange	..	..	..	..	9,082	
Contribution to the National Debt Sinking Fund	..				822	
						<u>964,976</u>
Improvement in financial result	..	..	..	..		<u>422,795</u>

The revenue, which amounted to £11,330,220, was the highest for eleven years. The improvement of £1,387,771 (14 per cent.) over the previous year was due principally to increases in the following classes of traffic:—

				£	
Passengers	..	..	..	972,005	(24 per cent.)
Goods and live-stock	..	..	..	222,768	(5 " )
Refreshment and advertising services, &c.	..			128,048	(24 " )

Earnings from country passenger traffic advanced by £702,746 (42 per cent.) and from suburban passenger business by £269,259 (11 per cent.). These increases were largely the result of abnormal conditions arising from the war, including heavier defence traffic, the greater spending power of the community generally due to increased earnings and more employment, the limited coastal shipping facilities and the restrictions on the use of petrol.

Owing to the failure of the harvest, the revenue from wheat traffic was £249,993 (45 per cent.) less than in the previous year, but due to war conditions and the fact that for three months of the previous year the coal strike enforced a drastic curtailment of train services, the revenue from all other goods business was £393,127 more than in 1939-40. Live-stock revenue improved by £79,634, and the increase in the earnings from the Refreshment Services, viz., £128,048 was due to the heavier volume of passenger traffic.

The total revenue per traffic train mile was 12s. 9. 05d. or 1s. 1. 89d. better than in the preceding year.

Working expenses amounted to £9,053,928—an increase of £920,754 by comparison with those of 1939-40. This additional expenditure included an increase of £325,000 in the amount specifically appropriated for the Railway Renewals and Replacements Fund; £277,000 for higher salaries and wages as a result of awards of the Arbitration Court and other industrial tribunals (including war loading); £26,000 for sick pay for daily paid employes under new legislation (Act No. 4724); £165,000 for the higher prices of materials, including coal, and an extra £50,000 (or a total of £100,000 for the financial year) towards the repayment of the special advance of £300,000 which was made from the Public Account in 1937-38 for deferred maintenance and renewal works.



In addition to the amount charged to Working Expenses, a sum of £265,000 was provided out of loan and other special funds for expenditure on deferred maintenance, renewals, &c. In the previous year £333,000 was expended on such works. These special funds have been of assistance in overtaking some portion of the arrears of maintenance, &c., from previous years.

The total amount credited to the Renewals and Replacements Fund was £618,823. In addition to the statutory minimum contribution of £200,000 and the increased provision (£325,000) referred to above, there were credits amounting to £93,823 for depreciation of rail and road motors, sundry sales, abolished assets, &c. This provision for depreciation is the greatest ever made in the railway accounts in any one year, and is the first since the reduction in the railway loan liability, i.e., as from 1st July, 1937, that has approximated the average amount required annually to meet the wear and tear which accrues in giving service.

The inescapable result of failure to provide adequately for depreciation is evidenced by the fact that although only four years have elapsed since the adjustment of the loan liability, accrued depreciation of property and equipment not provided for by cash appropriations already amounts to over a million pounds.

Although funds are now available for an increased works programme it is impracticable, owing to the serious depletion of the staff due to enlistments, to concentration of Workshops staff and plant on munition and other war work, and to the difficulty in obtaining materials, to carry out at the present time anything like the amount of betterment, renewal and replacement work which should be undertaken. We have frequently directed attention to the unsatisfactory position which was developing, particularly in relation to rolling stock, because of our inability to obtain sufficient funds to carry out the amount of improvement work necessary for the maintenance of a proper standard of railway service.

Apart from the obsolete and unsuitable nature of a large proportion of the existing rolling stock—in many cases the average age exceeds the normal economic life—the number of units available in various classes of rolling stock is insufficient for the requirements of the existing and immediately prospective traffic. This difficulty would be accentuated if a state of emergency arose. While the special provision which has been made as a war measure for the construction of additional rolling stock, viz., 10 "X" class engines, 400 goods trucks, and 20 "Z" vans will be of some advantage, we cannot too strongly re-affirm that if we are to be in a position to meet post-war requirements, it is imperative that a largely increased works programme be undertaken as soon as it is practicable to do so.

In addition to very heavy expenditure for deferred betterment and replacement works, including the construction of modern rolling stock and improvements to way and works, substantial additional costs will have to be met for rehabilitating workshops plant and equipment which is depreciating at an abnormal rate under wartime conditions, and also for restoring to a pre-war level the stock of tarpaulins which, owing to the difficulties associated with the purchase of canvas, has seriously deteriorated.

While the maximum amount of betterment and renewal work possible under existing conditions will continue to be carried out, we would strongly urge that full advantage be taken of the relatively buoyant revenue position to build up the Renewals and Replacements Fund to the maximum extent possible, so that when circumstances permit of our undertaking a largely increased volume of work a substantial portion of the expenditure involved will be available in that Fund.

### **Competitive Transport.**

In previous Reports, we have commented at length upon the widespread and intensive competition by commercial road transport and its adverse effects upon railway revenue. During the year under review, there were no marked changes either in the extent or the incidence of the competition.

Petrol rationing, introduced early in the year because of conditions arising from the war, was not applied to commercial passenger vehicles which provided regular service on fixed routes; nor was there any noticeable lessening of long-distance operations by goods-carrying vehicles, despite some limitation upon the quantity of

liquid fuel authorized for their use. In a relatively few instances goods vehicles were converted to producer gas operation, and in other cases it must be assumed that the hauliers had accumulated reserves of petrol, enabling them to continue their normal activities.

The Transport Regulation (Compensation) Act, passed in December last, provided for the compensation of a certain class of road hauliers engaged in carrying general goods on routes involving competition with the railway system. Acceptance of compensation and consequential surrender of the licences in force were, however, made subject to the consent of the hauliers themselves, and up to the end of the year only 21 vehicles, operated on six routes, had been de-licensed.

Surrender of the licences does not ensure that the traffic affected will all revert to the railways, as the existing law permits any person other than the de-licensed haulier to carry his own goods "in the course of trade" anywhere throughout the State. There is abundant evidence that this freedom has been widely used by merchants and traders, including many whose activities are distinguishable only technically from those of hauliers. The number of vehicles licensed to be used "in the course of trade" has been increasing at the rate of approximately 1,500 each year, and by the beginning of 1940 had reached the high figure of 21,136, representing an increase of 56 per cent. by comparison with the number existing in 1935, the year in which the initial survey of commercial goods vehicles was completed by the Transport Regulation Board. During the same period, licences for all other commercial goods vehicles increased by 15 per cent., viz., from 12,344 to 14,187.

While it is believed that the majority of the vehicles used "in the course of trade" are engaged upon ordinary short haul collection and delivery work, it is also known that a large number of them are being utilized, more or less regularly, for long-distance carrying. The extent of the consequent diversion of traffic from the railway system cannot be estimated upon any available data, but undoubtedly it is of considerable proportions.

From time to time the Transport Regulation Board has expressed the view that some limitation should be placed upon this class of carrying. In its report for the year ending 30th June, 1938, the Board stated:—

"The Board is impelled again to record its view that some modification or rationalization of carrying "in the course of trade" is essential . . . . . During the period under review there has been a still greater tendency for hauliers to engage in trading operations. In such cases it is perfectly clear that the transport function is by far the more important, but the Board is powerless to prevent this development . . . . . Certainly considerable business is being lost to existing road and rail services, and obviously very extensive damage is being done to country traders, which on the whole appears to be highly detrimental to local interests . . . . ."

The Board recommended as "a matter of urgency" that ancillary carrying should be restricted to a limited radius, with a discretionary power vested in the Board to extend the area in particular cases on the merits, or alternatively that a super tax be imposed upon ancillary vehicles used beyond a prescribed radius.

The State Economic Committee in 1939, also recognized the necessity for restricting the operations of such vehicles, as well as others used in competition with the railways. Its report contained the following recommendations:—

"That road hauliers operating under 'discretionary' licences and competing with the railway, and owner-users operating beyond a specified distance, pay their present fees, subject to a minimum of 10s., plus a fee to be assessed by the Transport Regulation Board on the basis of road use and the element of competition with the railways. . . . . On vehicles operating under owner-user licences beyond a specified distance and carrying general merchandise for sale, power should be given to the Board to assess the fee up to a maximum of three pence, but not less than one penny, per ton-mile based on the aggregate of the weight of the vehicle unladen and of the weight of the loading it is capable of carrying".

The legislature has not yet seen fit to adopt these recommendations.

Throughout the year we adhered to the policy of conceding reduced rates to traders who contracted to give their business to the railways. For some years this course of action has been the only effective means available to us to conserve traffic in the classes of goods which, because of the incidence of the railway rates structure, are particularly vulnerable to road competition. It has not succeeded in eliminating the competition, but has kept it within bounds and thereby prevented the disastrous losses of traffic and revenue which otherwise were inevitable. At the same time it has to be realized that rates concessions, based only on the intensity of the competition in each particular place, are a very costly means of protecting the State's greatest asset. While the traffic regained has not involved a proportionate increase in expenses, because the railways have a margin of unused capacity, the fact remains that far greater effort than formerly must now be expended to earn a given amount of revenue.

The cost of road competition appears to be altogether disproportionate to any benefits which it confers upon a relatively limited section of the community, and we again wish to urge the need for legislation designed towards the use and also the protection of each transport agency in its economic field. The legislation should in our opinion embrace not only railway and road transport, but also commercial air services, in which important post-war developments may be expected.

War operations in other parts of the world, as well as defensive requirements here, have been responsible for focussing attention anew on the paramount importance of railways as a means of transport. It is vital to our safety that the effectiveness of our system should not be impaired by prolonged heavy loss of revenue due to selective competition—injuring the community generally for the benefit of a small section.

Where non-arterial routes are concerned we are quite prepared to cease operations if road services are preferred. Our objection is to duplication, which cannot fail to be wasteful.

### Capital Expenditure, Loan Funds, &c.

At 30th June, 1941, the net aggregate Capital expenditure on property and equipment (i.e., excluding stores and materials and after deducting depreciation accrued since 1st July, 1937) was £51,125,258.

At the same date £5,899,060 had been provided from funds bearing no interest, the expenditure during the year being as follows:—

	£
National Recovery Loan (for unemployment relief) .. .. .	2,905
Trust Fund Railway Works (Defence purposes) .. .. .	109,421
Developmental Railways Account .. .. .	11
	<hr/>
	112,337
There was credited to the Commonwealth Defence Works Grant during the year .. .. .	6
	<hr/>
Net Increase .. .. .	112,331
	<hr/>

The total Loan liability at the close of the year, after allowing for securities (£2,970,865) purchased by the National Debt Sinking Fund and cancelled, was £45,606,689, representing a net increase during the year of £454,866. The gross increase was £704,134, but this was reduced by payments to the State Loans Repayment Fund (£23,235), the excess (£5,157) of premiums over discounts and expenses, and securities purchased and cancelled by the National Debt Sinking Fund (£220,876).

### The Railways and the War.

Up till 30th June, 1,399 officers and employees had enlisted or been called up for service with the 2nd A.I.F. or the R.A.A.F., or Navy. They included:—

- 543 Labourers or semi-skilled employees.
- 410 Stationmasters, Assistant Stationmasters, Signalmen, Guards, Shunters, Porters, Loco. Enginemmen, &c.
- 167 Clerks and Professional officers.
- 148 Gangers and Repairers.
- 131 Artisans and Apprentices.

In addition, 202 had been called up or had enlisted for Home Service for an indefinite period, while 115 had been loaned to Commonwealth Departments to assist with war activities, and another 63 had been granted leave of absence to undertake or be trained for the manufacture of munitions outside the service.

The departmental activities on the manufacture of munitions, &c. absorbed the equivalent of a large number of employees. To assist in meeting the shortage of artisans, 194 semi-skilled employees were stepped up as "added tradesmen" under the Commonwealth Dilution of Labour Regulations.

It will be appreciated that the figures given above do not embrace the men called up under the universal defence training scheme. The release of staff for this purpose is regulated, by agreement with the Defence authorities, in accordance with the fluctuations of the railway business and its staff requirements. By this means it has been practicable to release all grades of employees at appropriate times, except tradesmen and apprentices in engineering trades, whose services cannot be spared because of the programme of munitions work.

Assistance was given by the Commissioners and a number of senior officers on various Committees and Conferences associated with problems arising out of the war.

Splendid efforts have been made by a committee representative of the whole of the staff in the formation and activities of the Victorian Railways Patriotic Fund. Up to 30th June the total amount raised was £8,027, of which £7,202 was represented by cash and £825 by goods manufactured by voluntary labor. Of this amount £5,583 had at the same date been expended in the provision of two army ambulances, and in donations to the Australian Comforts Fund, Australian Red Cross, British Bombing Victims, Greece War Victims, and other movements connected with the war. In addition, almost £1,000 has been paid to district war-funds by country auxiliary committees.

### **Suburban Traffic Requirements.**

In our last Report we referred to the growing problem of catering adequately for the increasing suburban "peak" traffic, which, though confined to restricted periods of the morning and evening, governs our minimum requirements as to tracks, terminal facilities, and rolling stock. A brief outline was given of a comprehensive scheme for effecting much-needed improvement in present facilities in order to deal with future traffic.

In the year under review, the volume of suburban traffic was about  $8\frac{1}{2}$  per cent. greater than in 1939-40.

To some extent, the "peak" problem was relieved by very welcome co-operation extended to us in the staggering of hours of duty of public servants and others and of school hours. As a result, there was an increase in arrivals in the city between 8 a.m. and 8.30 a.m. and departures between 4.30 p.m. and 5 p.m., representing traffic which otherwise would have been included in the already congested peak periods immediately following.

Some further assistance has been given by an alteration, since the close of the financial year, in the hours of the afternoon session at city picture theatres. We are hopeful that still more will be accomplished, though it is obvious that staggering has limitations, and at the best can only be a palliative rather than a cure.

A commencement will be made in 1941-42 with the construction of a fly-over at Burnley for the Eastmalvern line trains, which will afford some measure of relief on the Box Hill group of lines. On the Frankston group, where conditions are acute, no substantial relief can be given except by proceeding with the comprehensive plan of duplication of tracks between Flinders-street and South Yarra and provision of additional terminal facilities.

The recent abnormal development of suburban traffic has, of course, been stimulated by heavy war expenditures and by the rationing of petrol for private cars—though the influence of the latter has only recently become pronounced. Nevertheless there has, over a period of years, been a steady growth of outer suburban traffic (broken

only by the severe economic depression), and experience strongly indicates a continued increase of such travel, for which the railway is unquestionably the most suitable medium, as the time usually occupied in a journey of 8 or 10 miles is little more than half of that taken by tram or bus.

Moreover, by reason of the development in the outer suburbs, the average distance for which suburban passengers are carried has increased since 1926-27 (the peak year in passenger journeys) by .91 miles, or about 15 per cent. Obviously an increase in the average length of journey involves the use of additional rolling stock in the peak periods, and the stage has now been reached when we require more stock to enable any real improvement in service to be provided on lines where operating facilities are available.

Despite the demands upon loan funds which are being made by the war, we feel constrained to stress the importance of proceeding at the earliest moment practicable with the most urgent portions of the comprehensive scheme, in order to make provision for the development of travel which must be anticipated with the growth of population and the trend to the outer suburban areas. This applies equally to the construction of additional rolling stock. We have in previous years urged the necessity for providing additional suburban stock, but we have not been successful in obtaining any funds for the purpose until this year, when, as explained elsewhere in this Report, little progress can be achieved because of the concentration of staff and materials upon the war programme. It is important that funds should be made available for this item at a later stage, when it becomes physically possible to proceed with the work of construction.

In the meantime the incidence of the traffic is being kept under continuous and close scrutiny, and whatever adjustments are found practicable will be made to ensure maximum convenience.

### **Class Travel on Suburban Lines.**

The growth of the suburban peak traffic has been accompanied by suggestions that one-class trains should be provided.

Supporters of this idea cite as examples the tramways, and the Sydney suburban railways. Neither furnishes a parallel with our position. On the tramways the average length of travel is only about one third of that on the suburban railways, and what is acceptable in the one case is not necessarily acceptable in the other. This is demonstrated by the large number of rail passengers who continue to travel first class on the Melbourne suburban lines. On the Sydney suburban railway system, when first class travel was abolished, only 3 per cent. of the passengers were first class ticket holders.

In Brisbane and Perth, first class accommodation has been retained, though the proportion of first class ticket holders is less than 2 per cent. in the one case and only 6½ per cent. in the other.

We recognize that there are certain operating advantages to be gained by having one class only on suburban lines, but obviously the question depends not so much upon this, or upon what is done elsewhere under different conditions, as upon local requirements.

Over 40 per cent. of our periodical ticket holders, and more than a third of all suburban travellers, purchase first class tickets. Our position in the matter is clear; so long as there is a substantial demand for first class travel at appropriate fares, we are under an obligation to provide for it as well as for second class passengers. In addition, the adoption of one class trains would involve a substantial loss of revenue represented by the higher first class fares, which now help to keep down the cost of second class travel. It has not been suggested by those who advocate the abolition of the first class, that this loss should be recouped by adopting for the one-class standard a fare higher than that now paid by second class passengers.

The morning "peak" traffic to the city consists generally of two periods—an early one when second class ticket holders are in a substantial majority, and a later one in which the conditions vary on different lines, but in which usually the majority of travellers hold first class tickets. To overcome the disability which second class travellers would otherwise suffer in the earlier period the rule has long been established, and is generally known, that holders of second class tickets travelling by trains reaching the city between 6.30 a.m. and 8.10 a.m. may travel first class, provided that second class seats are not available at their entraining station. This provision in our opinion meets the situation reasonably well.

In the evening peak the spread of traffic is not so pronounced. To provide for the conditions then obtaining, a variation of the standard make-up of trains was made on certain lines by increasing the proportion of second class seating accommodation. An extension of this practice, however, would reduce flexibility in operating, and in the long run would necessitate the provision of additional rolling stock, at considerable cost.

### Producer Gas.

During the year the Department continued its co-operation with other bodies in research to improve design and establish standards for gas producers for use on road and rail motor vehicles. The results of this work will be of considerable value for such time at least as petrol supplies are restricted.

At the end of the year, eleven road and four rail motors had been equipped with gas producers, and arrangements had been made for equipping all other vehicles likely to show appreciable saving in liquid fuel without serious detriment to operation.

### The Wheat Harvest.

Due to severe drought conditions, the Victorian wheat yield amounted only to 13,521,422 bushels from 2,672,728 acres, compared with 45,054,592 bushels from 2,827,417 acres in the preceding year. The average yield per acre decreased from 15.93 bushels to 5.06 bushels.

Comparative figures are given hereunder as to the wheat produced and railed during the last five years:—

Year.	Number of Bushels Produced in Victoria.	Number of Bags of Wheat Carried by Rail from Country Districts in Victoria, New South Wales, or South Australia (approximately 3 bushels per bag).
1940-41 .. .. .	13,521,422	5,946,347*
1939-40 .. .. .	45,054,592	11,003,675*
1938-39 .. .. .	18,104,369	6,593,840
1937-38 .. .. .	48,173,191	14,950,528
1936-37 .. .. .	42,844,816	13,653,222
Record years .. .. .	(1915-16) 58,521,706	(1916-17) 18,461,822

\* Includes bulk wheat from country silos equivalent to 2,011,333 bags in 1939/40 and to 1,897,265 bags in 1940/41.

The quantity of wheat exported amounted to 1,081,025 bags, compared with 1,828,438 in 1939-40.

The "carry-over" at the close of each of the last four years is indicated hereunder:—

	Number of Bags of Wheat stacked at 30th June—			
	1941.	1940.	1939.	1938.
At Williamstown .. .. .	388,287	1,197,407	4,967	623,205
At Geelong .. .. .	550,002	2,073,344*	21,700	1,077,995
At Country stations .. .. .	800,373†	4,260,640†	920,693	2,297,539
Totals .. .. .	1,738,662	7,531,391	947,360	3,998,739

\* Includes the equivalent of 535,185 bags of bulk wheat in the Terminal Elevator, North Geelong.

† Includes bulk wheat in country silos: the equivalent of 952,619 bags at 30/6/40 and of 588,783 bags at 30/6/41.

### Rolling Stock Construction.

On 7th February, the "H" class locomotive, the largest and most powerful ever built by or for this Department, was released into traffic. This engine, which has three cylinders and a 4-8-4 wheel arrangement, has a tractive effort of 55,000 lb. at 85 per cent. boiler pressure. Its weight in working order, with tender, is 260 tons 1 cwt. It is being used with very satisfactory results in fast goods service between Melbourne and Wodonga, hauling a load of 820 tons, compared with 520 tons in the case of other locomotives used on these trains.

In addition, seventeen "K" class locomotives were completed and placed in service. Four others are nearing completion.

Two second class steel air-conditioned sitting cars were constructed and placed in the Melbourne-Albury express service.

Other stock completed during the year consisted of 20 standard goods vans, and 138 general service wagons specially equipped for the carriage of wheat in bulk.

### Suburban Electrification Equipment.

Most of the boiler plant required for the first stage of the scheme for the replacement and modernization of the Newport "A" Power Station plant has been delivered, and its erection is proceeding satisfactorily. The new turbo-alternator included in this stage of the programme has not yet been received from the contractor.

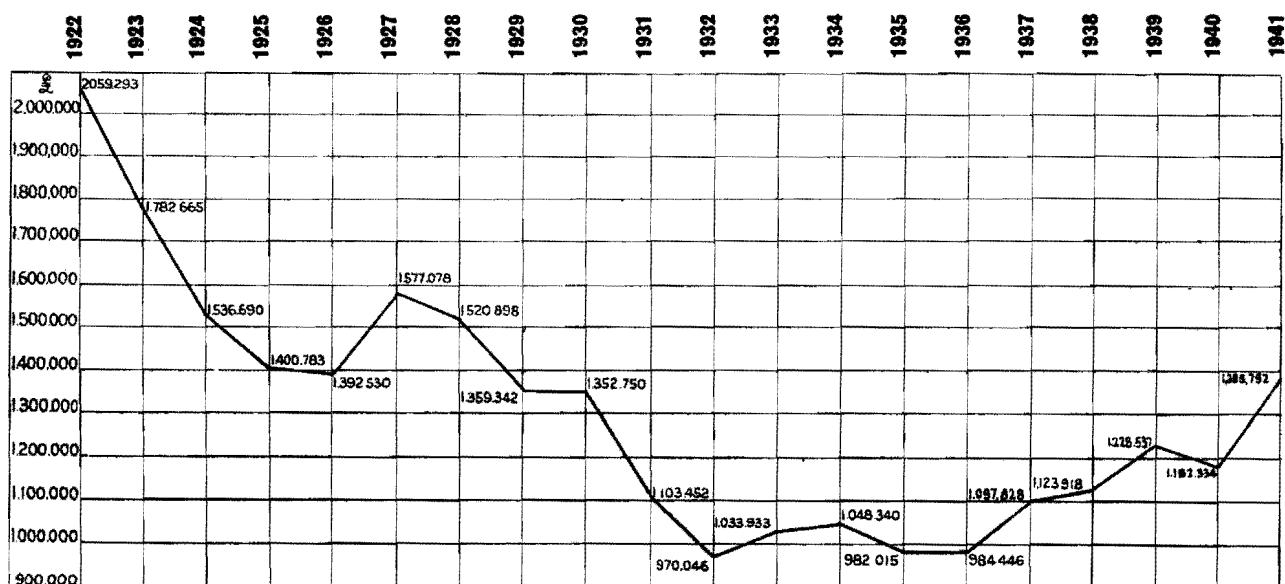
The new supervisory control equipment, required for the effective supervision of the electric traction power supply system, has all been delivered, and 80 per cent. of it has been installed. Portion of the equipment is in operation, with satisfactory results.

### Stores and Materials.

There was a substantial increase during the year in the value of the stocks held, which stood at £1,385,792 at 30th June, compared with £1,182,334 at 30th June, 1940. War conditions were in part responsible, as difficulties in obtaining prompt supplies necessitate the maintenance of increased reserves of many articles. Other contributory factors were higher prices, and the gradual replenishing of coal stocks, which were seriously depleted in 1939-40 due to a prolonged cessation of supplies.

A comparison of the value of the stock of stores held at the close of each of the last twenty years is given in the following graph:—

VALUE OF STOCK HELD AT 30TH JUNE—



On an average the stock was turned over 1·96 times during the twelve months. If "insurance" stocks are excluded, the turnover would be 2·21.

The activities of the departmental committee which is gradually simplifying the range of stock items were largely devoted to special problems arising from the war including closer attention to the salvage and reclamation of materials as well as the use of various substitutes.

Special attention was given to economy in paper consumption by such means as the amalgamation of books and forms, reductions in size, using both sides, or using lower grade paper, &c. Considerable reductions in both paper and printing have thus been achieved.

### Coal Supplies.

The quantities of coal purchased during the year were as follows:—

				From State Coal Mine.	From Other Victorian Mines.	From New South Wales.	Total.
				Tons.	Tons.	Tons.	Tons.
Large Coal	..	..	..	112,501	16	294,099	406,616
Small Coal	..	..	..	77,179	3,257	89,492	169,928
Total	..	..	..	189,680	3,273	383,591	576,544

The coal consumed for all purposes amounted to 373,605 tons of large and 155,055 tons of small, or a total of 528,660 tons.

Due to increases in price, the average issuing rate for large coal increased from 24s. 4·12d. in 1939-40 to 27s 4·84d. in 1940-41, and that for small coal from 20s. 4·4d. to 21s. 0·8d. per ton. These rates are computed on the basis of the cost in trucks at Victoria Dock, Geelong, and Wodonga in the case of New South Wales coal, and in trucks at the State Coal Mine for Victorian coal.

Owing to curtailment of the available interstate shipping space due to the war, it was decided to overland portion of our requirements, and contracts were entered into to obtain supplies from the Lithgow (New South Wales) fields. Deliveries from this source will, it is expected, approximate 42,500 tons.

### The Staff.

At the commencement of the year the total permanent and supernumerary staff (including butty gang workers) was 23,994. In addition, casual labor was employed representing 366 men working full time, so that the total staff was equivalent to 24,360. At 30th June, 1941, the comparable figures were 25,380 and 457 respectively, making a total of 25,837.

The average number employed full time for the year (excluding butty gang workers) was 25,320, compared with 24,264 in 1939-40.

These figures in each case include the large number of men engaged in the manufacture of munitions and upon other defence works. The average number whose wages were debitable to railway working expenses was 21,906, representing only 219 more than in 1939-40, despite the heavy increase in traffic.

Appointees to the permanent staff numbered 125, of whom 124 were apprentices to various trades.

### Salaries and Wages.

The amounts disbursed in salaries and wages during the past three years, excluding payments made from Unemployment Relief Funds and payments made to butty gang workers, were:—

						£
1938-39	..	..	..	..	..	6,064,800
1939-40	..	..	..	..	..	6,177,177
1940-41	..	..	..	..	..	6,661,937



### Pensions.

The amounts paid in pensions are contrasted below with the corresponding payments in the preceding year :—

	1940-41.	1939-40.	Increase (+) or Decrease (-) in 1940-41.
	£	£	£
Pensions under Superannuation Act .. .. .	383,274	379,885	+ 3,389
Pensions to officers and employees who were in the Service on 1st November, 1883 .. .. .	92,109	103,649	- 11,540
Total .. .. .	475,383	483,534	- 8,151

### Wage Fixing Tribunals.

Further awards were made during the year by the Railways Classification Board, acting as a State Industrial Authority under the provisions of the Commonwealth Conciliation and Arbitration Act, in respect of 93 grades, covering approximately 3,082 officers and employees. Increased rates of payment to some of these grades involved an additional cost of approximately £2,800 per annum.

An award of the Commonwealth Arbitration Court, in favour of the Australian Federated Union of Locomotive Enginemen, increased the annual expenditure by approximately £31,000.

Under the provisions of the National Security (Industrial Peace) Regulations, awards were made by the Court for the payment of a wartime loading to officers and employees covered by awards applicable to the railway service, with an additional annual cost of approximately £186,000.

Increases granted by State Wages Boards, in respect of the few employees still remaining under determinations of such Boards, added a further amount of approximately £4,100 per annum to the wages bill.

Cost of living adjustments, consequent upon court decisions, increased the basic wage from 13s. 4d. to 13s. 10d. on 4th August, 1940, and to 14s. 2d. on 2nd February, 1941. Such increases account for an additional cost of approximately £299,700 per annum.

Awards made during the year were, therefore, responsible for an additional annual cost of approximately £523,600.

### Ambulance.

Enrolments in the various classes of instruction numbered 2,523, indicating that the interest of the staff in ambulance work is being maintained. Of this number, 1,272 were examined, and 922 passed the tests either in the first or in a higher course.

A satisfactory standard of proficiency was displayed at the district competitions at various centres, as well as in the final tests at Mt. Evelyn. The competitors at the district events comprised 59 ambulance corps and 343 individuals, whilst 12 corps and 12 individuals competed in the final events.

At the All Australian Railway Ambulance Competitions held in Sydney during November, 1940, our Accountancy Branch No. 1 Team—winners of the Victorian Championship—obtained second place.

### Education and Recreation.

The Council of the Victorian Railways Institute reports another successful year's activities, 2,111 new members having been enrolled. The total membership at 30th June was 16,001, representing a net increase in membership of 746, compared with an increase of 299 in the previous year.

Railway educational classes were continued for the benefit of employees desiring to improve their knowledge of railway working. Classes were conducted in all country centres, in addition to Melbourne. The total number of students enrolled in these classes (including correspondence courses) was 3,240.

No new centres were opened during the year, but buildings were commenced at Korumburra, Shepparton and Warragul.

### **Tourist Services.**

The patronage of local tourist resorts has naturally received a substantial stimulus from the virtual cessation of overseas travel from Australia. For this reason, together with the curtailment of interstate shipping and other causes affecting our traffic generally, the Victorian Government Tourist Bureau experienced a year of unprecedented activity. The total revenue collections (including those for other railway systems and for other forms of transport for which the Bureau is an agent) were approximately 30 per cent. in excess of those for 1939-40.

Commissions received for booking for tourist houses, airways, road motor services, &c., amounted to no less than £7,336.

A branch was opened at Geelong in April, and the development since has been most satisfactory.

The other Victorian Branch offices at Ballarat, Bendigo, and Mildura, and all interstate offices, recorded substantial revenue increases.

### **The Chalet, Mt. Buffalo National Park.**

The popular tariff introduced in the preceding year, for application during what were previously slack periods, continued to operate with most satisfactory results. A high and relatively even load factor was maintained, the average number of guests ranging between 116 in October and 162 in May.

Over the whole year the average was 141, compared with 118 in 1939-40 and 70 in 1938-39.

Appendix No. 14 gives some details of the financial results of operating The Chalet and its adjunct at Mt. Hotham. A profit of £2,163 was realized, after providing for interest on the capital investment, and for depreciation of the plant and equipment, but not of the buildings.

### **Departmental Road Services.**

As from 5th June, 1939, a bus service was instituted between Hawthorn and Kew during non-peak hours, in replacement of the electric train previously used to provide connexion with the main suburban line at Hawthorn. A bus and crew are available from the East Kew-East Camberwell route at the requisite periods, and a substantial saving was effected by the change.

The motor bus service between Lilydale and Warburton was discontinued as from 19th May. The patronage on this route was not such as to warrant its retention as a feeder service, and better use could be made of the vehicle elsewhere.

### **State Coal Mine.**

After the payment of working expenses, loan redemption and interest charges, and allowing £10,000 for depreciation, the operation of the Mine resulted in a loss of £121,548.

The cost of production was increased during the year by higher wages and piece-work rates.

The quantity of coal won was 280,570 tons, with a saleable output of 257,902 tons. Of this quantity 189,523 tons were supplied for railway use, 8,777 tons to other Public Departments, and 59,602 tons to the general public.

The time lost as a result of strikes, stopwork meetings, &c., was 24 days, compared with 116 days in the preceding year.

Following a difference as to the application of an award relating to annual leave, work was not resumed on 6th January, after the usual Christmas holidays, and the stoppage continued until 21st January.

The amount disbursed in wages was £321,076, and the net average earnings of contract miners were 25s. 10 4/10d. per shift.

The number of persons employed at 30th June was 1,201.

### **Acknowledgment of Services of Staff.**

Since the outbreak of the war, vacancies caused by the enlistment of many fully qualified railway employees have necessarily been filled by less trained and relatively inexperienced men, women, or youths.

There is, however, every reason to be gratified by the manner in which the staff, under this disability, have co-operated in handling a greatly increased and more intensive traffic and an expanded works programme. We have pleasure in recording our sincere appreciation of their efforts.

### **Heads of Branches.**

The Heads of Branches throughout the year were:—

Secretary .. .. .	..	Mr. E. C. Eyers.
Chief Mechanical Engineer .. .. .	..	Mr. A. C. Ahlston.
Chief Civil Engineer .. .. .	..	Mr. A. G. Fletcher.
General Superintendent of Transportation .. .. .	..	Mr. M. A. Remfry.
Chief Electrical Engineer .. .. .	..	Mr. H. P. Colwell.
Comptroller of Accounts .. .. .	..	Mr. L. J. Williamson.
General Passenger and Freight Agent .. .. .	..	Mr. J. McClelland.
Comptroller of Stores .. .. .	..	Mr. H. S. Sergeant.
Superintendent of Refreshment Services .. .. .	..	Mr. A. W. Keown.

### **Appendices, &c.**

The balance-sheet for the year and various accounts, statements and other information are embodied in the appendices, a list of which is shown in front of this Report.

We have the honour to be,

Sir,

Your obedient servants,

N. C. HARRIS, Chairman	} Victorian Railways Commissioners.
M. J. CANNY,	
R. G. WISHART,	

## APPENDIX

## BALANCE-SHEET AT

LIABILITIES.		£	s.	d.	£	s.	d.
Face value of stocks and bonds allocated to the Railways .. ..		48,577,554	9	2			
<i>Less</i> securities purchased and cancelled by the National Debt Sinking Fund .. .. .		2,970,865	5	4			
					45,606,689	3	10
Contribution from Revenue, &c., and the National Recovery Loan for Capital purposes—							
Proceeds of sale of State Lands .. .. .		2,825,740	6	1			
Consolidated Revenue .. .. .		1,377,782	15	4			
Developmental Railways Account .. .. .		108,501	5	1			
	£	s.	d.				
National Recovery Loan .. .. .	2,561,261	2	1				
Unemployment Relief Fund .. .. .	2,761	0	0				
Commonwealth Defence Works Unemployment Relief Fund .. .. .	55,365	19	7				
Trust Fund Railway Works Defence Purposes .. .. .	115,112	14	5				
	2,734,500	16	1				
<i>Less</i> expenditure on other than Capital Works .. .. .	1,147,464	19	0				
					1,587,035	17	1
Premiums on Loans, less Discounts and Expenses .. .. .					5,899,060	3	7
Advances from Public Account (Act No. 3341) for Capital purposes .. .. .					3,206	2	3
Advances from Public Account (Act No. 4499) for Working purposes .. .. .					194,329	11	2
National Debt Sinking Fund Reserve .. .. .					100,000	0	0
Railway Accident and Fire Insurance Reserve .. .. .					3,210,038	13	7
Creditors—					100,000	0	0
Sundry Accounts .. .. .					685,023	18	4
Consolidated Revenue—							
For Income payments from Revenue Debtors .. .. .		349,174	17	2			
For deficits financed since 1st July, 1937 .. .. .		1,563,626	11	6			
					1,912,801	8	8
Accrued Depreciation—							
1.7.37 to 30.6.40 .. .. .		998,583	8	0			
For year ended 30th June, 1941 .. .. .		7,225	19	9			
Accrued Depreciation to 30th June, 1941 (Assets reduced accordingly) .. .. .		1,005,809	7	9			
					£57,711,149	1	5

E. A. PEVERILL,  
Auditor-General.

29/8/41.

No. 1.

30TH JUNE, 1941.

		ASSETS.								
		£	s.	d.	£	s.	d.	£	s.	d.
<b>Railways—</b>										
Way, Works, Buildings and Equipment	..	44,216,388	10	5						
Rolling Stock	..	6,506,727	3	11						
					50,723,115	14	4			
<b>Electric Tramways—</b>										
Way, Works, Buildings and Equipment	..	123,004	17	11						
Rolling Stock	..	12,631	8	8						
					135,636	6	7			
<b>Road Motor Public Services—</b>										
Buildings and Equipment	..	7,339	13	4						
Rolling Stock	..	280	15	0						
					7,620	8	4			
Railways under construction	..				225,824	12	2			
Bridges for Railways not yet constructed	..				33,061	2	7			
					51,125,258	4	0			
Stores and Materials	..	1,386,274	14	9						
Stores and Equipment at Refreshment Rooms	..	119,992	3	5						
Materials in course of manufacture	..	83,092	11	4						
					1,589,359	9	6			
					52,714,617	13	6			
<b>Deferred Renewals, Replacements and Maintenance Works from Loan Funds</b>										
Expenditure charged to Public Account Advances Act No. 4499	..							522,284	11	0
Cash at stations and in transit	..							94,880	0	6
<b>Cash at Treasury—</b>										
Trust Fund Surplus Railway Land	..				1,701	15	10			
Railway Accident and Fire Insurance Fund	..				100,000	0	0			
Railway Renewals and Replacements Fund	..				572,834	12	3			
Railway Charges in Suspense	..				136,828	0	7			
Railways Stores Suspense Account	..				14,907	4	0			
Railways Repayment Fund	..				14,127	18	0			
National Debt Sinking Fund	..				239,173	8	3			
Unexpended balance of Loan Moneys	..				62,491	8	0			
					1,142,064	6	11			
Trust Securities	..							49,662	18	7
<b>Sundry Debtors—</b>										
Revenue Debtors to Consolidated Revenue	..				254,294	16	8			
Other Debtors	..				263,908	15	0			
					518,203	11	8			
<b>Depreciation accrued since 1.7.37, not provided for by cash appropriations</b>										
Railway Renewals and Replacements Account	..				1,578,644	0	0			
Less Renewals and Replacements Reserve	..				572,834	12	3			
					1,005,809	7	9			
Accumulated Deficit from 1.7.37 to 30.6.40	..				1,590,220	8	3			
Surplus for the year 1940-41	..				26,593	16	9			
Net Accumulated Deficit from 1.7.37 to 30.6.41	..				1,563,626	11	6			
					£57,711,149	1	5			

L. J. WILLIAMSON,  
Comptroller of Accounts.

25/8/41.

## APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1941 AND 1940  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1941.	1940.		1941.	1940.
Average Miles of Single Track Open, including Sidings .. .. .	6,136	6,141			
	£	£			
<b>A.—MAINTENANCE OF WAY AND WORKS.</b>					
Superintendence .. .. .	175,292	170,005			
Stationery, Printing and Advertising ..	6,115	8,120			
Maintenance and Renewals of the Permanent Way .. .. .	851,740	861,498			
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. .. .	56,126	52,290			
Slips and Flood Repairs .. .. .	3,626	3,197			
Bridges, Tunnels, Culverts, Retaining Walls and Drains .. .. .	74,278	59,848			
Piers and Wharfs .. .. .	119	17			
Weighbridges, Scales, Lifting Cranes, &c. ..	24,760	17,328			
Electric Power Station Buildings .. .. .	6,128	8,372			
Other Buildings, Platforms and Fixtures ..	246,265	218,398			
Stock Yards .. .. .	13,991	13,493			
Water Services .. .. .	22,363	19,865			
Machinery, Tools and Supplies .. .. .	81,531	72,111			
Signals and Interlocking, Signal Boxes and Track Bonds .. .. .	172,027	150,142			
Telegraph and Telephone Lines and Instruments .. .. .	34,013	32,408			
Injuries to Employees or others .. .. .	7,777	5,712			
Betterments .. .. .	4,724	18,805			
Other Expenses .. .. .	7,088	12,140			
	1,787,963	1,723,649			
<b>ROLLING STOCK.</b>					
<b>B.—GENERAL SUPERINTENDENCE, ETC.</b>					
General Superintendence .. .. .	31,226	34,884			
Stationery, Printing and Advertising ..	1,361	810			
	32,587	35,694			
<b>C.—MAINTENANCE OF ROLLING STOCK.</b>					
Motive Stock—					
Steam Locomotives .. .. .	684,984	646,317			
Electric Locomotives .. .. .	3,030	3,147			
Electrical Equipment of Electric Coaching Stock .. .. .	36,514	33,077			
Coaching Stock, excluding Electrical Equipment .. .. .	302,045	304,234			
Goods Stock .. .. .	213,168	217,475			
Rail Motors .. .. .	32,484	35,516			
	1,272,225	1,239,766			
<b>D.—MOTIVE POWER.</b>					
Superintendence .. .. .	55,115	54,133			
Running Sheds, Labour and Supplies ..	86,007	81,286			
Drivers and Firemen .. .. .	520,039	480,742			
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c. ..	545,827	485,840			
Oil, Tallow, Waste and other running supplies .. .. .	24,012	22,484			
Water .. .. .	25,826	24,652			
Electric Motormen, including Superintendence, Uniforms, and Supplies ..	146,559	138,703			
Rail Motor Operation .. .. .	37,917	36,007			
Other Expenses .. .. .	3,979	3,378			
Injuries to Employees or others .. .. .	3,158	3,404			
	1,448,499	1,380,629			
<b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>					
Excluding Electrical Equipment .. .. .	65,420	63,132			
Electrical Equipment .. .. .	9,513	9,358			
	74,933	72,490			
<b>F.—TRANSPORTATION AND TRAFFIC.</b>					
General Superintendence .. .. .	165,469	164,246			
Stationery, Printing and Advertising ..	64,569	64,611			
Station Yard and Signal Service—					
Salaries, Wages, &c., of Staff .. .. .	1,511,644	1,460,536			
Fuel and Light .. .. .	38,407	37,347			
Uniforms for Staff .. .. .	12,318	12,170			
Other Supplies .. .. .	43,133	48,718			
Other Expenses .. .. .	16,090	14,582			
Gatekeeping .. .. .	35,987	34,003			
Guards and Conductors—					
Wages and Expenses .. .. .	238,670	224,570			
Uniforms and Supplies .. .. .	3,571	3,946			
Cleaning, Icing, &c., of Carriages .. ..	91,407	82,521			
Supplies, &c., for Carriages .. .. .	20,248	19,667			
Light for Carriages .. .. .	15,629	12,192			
Repairs and Renewals of Tarpaulins and Lashings .. .. .	32,969	25,048			
Rail Motor Operation .. .. .	5,790	5,590			
Operation of Grain Elevators and Grain Conveyors .. .. .		6			
Operation of Coal Shipping Plants .. ..					
Injuries to Employees .. .. .	5,473	5,654			
Loss and Damage to Property and Goods ..	3,612	3,149			
Compensation, Personal .. .. .	2				
Other Expenses .. .. .	5,573	3,798			
	2,310,561	2,222,954			
<b>G.—ELECTRICAL ENGINEERING BRANCH.</b>					
General Superintendence .. .. .	17,963	18,935			
Stationery, Printing and Advertising ..	668	915			
Power Station .. .. .	259,417	233,371			
Transmission, Distribution Systems and Sub-Stations .. .. .	90,911	99,529			
Injuries to Employees or others .. .. .	223	321			
Other Expenses .. .. .	1,412	2,470			
Other Operations .. .. .	Cr. 48,202	Cr. 48,754			
Electrical Energy Purchased .. .. .	9,407	23,476			
	331,799	330,263			
<b>H.—MISCELLANEOUS OPERATIONS.</b>					
Dining Car Service .. .. .	49,837	37,208			
Refreshment Rooms Service .. .. .	400,211	324,032			
Advertising Service .. .. .	15,601	15,119			
Bookstalls Service .. .. .	80,298	68,423			
	545,947	444,782			
<b>I.—STORES BRANCH.</b>					
Salaries and Wages .. .. .	124,778	119,471			
Charges for Services rendered by other Branches .. .. .	13,510	13,916			
Printing .. .. .	1,042	933			
Motor Transport .. .. .	3,235	4,494			
Office Requisites and Stores .. .. .	3,337	3,832			
Other Expenses .. .. .	1,838	1,403			
Proportion of Percentage added to cost of Works charged to Capital, &c. ..	Cr. 20,706	Cr. 18,212			
	127,034	125,837			
<b>J.—GENERAL EXPENSES.</b>					
Commissioners' and Secretary's Offices ..	32,970	30,657			
Accountancy Branch .. .. .	108,002	107,459			
Legal and Medical Expenses .. .. .	13,312	13,554			
Stationery, Printing and Advertising ..	11,999	14,074			
Municipal and Shire Rates .. .. .	781	787			
Sundry other General Charges .. .. .	35,486	34,871			
	202,550	200,902			
<b>K.—OTHER EXPENDITURE.</b>					
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	24,656	35,509			
Pensions .. .. .	474,762	482,940			
Contribution to Railway Renewals and Replacements Fund .. .. .	525,000	200,000			
Repayment to Public Account (Act No. 4499) .. .. .	100,000	50,000			
	1,124,418	768,449			
Total .. .. .	9,258,516	8,494,815			
Less maintenance expenditure charged to—					
Unemployment Relief Funds .. .. .	1,795*	95,193†			
Commonwealth Defence Works (Unemployment Relief) Account .. .. .	46‡	8,213‡			
Trust Fund Railway Works (Defence purposes) .. .. .	5,692§				
Loan Funds—Deferred Renewals, Replacements, &c. .. .. .	249,285¶	273,000¶			
Federal Aid Roads and Works Grant ..	42,762*	60,000*			
Working Expenses charged to Railway Revenue .. .. .	8,953,936	8,058,409			

\* Maintenance of Way and Works.

† Maintenance of Way and Works, £95,165, Transportation and Traffic, £28.

‡ 1940-41—Maintenance of Way and Works, £253, Transportation and Traffic, Cr. £10, Rolling Stock, Cr. £197.

§ 1939-40—Maintenance of Way and Works, £3,704, Transportation and Traffic, £1,196, Rolling Stock, £3,313.

¶ Maintenance of Way and Works, £1,701, Transportation and Traffic, £3,991.

\*\* 1940-41—Maintenance of Way and Works, £224,235, maintenance of Rolling Stock, £25,000.

\*\*\* 1939-40—Maintenance of Way and Works, £218,000, maintenance of Rolling Stock, £55,000.

## APPENDIX No. 3.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1941, AND 1940 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—							
	1941.				1940.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
	4,759		4,759		4,759		4,759	
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country		4,884,386		Country		4,414,578	
	Suburban		7,674,054		Suburban		7,428,464	
	Goods		5,208,547		Goods		5,164,928	
	Total		17,766,987		Total		17,007,970	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
First Class Passengers	Journeys.	£	£	d.	Journeys.	£	£	d.
Second Class Passengers	1,125,971	597,877	126·99	29·38	728,943	428,602	91·04	23·30
Season Tickets—	6,558,393	1,696,483	360·34	83·36	4,529,436	1,163,947	247·23	63·28
First Class	516,469	47,677	10·13	2·34	569,642	50,535	10·73	2·75
Second Class	1,039,289	30,558	6·49	1·50	864,691	28,338	6·02	1·54
Workmen's Weekly Tickets—Second Class	326,534	8,485	1·80	·42	264,628	6,912	1·47	·37
Total Country	9,566,656	2,331,080	505·75	117·00	6,957,340	1,678,334	356·49	91·24
SUBURBAN.								
First Class Passengers	24,190,592	567,874	2,535·15	17·76	21,529,918	494,736	2,208·64	15·99
Second Class Passengers	47,528,632	917,851	4,097·55	28·71	44,946,965	857,299	3,827·23	27·70
Season Tickets—								
First Class	27,257,608	436,795	1,949·98	13·66	25,330,638	389,768	1,740·04	12·59
Second Class	38,041,653	501,136	2,237·21	15·67	34,928,200	439,869	1,963·70	14·21
Workmen's Weekly Tickets—Second Class	12,633,271	199,160	880·11	6·23	10,956,014	171,885	767·34	5·55
Total Suburban	149,651,756	2,622,816	11,709·00	82·03	137,691,735	2,353,557	10,506·95	76·04
Total Passenger	159,218,412	5,003,896	1,951·46	95·63	144,649,075	4,031,891	847·21	81·71
Parcels, Horses, Carriages, &c.		328,138	68·95	6·27		319,215	67·08	6·46
Mails		77,405	16·26	1·48		77,403	16·26	1·57
Miscellaneous		26,725	5·62	·51		21,632	4·55	·44
Total Parcels, &c.		432,268	90·83	8·26		418,250	87·89	8·47
Total Coaching		5,436,164	1,142·29	103·89		4,450,141	935·10	90·18
General Merchandise								
Wool	Tons.	3,804,921	799·52	175·33	Tons.	3,710,272	779·63	172·41
Live Stock	5,309,143	224,214	47·12	10·33	5,101,970	206,144	43·32	9·68
Minerals—	109,644	619,185	130·11	28·53	96,103	539,551	113·37	25·07
Coal, Coke and Shale	740,864	93,609	19·67	4·31	639,967	61,422	12·91	2·85
Stone, Gravel and Sand	295,969	51,495	10·82	2·37	189,833	55,476	11·06	2·58
Miscellaneous	167,165	66,206	13·91	3·05	159,116	63,997	13·45	2·97
Total Goods	6,622,785	4,859,630	1,021·15	223·92	6,186,989	4,636,862	974·34	215·46
Sale of Electrical Energy		48,536	10·20	·		44,323	9·31	·
Rents		160,005	33·62	·		144,900	30·45	·
General Miscellaneous		46,559	9·78	·		22,032	4·63	·
Total Power, Rents, and Miscellaneous		255,100	53·60	·		211,255	44·39	·
Dining Cars		56,027	11·77	·		36,936	7·76	·
Refreshment Rooms		463,221	97·33	·		371,445	78·05	·
Advertising		37,007	7·78	·		35,475	7·46	·
Bookstalls		93,127	19·57	·		77,478	16·28	·
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls		649,382	136·45	·		521,334	109·55	·
Recoups by Treasury of loss resulting from—								
Reduction in outer suburban fares		39,000	8·20	·		42,000	8·82	·
Working of certain lines of railways &c.		147	·03	·		·	·	·
Concession fares to members of Defence Forces		£2,313 ; Second Class, £58,031						
Total Earnings		11,239,423	2,361·72	151·82		9,861,592	2,072·20	139·16
WORKING EXPENSES.								
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.
WORKING EXPENSES.								
Maintenance of Way and Works	£	£	d.	£	£	d.	£	d.
Rolling Stock—	1,787,963	375·70	24·15	1,723,649	362·19	24·32	1,723,649	362·19
General Superintendence, &c.	32,587	6·85	·44	35,694	7·50	·51	35,694	7·50
Maintenance of Rolling Stock	1,272,225	267·33	17·18	1,239,766	260·51	17·49	1,239,766	260·51
Locomotive Power	1,448,499	304·37	19·57	1,330,629	279·60	18·78	1,330,629	279·60
Examination and Lubrication of Coaching and Goods Vehicles	74,933	15·75	1·01	72,490	15·23	1·02	72,490	15·23
Contribution to Railway Renewals and Replacements Fund	625,000	110·32	7·09	200,000	42·02	2·82	200,000	42·02
Transportation and Traffic	2,310,561	485·62	31·21	2,222,354	466·98	31·36	2,222,354	466·98
Electrical Engineering Branch	331,799	69·72	4·48	330,263	69·40	4·66	330,263	69·40
Miscellaneous Operations	545,947	114·72	7·38	444,782	93·46	6·28	444,782	93·46
Stores Branch	127,034	26·70	1·72	125,837	26·44	1·78	125,837	26·44
General Expenses	202,550	42·56	2·74	200,902	42·22	2·83	200,902	42·22
Pensions	474,762	99·74	6·42	482,940	101·48	6·81	482,940	101·48
Contribution to the Railway Accident and Fire Insurance Fund	24,656	5·18	·33	35,509	7·46	·50	35,509	7·46
Repayment to Public Account (Act No. 4499)	100,000	21·01	1·35	50,000	10·51	·71	50,000	10·51
Total Working Expenses charged to Railway Revenue	9,258,516	1,945·47	125·07	8,494,815	1,785·00	119·87	8,494,815	1,785·00
Less Expenditure charged to—								
Unemployment Relief Funds	1,795	·38	·02	95,193	20·00	1·34	95,193	20·00
Commonwealth Defence Works (Unemployment Relief) Account	46	·01	·00	8,213	1·73	·12	8,213	1·73
Trust Fund Railway Works (Defence purposes)	5,692	1·20	·08	·	·	·	·	·
Loan Funds—Deferred Renewals, Replacements, &c.	249,285	52·38	3·37	273,000	57·36	3·85	273,000	57·36
Federal Aid Roads and Works Grant	42,762	8·98	·58	60,000	12·61	·85	60,000	12·61
Total Working Expenses charged to Railway Revenue	8,958,936	1,882·52	121·02	8,058,409	1,893·30	119·71	8,058,409	1,893·30

APPENDIX No. 3—*continued.*COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1941, AND 1940  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES)—*continued.*

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1941.	1940.
	%	%
Maintenance of Way and Works* .. .. .	19·31	20·29
Rolling Stock—		
General Superintendence, &c. .. .. .	·35	·42
Maintenance of Rolling Stock* .. .. .	13·74	14·59
Locomotive Power .. .. .	15·64	15·67
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	·81	·85
Contribution to Railway Renewals and Replacements Fund .. .. .	5·67	2·35
Transportation and Traffic* .. .. .	24·96	26·16
Electrical Engineering Branch .. .. .	3·58	3·89
Miscellaneous Operations .. .. .	5·90	5·24
Stores Branch .. .. .	1·37	1·48
General Expenses .. .. .	2·19	2·36
Pensions .. .. .	5·13	5·69
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	·27	·42
Repayment to Public Account (Act No. 4499) .. .. .	1·08	·59
	100·00	100·00

\* Including amounts charged to Unemployment Relief and other funds.



APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1926, TO 30TH JUNE, 1941 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.*		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total .	Per Average Mile Open.	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1926-27	4,634	4,627	70,938,554	15,308	687	2,004	19,864	978	18,030,749	169,237,648	9,234,923	7,308,338	6,344,096	13,652,434	2,951	15/1·72
1927-28	4,697	4,661	72,523,192	15,440	663	1,983	19,946	1,012	17,694,928	164,574,870	8,117,961	7,057,358†	5,763,701	12,821,059	2,751	14/5·89
1928-29	4,699	4,698	73,723,412	15,689	653	1,957	20,470	1,037	17,979,219	161,002,267	8,187,088	6,913,291†	6,251,682	13,164,973	2,802	14/7·73
1929-30	4,713	4,708	74,849,542	15,882	647	1,931	20,674	1,028	17,670,565	157,119,071	7,513,606	6,402,624	5,599,182	12,001,806	2,549	13/7·01
1930-31	4,717	4,710	74,609,226	15,817	657	1,929	20,728	1,013	15,945,315	134,655,220	6,099,310	5,190,550	4,817,808	10,008,358	2,125	12/6·64
1931-32	4,721	4,720	74,701,372	15,823	650	1,863	20,723	999	15,363,776	125,990,585	6,186,081	4,648,566	4,805,738	9,454,304	2,003	12/3·69
1932-33	4,721	4,721	75,088,156	15,905	650	1,857	20,622	996	15,321,398	130,190,013	6,244,346	4,672,422	4,773,699	9,446,121	2,001	12/3·97
1933-34	4,721	4,721	75,626,796	16,019	619	1,841	20,621	991	15,311,461	131,367,215	5,858,377	4,603,073	4,572,038	9,175,111	1,943	11/11·82
1934-35	4,721	4,721	75,795,924	16,055	602	1,837	20,686	984	15,536,111	139,689,012	6,009,961	4,865,370	4,555,722	9,421,092	1,996	12/1·54
1935-36	4,721	4,721	76,094,966	16,118	602	1,830	20,716	987	16,390,943	139,539,089	6,424,094	4,921,798	4,768,127	9,689,925	2,053	11/9·88
1936-37	4,721	4,721	76,707,164	16,248	588	1,836	20,668	1,001	17,211,384	141,343,253	6,812,962	5,106,485	5,028,806	10,135,291	2,147	11/9·33
1937-38	4,721	4,721	77,420,265	16,399	574	1,826	20,672	999	17,916,763	137,894,676	7,258,369	4,790,269	4,944,806	9,735,075	2,062	10/10·40
1938-39	4,759	4,754	78,107,793	16,413	581	1,823	20,643	982	17,889,634	142,123,567	5,975,853	5,007,518	4,275,947	9,283,465	1,953	10/4·54
1939-40	4,759	4,759	77,670,794	16,321	582	1,818	20,453	961	17,007,970	144,649,075	6,186,989	5,224,730	4,636,862	9,861,592	2,072	11/7·16
1940-41	4,759	4,759	77,876,664	16,364	593	1,811	20,221	951	17,766,987	159,218,412	6,622,785	6,370,793	4,859,630	11,239,423	2,362	12/7·82

\* As from 1.7.37, the ledger values of capital assets were written down by £30,000,000 following the passing of the *Railways (Finances Adjustment) Act 1936* (No. 4429). The construction cost herein shown does not reflect this writing down.  
 † Includes Repayment by the State Coal Mine of £43,773 in 1927-28, and £59,585 in 1928-29, portion of subsidies paid in previous years.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1926, TO 30TH JUNE, 1941 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING STOCK BRANCH.					GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.	(A) Contribution to Melbourne Harbour Trust for the Spencer-street Bridge. (B) Repayment to Public Account (Act No. 4499).			
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. †	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. †	WORKING.			REPAIRS AND RENEWALS.		Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.														
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	d.		£	£	£	£	d.		£	£		
1926-27	2,822,524	3/1·57	20·67	2,277,359	492	2/6·31	16·68	1,914,543	2/1·48	14·02	1,832,378	2/0·39	13·42	256,214	3·41	1·88	410,671	90,180	494,281	62,757	0·84	0·46	..	..	..	
1927-28	2,673,941	3/0·27	20·86	2,119,124	455	2/4·74	16·53	1,812,107	2/0·58	14·13	1,848,364	2/1·07	14·42	248,374	3·37	1·04	346,808	111,706	493,011	31,301	0·42	0·24	..	..	..	
1928-29	2,605,790	2/10·78	19·79	1,926,157	410	2/1·71	14·64	1,738,142	1/11·20	13·20	1,841,478	2/0·58	13·99	240,212	3·21	1·82	349,566	141,094	481,537	31,724	0·42	0·24	..	(A) 16,666	..	
1929-30	2,536,635	2/10·45	21·14	1,749,968	372	1/11·76	14·57	1,703,952	1/11·14	14·20	1,883,134	2/1·58	15·69	236,410	3·21	1·97	345,566	133,922	464,777	44,417	0·60	0·37	..	(A) 16,667	..	
1930-31	2,026,918	2/6·51	20·25	1,406,435	298	1/9·17	13·93	1,293,150	1/7·46	12·92	1,547,031	1/11·20	15·46	197,544	2·97	1·97	273,682	110,310	362,222	26,603	0·40	0·27	..	(A) 16,667	..	
1931-32	1,690,542	2/2·42	17·88	1,110,937	235	1/5·35	11·75	1,066,778	1/4·66	11·28	1,193,374	1/6·64	12·62	168,571	2·63	1·78	187,805	88,636	305,561	18,926	0·30	0·20	..	..	..	
1932-33	1,628,237	2/1·51	17·24	1,464,041	310	1/10·93	14·77	988,674	1/3·49	10·47	1,242,974	1/7·47	13·16	166,023	2·60	1·76	192,941	85,389	313,993	28,234	0·44	0·30	..	..	..	
1933-34	1,647,482	2/1·82	17·96	1,564,771	331	2/0·53	14·32	965,480	1/3·13	10·53	1,191,226	1/6·67	12·98	165,575	2·59	1·80	187,369	87,361	321,579	19,775	0·31	0·22	..	..	..	
1934-35	1,713,789	2/2·47	18·19	1,570,137	333	2/0·26	14·84	1,003,370	1/3·50	10·65	1,178,256	1/6·20	12·51	171,379	2·65	1·82	212,429	94,853	346,162	13,501	0·21	0·14	..	..	..	
1935-36	1,797,996	2/2·33	18·56	1,516,786	321	1/10·21	14·23	1,069,742	1/3·66	11·04	1,263,884	1/6·50	13·04	173,454	2·54	1·79	201,471	98,824	364,012	18,807	0·28	0·19	..	..	..	
1936-37	1,874,436	2/2·14	18·49	1,626,953	345	1/10·69	14·45	1,154,077	1/4·10	11·39	1,338,164	1/6·66	13·20	186,624	2·60	1·84	221,943	106,009	389,862	18,978	0·26	0·19	..	..	..	
1937-38	*2,121,588	2/4·42	21·79	1,777,119	376	1/11·80	14·45	1,337,054	1/5·91	13·73	1,300,597	1/5·42	12·59	206,564	2·77	2·12	248,194	121,524	403,008	25,856	0·34	0·26	250,000	..	..	
1938-39	2,254,293	2/6·24	24·28	1,513,563	318	1/8·30	14·80	1,411,125	1/6·93	15·20	1,164,518	1/3·63	12·54	211,275	2·83	2·28	230,262	126,564	437,989	40,762	0·55	0·44	225,000	(B) 50,000	..	
1939-40	*2,222,354	2/7·36	22·52	1,723,649	362	2/0·32	13·66	1,428,856	1/8·16	14·49	1,249,723	1/5·64	12·08	200,902	2·83	2·04	330,263	125,837	444,782	35,509	0·50	0·36	200,000	(B) 50,000	..	
1940-41	*2,310,561	2/7·21	20·52	1,737,963	376	2/0·15	13·50	1,548,938	1/8·90	13·76	1,281,306	1/5·30	11·18	202,550	2·74	1·80	331,799	127,034	545,947	24,656	0·33	0·22	525,000	(B) 100,000	..	

\* Includes amounts charged to—Unemployment Relief Funds 1937-38, £50; 1939-40, £28; Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £1,196; 1940-41, Cr. £10; Trust Fund Railway Works (Defence purposes), 1940-41, £3,991.

† Includes amounts charged to—Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £3,313; 1940-41, Cr. £107; Loan Funds—Deferred Renewals, Replacements, &c., 1939-40, £55,000; 1940-41, £25,000.

‡ Includes £250,000 for each of the years 1926-27 to 1930-31 inclusive, and £100,000 for each of the years 1931-32 to 1936-37 inclusive, for depreciation of Rolling Stock.

§ Includes amounts charged to—Unemployment Relief Funds 1930-31, £12,250; 1932-33, £69,135; 1933-34, £251,104; 1934-35, £151,139; 1935-36, £135,551; 1936-37, £162,061; 1937-38, £148,133; 1938-39, £119,302; 1939-40, £95,165; 1940-41, £1,795; Commonwealth Grant Rehabilitation (Storms and Floods)—1934-35, £20,800; 1935-36, £2,320; Commonwealth Defence Works (Unemployment Relief) Account—1939-40, £3,704; 1940-41, £253; Public Account Advances Act No. 4499—1937-38, £222,400; Trust Fund Railway Works (Defence purposes)—1940-41, £1,701; Federal Aid Roads and Works Grant—1938-39, £20,000; 1939-40, £60,000; 1940-41, £42,762. Loan Funds—Deferred Renewals, Replacements, &c.—1939-40, £218,000; 1940-41, £224,285.

|| Calculated on the net expenditure of the Branch after deducting amounts charged against other Funds.

In the year 1937-38 the amount of Rolling Stock repairs (£1,300,597) includes £75,000 charged to Public Account Advances Act No. 4499. Similarly, the Electrical Branch is affected to the extent of £50 for Unemployment Relief Funds.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1926, TO 30TH JUNE, 1941 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	TOTAL WORKING EXPENSES. (exclusive of Pensions, &c.).			PEN- SIONS.	Adjust- ments. — Border Railways and State Coal Mine.	TOTAL WORKING EXPENSES. (Including Pensions, &c.).			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines, (Including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EX- PENSES (Including Loan Con- version ex- penses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBU- TION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SURPLUS.
	Amount.	Per Average Mile Open.	Per Traffic Train Mile.			Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per cent. on Railway Loans. †					
	£	£	s. d.	£	£	£	£	s. d.	£	£		£	£	s. d.		£	£	£	£	
1926-27	10,150,907	2,194	11/3·11	293,680	Cr. 35,901*	10,408,686	2,250	11/6·55	..	10,408,686	78·24	3,243,748	701	3/7·17	4·52	4·57	3,269,628	..	25,880	..
1927-28	9,684,736	2,078	10/11·35	335,950	6,156	10,026,842	2,151	11/4·00	..	10,026,842	78·21	2,794,217	600	3/1·89	3·80	3·85	3,321,727	..	527,510	..
1928-29	9,372,366	1,995	10/5·10	366,899	2,662	9,741,927	2,074	10/10·04	..	9,741,927	74·00	3,423,046	729	3/9·69	4·63	4·64	3,473,575	..	50,529	..
1929-30	9,114,548	1,936	10/3·79	394,187	4,684	9,513,419	2,021	10/9·21	..	9,513,419	79·27	2,488,387	529	2/9·80	3·30	3·32	3,508,658	..	1,020,270	..
1930-31	7,261,062	1,542	9/1·27	425,334	20,998	7,707,394	1,636	9/8·01	12,250	7,695,144	76·89	2,313,214	491	2/10·82	3·08	3·10	3,596,758	183,863	1,467,407	..
1931-32	5,831,180	1,235	7/7·09	424,602	84,760	6,340,542	1,343	8/3·05	..	6,340,542	67·06	3,113,762	660	4/0·64	4·12	4·17	3,641,109	440,938	968,285	..
1932-33	6,110,556	1,294	7/11·72	417,651	54,965	6,583,172	1,394	8/7·12	69,135	6,514,037	68·96	2,932,084	621	3/9·93	3·88	3·90	3,223,873	402,705	694,494	..
1933-34	6,150,618	1,303	8/0·41	424,056	52,841	6,627,516	1,404	8/7·88	251,104	6,376,411	69·50	2,798,700	593	3/7·87	3·69	3·70	3,181,736	354,335	737,371	..
1934-35	6,303,876	1,335	8/1·38	450,867	50,845	6,805,588	1,442	8/9·13	171,939	6,633,649	70·41	2,787,443	590	3/7·06	3·68	3·68	3,056,766	300,301	569,624	..
1935-36	6,504,976	1,378	7/11·25	489,392	..	6,994,368	1,482	8/6·41	137,871	6,856,497	70·76	2,833,428	600	3/5·49	3·73	3·72	3,032,530	301,530	500,632	..
1936-37	6,917,046	1,465	8/0·45	503,845	..	7,420,891	1,572	8/7·48	162,061	7,258,830	71·62	2,876,461	609	3/4·11	3·77	3·75	3,005,341	299,632	428,512	..
1937-38	7,791,504	1,650	8/8·37	484,381	..	8,275,885	1,753	9/2·86	445,633	7,830,252	80·43	1,904,823	403	2/1·52	4·08	2·46	1,840,531	303,034	238,742	..
1938-39	7,715,351	1,623	8/7·45	483,678	..	8,199,029	1,725	9/1·99	139,302	8,059,727	86·82	1,223,738	257	1/4·42	2·60	1·57	1,859,780	307,679	943,721	..
1939-40	8,011,875	1,684	9/5·06	482,940	..	8,494,815	1,785	9/11·87	436,406	8,058,409	81·72	1,803,183	379	2/1·44	3·76	2·32	1,879,991	318,011	394,819	..
1940-41	8,783,754	1,846	9/10·65	474,762	..	9,258,516	1,945	10/5·07	299,580	8,958,936	79·71	2,280,487	479	2/6·80	4·69	2·93	1,914,782	327,969	..	37,736

\* Repayment of £37,268 advance to State Coal Mine in year 1924-25, less £1,367 Border Railways Adjustment.

† This percentage is calculated on the loan liability allocated to the Railways. £30,000,000 of railway loan liability was transferred to the General Account of the State on 1st July, 1937.

## APPENDIX No. 5.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1941, AND 30TH JUNE, 1940 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	Year ended 30th June—					
	1941.			1940.		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Way and Works .. .. .	226,395	1,382,426	1,608,821	199,761	1,308,497	1,508,258
Rolling Stock .. .. .	593,756	1,866,146	2,459,902	390,801	1,781,379	2,172,180
Transportation .. .. .	48,864	1,854,714	1,903,578	47,177	1,792,383	1,839,560
Electrical .. .. .	22,085	195,927	218,012	14,718	193,569	208,287
Other Branches .. .. .	19,602	543,509	563,111	12,808	523,435	536,243
Total .. .. .	910,702	5,842,722*	6,753,424	665,265	5,599,263*	6,264,528

\* 1940-41 includes £170,875 and 1939-40 includes £197,450 provided partly from Loan Funds for Deferred Renewals, Replacements, &c., and partly from Federal Aid Roads and Works Grant for track maintenance.

## APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30TH JUNE, 1941, AND 30TH JUNE, 1940 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	1941.			1940.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's .. .. .	128	124	252	127	116	243
Accountancy .. .. .	411	179	590	449	150	599
Stores .. .. .	127	502	629	140	480	620
Way and Works .. .. .	417	5,580	5,997	409	5,417	5,826
Rolling Stock .. .. .	453	8,099	8,552	462	7,742	8,204
Transportation .. .. .	1,824	5,173	6,997	1,893	5,150	7,043
Electrical .. .. .	111	600	711	117	588	705
Other Branches .. .. .	31	896	927	32	862	894
Total .. .. .	3,502	21,153	24,655	3,629	20,505	24,134

The number of staff represents the average number of individuals actually employed at the close of each fortnightly pay period. In the case of casual employees the equivalent number of full-time men is included, where applicable, in the above figures.

## CONSTRUCTION BRANCH (Board of Land and Works).

YEAR ENDED 30TH JUNE.—

1941.			1940.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
22	31	53	24	41	65

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF CONSTRUCTION BRANCH AND BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL EMPLOYED HAD WORKED FULL TIME (ORDINARY HOURS) DURING THE YEARS ENDED 30TH JUNE, 1941, AND 30TH JUNE, 1940.

How Employed.	1941.	1940.
On Working Expenses .. .. .	21,906	21,687
On Capital and Other Funds (including Electric Tramways and Road Motor Services) ..	3,414	2,577
Total .. .. .	25,320	24,264

## APPENDIX No. 7.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), AND ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1941.

LINES OPEN FOR TRAFFIC.		£	s.	d.	LINES OPEN FOR TRAFFIC—continued.		£	s.	d.
Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..	4,859,357	3	8	Brought forward .. ..	10,501,568	17	6		
Bendigo to Echuca (including cost of Bendigo Cattle yards and wharf at Echuca) ..	584,166	5	8	Kerang to Murrabit .. ..	86,794	10	9		
* Deniliquin to Moama .. ..	172,648	17	3	† Murrabit to Stony Crossing (including portion of cost of Bridge over River Murray) .. ..	208,913	4	8		
† Moama to Echuca (including portion of cost of Echuca Bridge used for Railway purposes only) .. ..	11,868	0	0	Swan Hill to Piangil .. ..	52,700	16	3		
† Echuca Bridge over the River Murray (exclusive of portion of cost of bridge used for Railway purposes) .. ..	22,001	7	10	Piangil to Kooloonong .. ..	61,787	9	11		
Barnes to Balranald .. ..	556,650	6	4	Kooloonong to Yungera .. ..	32,402	11	7		
Clarkefield to Lancefield .. ..	48,617	16	7	Elmore to Cohuna .. ..	95,612	12	1		
Heathcote Junction to Bendigo (including cost of Cattle Siding) .. ..	291,454	11	4	Albion to Broadmeadows .. ..	428,167	7	4		
Carlsruhe to Daylesford .. ..	152,132	19	0	Footscray to Williamstown (including cost of tracks on piers at Williamstown) ..	205,662	8	11		
Daylesford Junction to North Creswick ..	145,982	8	1	Newport to Sunshine .. ..	18,775	19	2		
Redesdale Junction to Redesdale .. ..	65,505	0	3	Newport to Geelong (including cost of Williamstown Racecourse Branch and tracks on Geelong Pier) .. ..	1,360,980	19	4		
Castlemaine to Dunolly .. ..	333,299	9	7	Williamstown Racecourse Junction to Altona Beach .. ..	8,585	12	6		
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ..	140,995	18	2	Geelong to Colac .. ..	353,435	19	10		
St. Arnaud to Donald .. ..	91,085	1	11	Colac to Alvie .. ..	46,894	15	0		
Donald to Birchip .. ..	80,221	0	10	Colac to Camperdown .. ..	138,967	16	4		
Birchip to Woomelang .. ..	76,790	13	5	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	351,265	12	9		
Woomelang to Mildura .. ..	402,112	18	9	Warrnambool to Koroit .. ..	71,894	18	9		
Mildura to Merbein .. ..	12,937	2	7	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ..	92,646	11	2		
Merbein to Yelta .. ..	30,264	1	11	Geelong (Queenscliff Junction) to Queenscliff	96,785	12	1		
Red Cliffs to Werrimull .. ..	114,823	16	1	Moriac to Wensleydale .. ..	27,205	14	4		
Werrimull to Meringur .. ..	54,312	3	0	Birregurra to Forrest .. ..	100,254	7	11		
Meringur to Morkalla .. ..	29,481	14	3	Irrewarra to Beeac .. ..	35,596	17	0		
Dunolly to Inglewood .. ..	58,614	15	5	Beeac to Newtown .. ..	76,071	14	3		
Ouyen to Cowangie .. ..	107,888	8	7	¶ Colac to Beech Forest .. ..	41,053	13	0		
Cowangie to Murrayville .. ..	22,356	9	2	¶ Beech Forest to Crowes .. ..	28,061	3	11		
Castlemaine (Maldon Junction) to Maldon	45,002	16	0	Timboon Junction to Timboon .. ..	82,859	6	7		
Maldon (Laanecoorie Junction) to Shelbourne	51,536	14	1	Terang to Mortlake .. ..	45,861	15	7		
Maryborough to Ballarat .. ..	270,100	17	11	North Geelong to Ballarat (including cost of North Geelong Loop Line) .. ..	1,704,824	3	3		
Waubra Junction to Ballarat Racecourse ..	5,854	3	4	North Geelong to Fyansford .. ..	3,056	4	6		
Waubra Junction to Waubra .. ..	53,905	16	7	Ballarat to Ararat .. ..	485,536	10	0		
Maryborough to Avoca .. ..	48,402	8	0	Ararat to Stawell .. ..	239,972	0	2		
Avoca to Ararat .. ..	110,842	13	6	Stawell to Horsham .. ..	377,868	14	9		
Ben Nevis (Crowlands) to Navarre .. ..	41,950	3	4	Stawell to Grampians .. ..	130,923	15	5		
Bendigo to Inglewood .. ..	172,968	18	9	Horsham to Dimboola .. ..	405,451	9	9		
Inglewood to Charlton .. ..	196,626	18	11	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton) .. ..	270,117	11	9		
Charlton to Wycheproof .. ..	80,526	11	4	Sunshine to Parwan .. ..	347,882	12	8		
Wycheproof to Sea Lake .. ..	76,474	12	4	Parwan to Gordon .. ..	127,494	1	6		
Sea Lake to Nandaly .. ..	36,571	5	2	Bungaree Junction to Racecourse Reserve	2,209	17	7		
Nandaly to Kulwin .. ..	64,601	13	5	Gheringhap to Maroona .. ..	398,803	4	7		
Wedderburn Junction to Wedderburn ..	11,334	4	0	Lal Lal Racecourse Branch .. ..	8,108	12	4		
Korong Vale to Boort .. ..	67,923	16	1	Ballarat East to Buninyong .. ..	54,698	6	4		
Boort to Quambatook .. ..	59,201	6	10	Ballarat Cattle-yards Branch .. ..	10,448	6	10		
Quambatook to Ultima .. ..	51,323	4	11	Scarsdale Junction to Scarsdale .. ..	43,544	14	1		
Ultima to Chillingollah .. ..	29,242	13	5	Scarsdale to Linton .. ..	61,175	14	10		
Chillingollah to Manangatang .. ..	27,161	9	9	Linton to Skipton .. ..	42,642	15	0		
Manangatang to Annuello .. ..	58,919	8	2	Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. ..	2,135	11	4		
Annuello to Robinvale .. ..	83,064	9	1	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) .. ..	382,089	9	10		
Eaglehawk to Kerang .. ..	255,704	6	0	Carried forward .. ..	19,749,792	5	0		
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ..	136,759	16	11						
Carried forward .. ..	10,501,568	17	6						

\* Taken over by this Department on 1.12.1923.

† The balance of the cost of the bridge has been borne by the New South Wales Government.

‡ The balance of cost of the bridge has been borne by the Public Works Departments of New South Wales and Victoria.

|| Includes certain expenditure for electrification works carried out since 1st July, 1923.

¶ 2 ft. 6 in. gauge.

APPENDIX No. 7—*continued*.  
STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—*continued*.

LINES OPEN FOR TRAFFIC— <i>continued</i> .	£	s.	d.	LINES OPEN FOR TRAFFIC— <i>continued</i> .	£	s.	d.
Brought forward .. ..	19,749,792	5	0	Brought forward .. ..	26,677,901	10	2
Hamilton to Portland (including cost of sidings to piers at Portland) .. ..	261,602	17	3	Benalla to Tatong .. ..	29,159	0	8
Penshurst to Koroit .. ..	89,650	10	7	§ Wangaratta to Whitfield .. ..	18,143	16	8
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ..	54,821	1	5	Bowser to Beechworth .. ..	135,502	6	1
Hamilton (Coleraine Junction) to Coleraine ..	81,610	9	5	Beechworth to Yackandandah .. ..	79,642	15	11
Hamilton to Cavendish .. ..	34,160	4	3	Everton to Myrtleford .. ..	62,635	0	4
Cavendish to Toolondo .. ..	153,634	18	7	Myrtleford to Bright .. ..	73,478	19	2
Branzholme to Casterton .. ..	122,423	10	5	Springhurst to Wabgunyah .. ..	57,336	16	2
Heywood to Puralka (Mumbannar) .. ..	102,804	4	0	Wodonga to Tallangatta .. ..	102,851	15	7
*Railways from Mumbannar and Murrayville to South Australian Border in connexion with Victorian and South Australian Railways to Mount Gambier and Pinnaroo ..	58,159	16	2	Tallangatta to Cudgewa .. ..	223,738	18	7
Lubeck to Rupanyup .. ..	31,298	5	10	Spencer-street to Flinders-street .. ..	205,183	9	2
Rupanyup to Marnoo .. ..	14,915	9	0	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) ..	} Hobson's Bay Lines		
Marnoo to Bolangum .. ..	30,361	6	0	† Flinders-street to St. Kilda .. ..			
Murtos to Warracknabeal .. ..	179,721	14	3	Prince's-bridge to Richmond .. ..			
Warracknabeal to Beulah .. ..	52,142	11	7	Richmond to Cremorne .. ..			
Beulah to Hopetoun .. ..	34,403	0	2	Windsor to North Brighton .. ..			
Hopetoun to Patchewollock .. ..	97,736	9	10	† Richmond to Picnic Station .. ..			
Horsham to Noradjuha .. ..	64,821	11	7	Cremorne to Windsor .. ..			
Noradjuha to Toolondo .. ..	22,314	14	11	† Picnic Station to Hawthorn .. ..			
East Natimuk to Goroke .. ..	37,699	16	6	North Brighton to Brighton Beach ..			
Goroke to Carpolac .. ..	43,450	12	2	Prince's-bridge to Collingwood .. ..			
Dimboola to Jeparit .. ..	34,486	16	3	† Collingwood to Heidelberg .. ..	214,322	15	8
Jeparit to Rainbow .. ..	24,050	16	8	† Heidelberg to Eltham .. ..	45,918	12	11
Rainbow to Yaapeet .. ..	19,977	4	5	† Eltham to Hurst's Bridge .. ..	50,088	3	8
Jeparit to Lorquon .. ..	21,615	13	7	Brighton Beach to Sandringham .. ..	67,272	2	8
Lorquon to Yanac .. ..	32,875	5	10	South Yarra to Oakleigh .. ..	596,161	9	2
† Essendon Junction to Essendon (including cost of Flemington Racecourse Branch) ..	158,129	11	2	† Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's Coal Mine and Hernes Oak to Yallourn) ..	1,226,057	4	10
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) ..	2,651,509	4	7	Sale to Stratford Junction .. ..	35,545	6	9
Bowser to Peechelba .. ..	54,980	9	6	Oakleigh to Fairfield Park (from Ashburton to East Kew, including the Riversdale Loop, and from Fairfield Park to 30 chains 48 links) .. ..	195,888	6	8
† Wodonga to River Murray (including portion of cost of Bridge over River Murray) ..	35,561	13	11	† Caulfield to Frankston .. ..	274,429	19	9
† North Melbourne to Coburg .. ..	172,976	8	0	Frankston to Stony Point (including cost of sidings to pier at Stony Point) ..	86,423	1	2
Coburg to Somerton .. ..	70,821	16	2	Baxter to Mornington .. ..	59,649	19	1
Royal Park Junction to Clifton Hill ..	156,647	1	2	Bittern to Red Hill .. ..	66,767	19	8
Fitzroy Branch .. ..	72,476	6	7	Spring Vale Cemetery Line .. ..	6,496	4	7
† Whittlesea Junction to Whittlesea ..	255,754	17	9	Dandenong Junction to Port Albert ..	690,746	17	10
Northeote Loop Line .. ..	8,897	3	5	Koo-wee-rup to Triholm .. ..	157,237	4	7
Tallarook to Yea .. ..	123,444	8	3	Nyora to Woolamai .. ..	64,308	0	6
Yea to Mansfield and Koriella .. ..	206,713	11	7	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) .. ..	147,919	9	3
Koriella to Alexandra .. ..	22,530	9	0	Korumburra to Coal Creek .. ..	5,114	7	11
Mangalore to Shepparton .. ..	234,939	10	2	Black Diamond Junction to Black Diamond .. ..	6,223	17	6
Shepparton to Numurkah .. ..	63,867	16	11	Korumburra (Jumbunna Junction) to Jumbunna .. ..	17,697	4	0
Numurkah to Cobram .. ..	56,616	16	0	Jumbunna to Outtrim .. ..	22,827	19	6
Murchison East to Rushworth .. ..	43,615	6	10	§ Welshpool to Welshpool Jetty .. ..	1,629	19	2
Rushworth to Colbinabbin .. ..	28,248	4	10	Alberton to Won Wron .. ..	84,033	12	8
Rushworth to Girgarre .. ..	36,841	6	3	Won Wron to Woodside .. ..	40,348	12	4
Toolamba to Tatura .. ..	34,018	2	9	Warragul to Neerim South .. ..	104,036	13	6
Tatura to Echuca .. ..	180,978	11	11	Neerim South to Noojee .. ..	102,830	4	0
Shepparton to Dookie .. ..	44,165	1	0	Moe to Thorpdale .. ..	93,140	13	10
Dookie to Katamatite .. ..	32,051	2	8	§ Moe to Walhalla .. ..	67,848	18	9
Numurkah to Nathalia .. ..	36,109	18	3	Morwell to North Mirboo .. ..	125,024	5	9
Nathalia to Picola .. ..	10,352	14	7	Traralgon to Heyfield .. ..	71,628	19	8
Strathmerton to 8 miles 23 chains ..	20,419	9	1	Carried forward .. ..	33,940,592	12	3
8 miles 23 chains to Tocumwal .. ..	46,610	11	1				
Benalla to St. James .. ..	69,112	0	11				
St. James to Yarrawonga .. ..	83,419	7	0				
Yarrawonga to Oaklands .. ..	224,561	3	2				
Carried forward .. ..	26,677,901	10	2				

\* The expenditure shown is portion only of the total cost, the balance having been borne by the South Australian Government.

† Includes certain expenditure for electrification works carried out since 1st July, 1923.

‡ The balance of the cost of the bridge has been borne by the New South Wales Government.

§ 2 ft. 6 in. gauge.

APPENDIX No. 7—*continued.*STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—*continued.*

LINES OPEN FOR TRAFFIC— <i>continued.</i>	£	s.	d.	LINES OPEN FOR TRAFFIC— <i>continued.</i>	£	s.	d.
Brought forward .. ..	33,940,592	12	3	Brought forward .. ..	52,312,475	3	10
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) .. ..	172,712	0	7	<b>ELECTRIC TRAMWAYS.</b>			
Bairnsdale to Orbost .. ..	302,056	6	2	Way, Works, Buildings and Equipment.			
Maffra to Briagolong .. ..	41,300	6	5	St. Kilda to Brighton .. ..	85,060	11	3
¶ Burnley to Darling .. ..	179,279	10	8	Sandringham to Black Rock .. ..	37,944	6	8
¶ Darling (near) (cost of bridge over Winton-road and associated works) .. ..	8,971	7	6	Total .. ..	123,004	17	11
¶ Darling (near) to Glen Waverley .. ..	138,288	15	10				
¶ Hawthorn to Lilydale .. ..	628,214	1	5	<b>Rolling-stock.</b>			
Lilydale to Healesville .. ..	175,557	3	1	St. Kilda to Brighton .. ..	8,098	18	0
¶ Hawthorn to Kew .. ..	66,990	19	3	Sandringham to Black Rock .. ..	4,532	10	8
¶ Ringwood to Upper Ferntree Gully .. ..	92,700	9	3	Total .. ..	12,631	8	8
* Upper Ferntree Gully to Gembrook .. ..	51,384	6	10	Total Electric Tramways .. ..	135,636	6	7
Lilydale to Warburton .. ..	101,994	0	9				
South Kensington to West Footscray .. ..	570,868	8	8	<b>ROAD MOTOR PUBLIC SERVICES.</b>			
¶ Melbourne to Essendon Junction .. ..	1,879,822	1	0	Garage Buildings and Equipment .. ..	7,339	13	4
Railway Offices, Spencer-street .. ..	204,666	6	4	Road Motor Coaches and Trucks .. ..	280	15	0
Newport Workshops :—Buildings, plant and equipment .. ..	825,362	16	4	Total .. ..	7,620	8	4
Country Workshops :—Buildings, plant and equipment .. ..	150,998	7	0				
Refreshment Services Buildings .. ..	199,615	9	10	<b>LINES UNDER CONSTRUCTION.</b>			
General Construction Account (Capital Expenditure common to all lines) .. ..	1,736,613	8	1	Nowingi to Millewa South .. ..	91,303	8	1
† Electrification Melbourne Suburban Lines .. ..	3,531,273	0	3	§ Euston to Lette (including portion of cost of bridge over River Murray) .. ..	134,521	4	1
Total cost of Way, Works, Buildings and Equipment (Railways) .. ..	44,999,261	17	6	Total .. ..	225,824	12	2
Less depreciation to be allocated to the various sections detailed above .. ..	782,873	7	1	<b>EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.</b>			
	44,216,388	10	5	§ Mildura and Abbotsford—Portion of cost of bridges over River Murray .. ..	23,803	14	7
<b>ROLLING-STOCK—</b>				† Orbost—Snowy River bridge .. ..	9,257	8	0
Broad-gauge .. ..	6,480,166	11	1	Total .. ..	33,061	2	7
Narrow-gauge .. ..	26,560	12	10				
Total Rolling-stock (Railways) .. ..	6,506,727	3	11	<b>TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services</b>	52,714,617	13	6
Stores and Materials on hand and in transit .. ..	1,386,274	14	9				
Stores and Equipment on hand at Refreshment Rooms .. ..	119,992	3	5				
Materials in course of Manufacture .. ..	83,092	11	4				
Total cost of Construction of Open Lines, including Rolling-stock, Stores, and Materials (Railways) Carried forward .. ..	52,312,475	3	10				

\* 2 ft. 6 in. gauge. † Does not include certain expenditure since 1st July, 1923.

¶ Includes certain expenditure for electrification works carried out since 1st July, 1923.

|| 4-ft. 8½-in. gauge, 2·42 miles.

§ The balance of the cost of the bridges has been borne by the Public Works Departments of New South Wales and Victoria.

† The cost shown above represents portion only of the cost of the bridge, the balance having been borne by the Country Roads Board

NOTE.—Tracks on piers and wharfs, to ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 19.

As from 1st July, 1937, £30,000,000 of Loan Liability was transferred to the State's General Account (*vide* Act 4429 of 1936) and the assets were correspondingly written down. Full particulars are contained in Appendix No. 8 of the Annual Report for 1937–38.

## APPENDIX No. 8.

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

	Year ended 30th June—			Year ended 30th June—	
	1941.	1940.		1941.	1940.
<b>TRAFFIC TRAIN MILEAGE.</b>			<b>DEPARTMENTAL MILEAGE.</b>		
<b>PASSENGER—</b>			<b>Light—Electric Locomotive</b>		
Country—Steam ..	3,829,515	3,286,666	..	748	688
"  Fordson			"  Steam ..	354,311	309,445
Tractor ..	76	..	Ballast—Steam ..	134,326	155,972
Rail Motor ..	784,377	837,316	"  Electric Loco-		
Suburban—Steam ..	38,184	29,564	motive ..	352	1,815
"  Rail Motor	39,413	36,535	Fordson Tractor	1,131	271
"  Electric			Electric Motor ..	6,050	6,530
Motor ..	7,595,841	7,361,941	Inspection ..	4,706	4,341
Electric Loco-			Water ..	149	4,080
motive ..	94	22	Departmental Coal	274,502†	297,452†
<b>MIXED—</b>			Casualty and Doubling ..		
Country—Steam ..	540,837	581,193	Miscellaneous ..	3,299	4,219
Suburban—Electric ..	1,044	804	Rail Motor ..	27,259	37,278
<b>Goods—</b>			<b>Total Departmental Miles</b>		
Steam ..	4,841,722	4,775,324		810,480	826,619
Electric Locomotive ..	89,553	86,150	<b>SHUNTING.</b>		
Electric Motor ..	4,679	4,603	Steam Locomotive ..	2,466,165	2,352,677
Fordson Tractor ..	1,652	7,852	Electric Locomotive ..	78,201	77,010
<b>Total Traffic Train Miles</b>	<b>17,766,987</b>	<b>17,007,970</b>	"  Motor ..	3,360	2,864
<b>ASSISTANT MILEAGE—</b>			Fordson Tractor ..	2,589	2,993
Country Passenger—			Rail Motor ..	6,866	7,469
Steam ..	324,208	251,432	<b>Total Shunting Miles</b>	<b>2,557,181</b>	<b>2,443,013</b>
Mixed—Steam ..	1,526	728	<b>LOCOMOTIVE MILEAGE.</b>		
Goods—Steam ..	129,816	135,795	Steam ..	13,274,790	12,549,593
"  Electric Loco-			Electric Locomotive ..	196,682	186,353
motive ..	16,100	11,554	"  Motor ..	7,611,046	7,376,849
<b>Total Assistant Miles</b>	<b>471,650</b>	<b>399,509</b>	Fordson Tractor ..	5,574	12,053
<b>LIGHT MILEAGE—</b>			Rail Motor ..	857,915	918,598
Country Passenger—			<b>Total Locomotive and</b>		
Steam ..	24,091	27,049	Motor Miles ..	21,946,007	21,043,446
Mixed—Steam ..	2,214	2,155	<b>PASSENGER VEHICLE MILEAGE.</b>		
Goods—Steam ..	301,572	326,973	Country—Steam ..	24,878,954	20,191,318
"  Electric Loco-			"  Fordson Tractor	152	..
motive ..	11,634	9,114	"  Rail Motor ..	1,234,863	1,384,682
"  Electric Motor	72	107	Suburban—Steam ..	159,801	108,629
"  Fordson Tractor	126	937	"  Electric ..	38,648,758	37,021,604
<b>Total Light Miles</b>	<b>339,709</b>	<b>366,335</b>	"  Rail Motor ..	51,773	46,154
<b>TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES</b>			<b>Total Passenger Vehicle Miles</b>	<b>64,974,301</b>	<b>58,752,387</b>
	<b>18,578,346*</b>	<b>17,773,814*</b>	<b>GOODS VEHICLE MILEAGE.</b>		
			Loaded ..	109,136,898	106,766,807
			Empty ..	46,619,715	47,352,202
			<b>Total Goods Vehicle Miles</b>	<b>155,756,613</b>	<b>154,119,009</b>
			<b>Total Vehicle Miles</b>	<b>220,730,914</b>	<b>212,871,396</b>
			<b>GROSS TON MILEAGE.</b>		
			Passenger Trains—Steam	905,694,945	730,671,470
			"  "  Electric	1,489,335,239	1,400,853,872
			Rail Motor and Fordson		
			Tractor ..	32,653,294	34,284,678
			Mixed Trains ..	124,434,394	135,431,784
			Goods Trains ..	2,415,656,532	2,384,050,559
			<b>Total Gross Ton Miles</b>	<b>4,967,774,404</b>	<b>4,685,292,363</b>

NOTE.—\* These totals do not include Departmental Mileage.

† Equated.



## APPENDIX No. 9.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1941.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
STEAM LOCOMOTIVES ..	566	lb. 13,875,439	lb. 24,515	15	lb. 208,724	lb. 13,915	581	lb. 14,084,163	lb. 24,241
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES .. ..	16	..	..	..	..	..	16	..	..

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
<b>STEAM COACHING STOCK.</b>									
Passenger Cars—		No.	No.		No.	No.		No.	No.
1st Class .. ..	193	10,936	57	..	..	..	193	10,936	57
2nd Class .. ..	353	25,431	72	40	1,243	31	393	26,674	68
Composite .. ..	176	9,433	54	..	..	..	176	9,433	54
Sleeping Cars—									
1st Class .. ..	21	420	20	..	..	..	21	420	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars .. ..	6	145	24	..	..	..	6	145	24
Parlor Cars .. ..	3	98	32	..	..	..	3	98	32
Dining Cars .. ..	5	228	45	..	..	..	5	228	45
Buffet Cars .. ..	5	134	27	..	..	..	5	134	27
Mail Vans .. ..	4	..	..	..	..	..	4	..	..
Luggage Vans .. ..	615	..	..	6	..	..	621	..	..
Carriage Trucks .. ..	2	..	..	..	..	..	2	..	..
Horse Boxes .. ..	54	..	..	..	..	..	54	..	..
Hearses .. ..	4	..	..	..	..	..	4	..	..
Brake Vans .. ..	..	(Included in Luggage Vans.)	..	..	..	..	..	..	..
Other Vehicles .. ..	4	..	..	..	..	..	4	..	..
Total .. ..	1,445	46,825	..	46	1,243	..	1,491	48,068	..
<b>RAIL MOTOR PASSENGER VEHICLES.</b>									
Motors (Petrol)—									
2nd Class .. ..	26	589	23	..	..	..	26	589	23
Composite .. ..	15	825	55	..	..	..	15	825	55
Trailers—									
2nd Class .. ..	23	564	24	..	..	..	23	564	24
Composite .. ..	6	405	67	..	..	..	6	405	67
Luggage .. ..	3	..	..	..	..	..	3	..	..
Motor Trolleys (Petrol)—									
2nd Class .. ..	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class .. ..	2	24	12	..	..	..	2	24	12
Total .. ..	76	2,412	..	..	..	..	76	2,412	..
<b>ELECTRIC COACHING STOCK.</b>									
Passenger Cars—									
1st Class .. ..	367	33,120	90	..	..	..	367	33,120	90
2nd Class .. ..	447	36,944	82	..	..	..	447	36,944	82
Composite .. ..	36	3,276	91	..	..	..	36	3,276	91
Parcels Vans .. ..	6	..	..	..	..	..	6	..	..
Total .. ..	856	73,340	..	..	..	..	856	73,340	..
<b>ELECTRIC TRAMWAY STOCK.</b>									
Single Truck Cars .. ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. ..	..	..	..	..	..	..	20	1,040	52
Total .. ..	..	..	..	..	..	..	28	1,340	..

## APPENDIX No. 9—continued.

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

Rolling Stock (continued).	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
<b>GOODS STOCK.</b>									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Wagons .. ..	27	561	20·8	1	10	10·0	28	571	20·4
Coal Wagons .. ..	334	5,085	15·2	..	..	..	334	5,085	15·2
Open Goods Wagons .. ..	15,123	262,986	17·4	203	2,233	11·0	15,326	265,219	17·3
Cattle Wagons .. ..	636	6,860	10·8	15	150	10·0	651	7,010	10·8
Sheep Wagons .. ..	1,354	14,142	10·4	..	..	..	1,354	14,142	10·4
Louvréd Wagons .. ..	1,340	19,368	14·4	13	130	10·0	1,353	19,498	14·4
Refrigerator Wagons .. ..	415	5,658	13·6	1	10	10·0	416	5,668	13·6
Powder Vans .. ..	20	100	5·0	..	..	..	20	100	5·0
Flat Wagons .. ..	187	4,150	22·2	..	..	..	187	4,150	22·2
Bolster Wagons .. ..				..	..	..			
Brake Vans .. ..				..	..	..			
Other Vehicles .. ..	..	..	..	..	..	..	..	..	..
	(Included in Steam Coaching Stock.)								
<b>Total</b> .. ..	19,436	318,910	16·4	233	2,533	10·9	19,669	321,443	16·3
<b>SERVICE STOCK.</b>									
Casualty or Breakdown Vans and Trucks .. ..	44	..	..	..	..	..	44	..	..
Water Trucks .. ..	191	..	..	..	..	..	191	..	..
Loco. Coal Trucks .. ..	(Included in Coal Wagons—Goods Stock.)								
Ballast Wagons .. ..	162	..	..	..	..	..	162	..	..
Gas Vehicles .. ..	6	..	..	..	..	..	6	..	..
Workmen's Sleeping Cars .. ..	335	..	..	..	..	..	335	..	..
Store Van .. ..	1	..	..	..	..	..	1	..	..
Cranes (not locomotives) on trucks .. ..	12	..	..	..	..	..	12	..	..
Plough Van .. ..	1	..	..	..	..	..	1	..	..
Motor Inspection Car (Petrol) .. ..	1	..	..	..	..	..	1	..	..
Other Vehicles .. ..	138	..	..	..	..	..	138	..	..
<b>Total</b> .. ..	891	..	..	..	..	..	891	..	..
<b>ROAD MOTOR VEHICLES.</b>								<b>Passengers.</b>	<b>Pass'grs.</b>
Coaches (Passenger) .. ..	..	..	..	..	..	..	25	538	21
								r. c. q.	r. c. q.
Trucks (Goods) .. ..	..	..	..	..	..	..	21	68 3 0	3 5 0
Trailers (Goods) .. ..	..	..	..	..	..	..	15	71 0 0	4 14 2
Service Stock (Cars) .. ..	..	..	..	..	..	..	8	..	..
Service Stock (Trucks) .. ..	..	..	..	..	..	..	42	..	..

APPENDIX No. 10.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1931 TO 30th JUNE, 1941.

Year.	Train Accidents.						Accidents on Line (Other than Train Accidents).						Shunting Accidents.						Employees proceeding to and from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Passengers.		Employees.		Number of Passengers Killed and Injured per Million Carried.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.											
	Killed.	Injured	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1931-32	..	45	..	..	..	.357	4	148	4	57	..	4	..	1	3	75	2	4	..	..	20	27	26	16	..	..	59	377
1932-33	..	15	..	..	..	.115	6	163	2	52	..	..	..	..	3	67	..	2	1	..	19	28	22	11	..	..	53	338
1933-34	..	..	..	1	..	.000	4	147	3	43	..	..	..	..	1	90	2	6	2	..	15	29	22	6	..	..	49	322
1934-35	..	..	..	1	..	.000	8	150	6	26	..	..	..	..	1	93	..	5	..	..	7	20	19	5	..	..	41	300
1935-36	..	8	1	..	..	.057	4	195	1	54	1	1	..	..	2	81	1	3	4	..	17	29	15	6	..	..	46	377
1936-37	..	..	..	..	..	.000	8	184	3	27	..	1	..	1	4	120	..	8	..	1	20	31	21	3	..	..	56	376
1937-38	..	25	..	2	..	.181	4	196	3	62	..	..	..	1	7	129	1	7	2	..	14	16	17	4	..	..	48	442
1938-39	..	7	1	2	..	.040	5	222	..	39	..	..	..	2	3	142	..	5	..	1	24	37	15	9	..	..	48	466
1939-40	..	..	..	4	..	.000	1	173	3	91	..	..	..	..	..	76	1	4	..	..	13	21	18	4	..	..	36	373
1940-41	..	..	..	2	..	.000	3	252	2	106	..	..	..	..	2	98	2	6	2	..	15	44	22	9	..	..	48	517

In all cases, only Casualties in connexion with train working and the movement of rolling stock are included.

NOTE.—Figures for years prior to 1937-38 are revised figures.

## APPENDIX No. 11.

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

Particulars.	Year 1940-41.	Year 1939-40.
1. Average Mileage of Railways open for Traffic .. .. .	4,759	4,759
PASSENGER TRAFFIC.		
2. Passenger Train Mileage .. .. .		
Country .. .. .	4,884,386	4,414,578
Suburban .. .. .	7,674,054	7,428,464
3. Earnings from Passengers Carried .. .. .		
Country .. .. .	£2,381,080	£1,678,334
Suburban .. .. .	£2,622,816	£2,353,557
4. Number of Passengers Carried .. .. .		
Country .. .. .	9,566,656	6,957,340
Suburban .. .. .	149,651,756	137,691,735
5. Number of Passengers Carried One Mile .. .. .		
Country .. .. .	653,760,017	430,528,570
Suburban .. .. .	1,032,053,531	937,067,533
6. Average Miles each Passenger was Carried .. .. .		
Country .. .. .	68.34	61.88
Suburban .. .. .	6.90	6.81
7. Average Number of Passengers per Car .. .. .		
Country .. .. .	25	20
Suburban .. .. .	27	25
8. Average Earnings from each Passenger Journey .. .. .		
Country .. .. .	4s. 11.73d.	4s. 9.90d.
Suburban .. .. .	4.21d.	4.10d.
9. Average Earnings per Passenger Mile .. .. .		
Country .. .. .	.87d.	.94d.
Suburban .. .. .	.61d.	.60d.
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried .. .. .		
Country .. .. .	2,032	1,478
Suburban .. .. .	668,088	614,695
11. Number of Passengers Carried One Mile .. .. .		
Country .. .. .	138,862	91,446
Suburban .. .. .	4,607,382	4,183,337
12. Passenger Train Mileage .. .. .		
Country .. .. .	1,037	938
Suburban .. .. .	34,259	33,163
13. Earnings from Passengers Carried .. .. .		
Country .. .. .	£505.75	£356.49
Suburban .. .. .	£11,709.00	£10,506.95
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers .. .. .		
Country .. .. .	134	98
Suburban .. .. .	134	126
15. Average Number of Cars .. .. .		
Country .. .. .	6	5
Suburban .. .. .	5	5
16. Average Earnings from Passengers Carried .. .. .		
Country .. .. .	9s. 9.00d.	7s. 7.24d.
Suburban .. .. .	6s. 10.03d.	6s. 4.04d.
GOODS AND LIVE STOCK TRAFFIC—PAYING.		
17. Goods Train Mileage .. .. .	5,208,547	5,164,928
18. Earnings from Goods and Live Stock .. .. .	£4,859,630	£4,636,862
19. Number of Tons Carried .. .. .	6,622,785	6,186,989
20. Number of Tons Carried One Mile .. .. .	811,889,857	818,637,083
21. Average Haul per Ton of Goods (Miles) .. .. .	122.59	132.32
22. Average Tonnage per Loaded Truck .. .. .	8.69	8.91
23. Average Train Load (Tons) .. .. .	175	176
24. Average Earnings per Goods Train Mile .. .. .	18s. 7.92d.	17s. 11.46d.
25. Average Earnings per Ton .. .. .	14s. 8.11d.	14s. 11.87d.
26. Average Earnings per Ton Mile .. .. .	1.44d.	1.36d.
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic) .. .. .	1,392	1,300
28. Number of Tons Carried One Mile (Paying Traffic) .. .. .	170,601	172,019
29. Goods Train Mileage .. .. .	1,094	1,085
30. Earnings from Goods and Live Stock .. .. .	£1,021	£974
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Truck .. .. .	18.72	18.86
32. Average Train Load (Tons) .. .. .	463	459
33. Average Number of Vehicles per Train—Loaded .. .. .	20	19
34. Average Number of Vehicles per Train—Empty .. .. .	8	9

APPENDIX No. 12.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1941.

Receipts.	Amount.	Expenditure.	Amount.
	£   s.   d.		£   s.   d.
To Balance at 30th June, 1940 .. .. .	100,000 0 0	By Expenditure for the year ended 30th June, 1941—	
„ Payment to Fund during the year ended 30th June, 1941, included in the Working Expenses of the Year—		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	1,730 6 7
Railways .. £24,655 18 7		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	293 8 9
Electric Tramways     131 0 0	24,786 18 7	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) .. .. .	7 6 10
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	11,235 1 8
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners .. .. .	3,146 13 8
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c. .. .. .	7,672 11 0
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c. ..	701 10 1
		„ Balance at 30th June, 1941 .. .. .	100,000 0 0
	£124,786 18 7		£124,786 18 7

## APPENDIX No. 13.

DETAILED STATEMENT OF RESULTS OF WORKING THE ST. KILDA AND BRIGHTON  
AND THE SANDRINGHAM TO BLACK ROCK ELECTRIC TRAMWAYS.

	ST. KILDA AND BRIGHTON.		SANDRINGHAM TO BLACK ROCK.	
	Year 1940-41.	Year 1939-40.	Year 1940-41.	Year 1939-40.
Average Mileage of Tramway Worked .. ..	5.18	5.18	2.42	2.42
Car Mileage .. ..	519,716	503,144	121,864	117,742
Number of Passengers carried .. ..	4,852,033	4,417,948	1,246,418	1,060,221
Average Fare paid per Passenger .. ..	2.38d.	2.38d.	2.21d.	2.24d.
<b>GROSS REVENUE—</b>				
Passengers .. ..	£48,144	£43,902	£11,478	£9,882
Parcels .. ..	8	9	24	26
Miscellaneous .. ..	228	220	111	106
<b>TOTAL GROSS REVENUE .. ..</b>	<b>£48,380</b>	<b>£44,131</b>	<b>£11,613</b>	<b>£10,014</b>
Per Passenger Car Mile .. ..	22.34d.	21.05d.	22.87d.	20.41d.
Per Mile of Single Track .. ..	£4,670	£4,260	£2,508	£2,163
<b>ORDINARY WORKING EXPENSES—</b>				
Transportation Account .. ..	£18,915	£18,363	£3,451	£3,065
Way and Works Account .. ..	10,748	4,507	838	794
Rolling stock Account .. ..	7,484	6,982	1,843	1,389
Power Account .. ..	5,941	5,916	2,218	2,189
General Expenditure .. ..	714	708	196	192
Payment into Railway Accident and Fire Insurance Fund .. ..	106	159	25	36
Pensions.. ..	621	594	..	..
<b>TOTAL WORKING EXPENSES .. ..</b>	<b>£44,529</b>	<b>£37,229</b>	<b>£8,571</b>	<b>£7,665</b>
Per cent. of Gross Revenue .. ..	92.04	84.36	73.81	76.54
Per Passenger Car Mile .. ..	20.56d.	17.76d.	16.88d.	15.62d.
Per Mile of Single Track .. ..	£4,298	£3,594	£1,851	£1,656
<b>NET REVENUE AFTER PAYMENT OF WORKING EXPENSES .. ..</b>	<b>£3,851</b>	<b>£6,902</b>	<b>£3,042</b>	<b>£2,349</b>
<b>INTEREST CHARGES .. ..</b>	<b>£3,462</b>	<b>£3,812</b>	<b>£1,732</b>	<b>£1,921</b>
<b>EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. ..</b>	<b>360</b>	<b>384</b>	<b>180</b>	<b>193</b>
<b>CONTRIBUTION TO NATIONAL DEBT SINKING FUND .. ..</b>	<b>220</b>	<b>240</b>	<b>110</b>	<b>121</b>
	<b>£4,042</b>	<b>£4,436</b>	<b>£2,022</b>	<b>£2,235</b>
<b>PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. ..</b>	<b>Loss £191</b>	<b>Profit £2,466</b>	<b>Profit £1,020</b>	<b>Profit £114</b>

## APPENDIX No. 14.

## THE CHALET, MT. BUFFALO NATIONAL PARK.

(Including Hostel at Mt. Hotham).

CAPITAL EXPENDITURE AT 30TH JUNE, 1941.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) .. .. .	18,900	0	0			
Additions and improvements .. .. .	74,482	7	6	93,382	7	6
Equipment .. .. .	35,302	10	6			
Stock .. .. .	3,721	14	10	39,024	5	4
				£132,406	12	10

## WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1941.

	£	s.	d.		£	s.	d.
Stores, Freight, and Cartage ..	15,309	15	2	Accommodation and Buffet Sales	45,424	9	11
Salaries (including Superintendence), Wages and materials for operation and maintenance .. .. .	30,203	16	9	Hire of Sports Material .. .. .	2,065	8	0
Interest, &c., on Capital Expendi- ture—				Motor Services .. .. .	6,334	10	6
Buildings, &c. £4,276 13 0							
Equipment and Stock .. £1,871 4 3							
	6,147	17	3				
Profit .. .. .	2,162	19	3				
	£53,824	8	5		£53,824	8	5

APPENDIX No. 15.

ROAD MOTOR COACH PASSENGER SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1941.

Coaches and Garages .. .. . £2,747 4 3

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE—

	1941.		1940.			1941.		1940.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
<b>Working Expenses—</b>									
Superintendence, Printing, Advertising, &c. .. .. .	782	7 11	717	18 2	Revenue .. .. .	14,385	14 10	11,756	12 9
Operating Expenses, Accident Compensation, Licence and Registration Fees and Tyres.. .. .	10,736	18 4	9,477	5 10	Loss .. .. .	3,803	0 9	4,615	10 11
Repairs and Renewals, Tools, Maintenance of Garages, &c. .. .. .	4,117	0 1	3,576	9 2					
	15,636	6 4	13,771	13 2					
Depreciation .. .. .	2,289	6 6	2,351	9 10					
Interest .. .. .	225	7 8	213	19 11					
Exchange on Interest Payments and Redemption .. .. .	23	9 1	21	11 3					
Contribution to National Debt Sinking Fund .. .. .	14	6 0	13	9 6					
	£18,188	15 7	£16,372	3 8		£18,188	15 7	£16,372	3 8



## APPENDIX No. 16.

### ROAD MOTOR PUBLIC GOODS SERVICE.

#### CAPITAL ACCOUNT AT 30TH JUNE, 1941

Trucks, Trailers, Containers, and Garages .. .. . £4,873 4 1

#### WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE—

	1941.		1940.			1941.		1940.		
	£	s. d.	£	s. d.		£	s. d.	£	s. d.	
Working Expenses—										
Superintendence, Printing, Advertising, &c. ..	936	8 1	961	18 6	Revenue .. .. .	16,418	2 6	14,955	1 5	
Operating Expenses, Licence and Registration Fees and Tyres .. .. .	10,277	13 4	8,859	4 3	Loss .. .. .	8,167	14 7	..	..	41
Repairs and Renewals, Tools, Maintenance of Garages, &c. .. .. .	3,512	6 11	2,777	13 2						
	14,726	8 4	12,598	15 11						
Depreciation .. .. .	9,240	0 7*	1,149	2 6						
Interest .. .. .	530	10 9	475	7 3						
Exchange on Interest Payments and Redemption ..	55	4 2	47	17 11						
Contribution to National Debt Sinking Fund ..	33	13 3	29	18 8						
Profit .. .. .	..	..	653	19 2						
	£24,585	17 1	£14,955	1 5		£24,585	17 1	£14,955	1 5	

\* Includes £7,770 special depreciation.

## APPENDIX No 17.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE,  
WORKING EXPENSES, INTEREST, EXCHANGE, ETC.,  
FOR THE YEAR 1940-41.

## REVENUE.

	£	s.	d.	£	s.	d.
Revenue shown by the Railways .. .. .				11,330,220	4	11
To bring this amount into agreement with the Treasury figures deduct—						
Amount credited by the Treasury to Appropriations of former years but by the Railways to Revenue of 1940-41 ..	15,952	4	7			
Outstandings at 30th June, 1941, not included in the Treasury figures	349,174	17	2			
				365,127	1	9
				10,965,093	3	2
and add—						
Outstandings at 30th June, 1940, collected in 1940-41 and therefore included by the Treasury in that year .. .. .				179,841	14	1
Revenue as shown by the Treasury .. .. .				11,144,934	17	3

## WORKING EXPENSES.

Working Expenses as shown by the Railways .. .. .	9,053,928	6	0			
To bring this amount into agreement with the Treasury figures add—						
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn .. .. .	220	5	8			
(2) Exchange on Redemption Payments in London .. .. .	6,000	0	0			
(3) Amount credited by the Treasury to Appropriations of former years but by the Railways to Working Expenses, 1940-41 .. .. .				1	0	11
				6,220	5	8
Working Expenses as shown by the Treasury .. .. .				9,060,149	12	7
Net Revenue on the Treasury basis of Accounts .. .. .				2,084,785	4	8

## INTEREST, EXCHANGE, ETC.

The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is .. .. .	2,249,698	2	2			
To bring this amount into agreement with the Treasury figures deduct—						
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn .. .. .	£220	5	8			
(2) Exchange on Redemption Payments in London .. .. .	6,000	0	0			
				6,220	5	8
Interest, Exchange, &c., Charges as shown by the Treasury .. .. .				2,243,477	16	6
Deficit as shown by the Treasury .. .. .				£158,692	11	10

## RAILWAY POSITION SUMMARIZED.

	£	s.	d.
Revenue .. .. .	11,330,220	4	11
Working Expenses .. .. .	9,053,928	6	0
Net Revenue .. .. .	2,276,291	18	11
Interest, Exchange, &c. .. .. .	2,249,698	2	2
Surplus .. .. .	£26,593	16	9

## APPENDIX No. 18.

## NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1941.

Section.	Miles.	Date Opened.
Nil.	—	—

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1941.

Section.	Miles.
Nowingi to Millewa South (construction suspended) .. .. .	35½
*Euston to Lette .. .. .	30½

## NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1941.

Section.	Miles.
Mildura to Gol Gol (New South Wales Border Railway Act) ..	22
La La Siding to Big Pat's Creek .. .. .	2½
Orbost to Brodribb .. .. .	6
Casterton to Nangeela .. .. .	9
The work in each instance is indefinitely postponed.	

\* Traffic being conducted as far as Koorakee (14½ miles). Construction beyond Koorakee suspended.

## APPENDIX No. 19.

## MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1940-1941.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4332.01	4637.12	4971.07	1032.62	6003.69
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.70	131.68
	Total ..	3.30	6.57	2.5	292.95	4453.57	4758.89	5093.05	1042.32	6135.37
	Electric Tramway, 5' 3" gauge ..	..	..	..	5.18	..	5.18	10.36	1.14	11.50
	Electric Tramway, 4' 8½" gauge ..	..	..	..	2.21	.21	2.42	4.63	.26	4.89
Grand Total	3.30	6.57	2.5	300.34	4453.78	4766.49	5108.04	1043.72	6151.76	
Year 1939-1940.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4332.01	4637.12	4971.07	1039.04	6010.11
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.90	131.88
	Total ..	3.30	6.57	2.5	292.95	4453.57	4758.89	5093.05	1048.94	6141.99
	Electric Tramway 5' 3" gauge ..	..	..	..	5.18	..	5.18	10.36	1.14	11.50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2.21	.21	2.42	4.63	.26	4.89
Grand Total	3.30	6.57	2.5	300.34	4453.78	4766.49	5108.04	1050.34	6158.38	
		Average Mileage open for Traffic during the Year.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1940-1941.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4332.01	4637.12	4971.07	1033.62	6004.69
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.76	131.74
	Total ..	3.30	6.57	2.5	292.95	4453.57	4758.89	5093.05	1043.38	6136.43
	Electric Tramway 5' 3" gauge ..	..	..	..	5.18	..	5.18	10.36	1.14	11.50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2.21	.21	2.42	4.63	.26	4.89
Grand Total	3.30	6.57	2.5	300.34	4453.78	4766.49	5108.04	1044.78	6152.82	
Year 1939-1940.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4332.05	4637.16	4971.11	1037.99	6009.10
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.90	131.88
	Total ..	3.30	6.57	2.5	292.95	4453.61	4758.93	5093.09	1047.89	6140.98
	Electric Tramway 5' 3" gauge ..	..	..	..	5.18	..	5.18	10.36	1.14	11.50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2.21	.21	2.42	4.63	.26	4.89
Grand Total	3.30	6.57	2.5	300.34	4453.82	4766.53	5108.08	1049.29	6157.37	

APPENDIX No. 20.

RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1941.

		£	s.	d.			£	s.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896)	.. .. .	559,440	16	2	Stores and Materials on hand and in transit	.. .. .	1,386,274	14	9
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820	.. .. .	50,000	0	0	Sundry Debtors .. .. .	.. .. .	10,890	11	8
Advances from Loan Account subsequent to 30th June, 1896	.. .. .				Cash in Treasury and with Agent-General	.. .. .	14,907	4	0
Sundry Creditors	.. .. .								
		509,440	16	2					
		680,000	0	0					
		222,631	14	3					
		£1,412,072	10	5			£1,412,072	10	5

APPENDIX No. 21.

RAILWAY RENEWALS AND REPLACEMENTS FUND FOR THE YEAR ENDED 30TH JUNE, 1941.

		£	s.	d.			£	s.	d.
Balance at 30th June, 1940	.. .. .	89,129	2	8	Renewals and Replacements during the year—	.. .. .			
Funds specially appropriated under Act No. 4429	.. .. .	200,000	0	0	Rolling Stock	.. .. .	86,136	13	8
Additional funds authorized for 1940-41 by Parliament	.. .. .	325,000	0	0	Way and Works	.. .. .	48,981	5	8
Rail Motor and Road Motor, etc., depreciation	.. .. .	41,677	5	4	Balance at 30th June, 1941	.. .. .	572,834	12	3
Sundry Sales and abolitions, etc.	.. .. .	52,146	3	7					
		£707,952	11	7			£707,952	11	7

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APPENDIX No. 22.

ACCRUED DEPRECIATION AS AT 30TH JUNE, 1941.

PROVISION.		ACCUAL.	
		£	s. d.
Special Appropriations	.. .. .	800,000	0 0
Additional funds authorized by Parliament	.. .. .	400,000	0 0
Sundry depreciation provided in Working Expenses	.. .. .	121,201	11 11
Sundry Sales, abolitions, etc.	.. .. .	154,565	13 5
Balance not provided for	.. .. .	1,005,809	7 9
		£2,481,576	13 1
		Depreciation accrued since 1.7.1937—	
		Way, Works, Buildings, etc. .. .. .	445,379 0 0
		Rolling Stock .. .. .	1,465,323 0 0
		Electrical Engineering Plant and Equipment .. .. .	461,064 0 0
		Electric Tramways, Rail Motors and Road Motors .. .. .	109,810 13 1
			£2,481,576 13 1

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1941, AND 1940.

	Year ended 30th June, 1941.						Year ended 30th June, 1940.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
			£	£	£				£	£	£	
<b>COUNTRY—</b>												
Single tickets .. ..	163,765	1,108,743	1,272,508	178,087	492,877	670,964	133,153	901,448	1,034,601	148,497	372,649	521,146
Return tickets .. ..	962,206	5,449,650	6,411,856	419,790	1,203,606	1,623,396	595,790	3,627,988	4,223,778	280,105	791,298	1,071,403
Periodical tickets .. ..	516,469	1,039,289	1,555,758	47,677	30,558	78,235	569,642	864,691	1,434,333	50,535	28,338	78,873
Workmen's weekly tickets .. ..	..	326,534	326,534	..	8,485	8,485	..	264,628	264,628	..	6,912	6,912
<b>Total .. ..</b>	<b>1,642,440</b>	<b>7,924,216</b>	<b>9,566,656</b>	<b>645,554</b>	<b>1,735,526</b>	<b>2,381,080</b>	<b>1,298,585</b>	<b>5,658,755</b>	<b>6,957,340</b>	<b>479,137</b>	<b>1,199,197</b>	<b>1,678,334</b>
<b>METROPOLITAN (within 20 miles of Melbourne)—</b>												
Single tickets .. ..	6,518,980	10,145,620	16,664,600	153,893	213,792	367,685	5,984,094	9,362,287	15,346,381	138,141	195,463	333,604
Return tickets .. ..	17,385,518	36,854,443	54,239,961	399,060	684,655	1,083,715	15,243,488	34,996,328	50,239,816	343,941	645,005	988,946
Race and special picnic tickets .. ..	286,094	528,569	814,663	14,921	19,404	34,325	302,336	588,350	890,686	12,654	16,831	29,485
Periodical tickets .. ..	27,257,608	38,041,653	65,299,261	436,795	501,136	937,931	25,330,638	34,928,200	60,258,838	389,768	439,869	829,637
Workmen's weekly tickets .. ..	..	12,633,271	12,633,271	..	199,160	199,160	..	10,956,014	10,956,014	..	171,885	171,885
<b>Total .. ..</b>	<b>51,448,200</b>	<b>98,203,556</b>	<b>149,651,756</b>	<b>1,004,669</b>	<b>1,618,147</b>	<b>2,622,816*</b>	<b>46,860,556</b>	<b>90,831,179</b>	<b>137,691,735</b>	<b>884,504</b>	<b>1,469,053</b>	<b>2,353,557*</b>
<b>GRAND TOTAL RAILWAY PASSENGER TRAFFIC .. ..</b>	<b>53,090,640</b>	<b>106,127,772</b>	<b>159,218,412</b>	<b>1,650,223</b>	<b>3,353,673</b>	<b>5,003,896*</b>	<b>48,159,141</b>	<b>96,489,934</b>	<b>144,649,075</b>	<b>1,363,641</b>	<b>2,668,250</b>	<b>4,031,891*</b>
<b>ROAD MOTOR PUBLIC SERVICES .. ..</b>	..	..	<b>1,333,602</b>	..	..	<b>14,228</b>	..	..	<b>1,152,683</b>	..	..	<b>11,625</b>
<b>ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. ..</b>	..	..	<b>4,852,033</b>	..	..	<b>48,144</b>	..	..	<b>4,417,948</b>	..	..	<b>43,902</b>
<b>SANDRINGHAM-BLACK ROCK ELECTRIC TRAMWAY .. ..</b>	..	..	<b>1,246,418</b>	..	..	<b>11,478</b>	..	..	<b>1,060,221</b>	..	..	<b>9,882</b>

\* Excluding the sum of £39,000 for 1940-41 and £42,000 for 1939-40 paid by the Treasury in recoup of the loss sustained by the reduction of periodical fares between outer suburban stations and Melbourne, under direction by the Governor-in-Council.

APPENDIX No. 24.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1941, AND 30TH JUNE, 1940  
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Year ended 30th June, 1941.							Year ended 30th June, 1940.	
	Total Tons Carried.	Percentage to Paying Total.	Revenue.		Ton Miles.	Average Haulage Miles per Ton.	Average Rate per Ton Mile.	Total Tons Carried.	Revenue.
			Total.	Percentage to Total.					
			£				d.		£
2nd Class .. .. .	319,971	5.44	749,892	17.72	49,793,265	155.62	3.614	284,789	603,715
1st Class .. .. .									
"Smalls" .. .. .									
"C" Class .. .. .	179,195	3.05	288,682	6.82	21,966,161	122.58	3.154	205,060	337,928
"B" Class .. .. .	191,177	3.25	218,256	5.16	24,207,008	126.62	2.164	180,709	217,037
"A" Class .. .. .	496,448	8.44	468,010	11.06	68,664,266	138.31	1.636	507,401	486,627
Miscellaneous .. .. .	125,256	2.13	60,584	1.43	10,838,784	86.53	1.341	105,284	54,513
Fish .. .. .	3,880	.07	5,798	.14	661,153	170.40	2.105	4,283	2,855
Fruit .. .. .	159,600	2.71	173,195	4.09	34,194,567	214.25	1.216	114,097	122,325
Butter .. .. .	64,602	1.10	73,667	1.74	8,389,923	129.87	2.107	66,590	76,691
Other Dairy Produce .. .. .	21,033	.36	36,805	.87	3,008,490	143.04	2.936	18,817	33,324
Wine .. .. .	7,451	.13	10,671	.25	1,441,692	193.49	1.776	7,150	9,560
Wool .. .. .	109,644	1.86	224,214	5.30	17,053,400	155.53	3.155	96,103	206,144
Flour, Bran, Pollard and Sharps .. .. .	336,593	5.72	153,732	3.63	40,481,558	120.27	.911	267,080	130,293
Wheat .. .. .	709,138	12.06	299,791	7.08	90,461,829	127.57	.795	923,749	549,784
All other Agricultural Produce .. .. .	406,347	6.91	238,537	5.64	61,633,861	151.68	.929	414,228	245,568
Hay, Straw and Chaff .. .. .	169,692	2.88	89,579	2.12	24,043,052	141.69	.894	124,722	60,031
Fertilizers .. .. .	389,846	6.63	142,438	3.37	63,465,717	162.80	.539	391,514	143,249
Minerals (including Coal, Coke, Ores, &c.) .. .. .	295,969	5.03	93,609	2.21	16,933,832	57.21	1.327	189,833	61,422
Firewood, Briquettes and Pulp Wood .. .. .	942,380	16.02	448,566	10.60	120,284,046	127.64	.895	854,180	409,121
Timber .. .. .	315,286	5.36	195,675	4.62	37,140,901	117.80	1.264	210,211	135,541
Stone, Gravel and Sand .. .. .	167,165	2.84	51,495	1.22	9,004,378	53.87	1.373	159,116	55,476
All other Goods .. .. .	471,248	8.01	142,848	3.37	13,232,297	28.08	2.591	423,534	87,421
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing and other Miscellaneous items .. .. .	..	..	66,206	1.56	..	..	..	..	63,997
<b>Total Tonnage of Paying Goods carried, and Revenue derived therefrom .. .. .</b>	<b>5,881,921</b>	<b>..</b>	<b>4,232,250</b>	<b>..</b>	<b>716,900,180</b>	<b>121.88</b>	<b>1.417</b>	<b>5,547,022</b>	<b>4,094,050</b>
<b>Live Stock .. .. .</b>	<b>740,864</b>	<b>..</b>	<b>619,185</b>	<b>..</b>	<b>94,989,677</b>	<b>128.21</b>	<b>1.564</b>	<b>639,967</b>	<b>539,551</b>
<b>Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom .. .. .</b>	<b>6,622,785</b>	<b>..</b>	<b>4,851,435</b>	<b>..</b>	<b>811,889,857</b>	<b>122.59</b>	<b>1.434</b>	<b>6,186,989</b>	<b>4,633,601</b>
Departmental Traffic (Free Truck Loads) .. .. .	1,014,012	..	..	..	74,721,067	73.69	..	966,685	..

NOTE:—The Revenue shown in this Appendix differs slightly from that shown in other statements and appendices, due to a different basis being used in the compilation of this information.

NUMBER OF LIVE STOCK.

	Year Ended—			Year Ended—	
	30th June, 1941.	30th June, 1940.		30th June, 1941.	30th June, 1940.
Calves .. .. .	166,512	147,863	Pigs .. .. .	466,744	311,851
Cattle .. .. .	476,074	494,241	Sheep .. .. .	11,884,876	9,280,858
Horses .. .. .	34,312	29,286			

## APPENDIX No 25.

## STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1941.	Year ended 30th June, 1940.
	£	£
<b>New Lines and Surveys—</b>		
Gross Expenditure .. .. .	1,460	1,182
Credits .. .. .	—	63
Net Expenditure .. .. .	1,460	1,119
<b>Additions and Improvements on Existing Lines—</b>		
Gross Expenditure .. .. .	282,347	419,311
Credits .. .. .	68,232	53,091
Net Expenditure .. .. .	214,115	366,220
<b>Rolling Stock (exclusive of Electric Tramways Rolling Stock)—</b>		
Gross Expenditure .. .. .	282,667	361,944
Credits .. .. .	14,578	15,893
Net Expenditure .. .. .	268,089	346,051
<b>Electrification of Melbourne Suburban Lines—</b>		
Gross Expenditure .. .. .	72,021	124,793
Credits .. .. .	22,934	29,914
Net Expenditure .. .. .	49,087	94,879
<b>Total Railways—</b>		
Gross Expenditure .. .. .	638,495	907,230
Credits .. .. .	105,744	98,961
Net Expenditure .. .. .	532,751	808,269
<b>Electric Tramways (including Rolling Stock)—</b>		
Gross Expenditure .. .. .	—	108
Credits .. .. .	160	..
Net Expenditure .. .. .	Cr. 160	108
<b>Road Motor Public Service (including Garage Accommodation)—</b>		
Gross Expenditure .. .. .	1,513	4,659
Credits .. .. .	12,036	4,714
Net Expenditure .. .. .	Cr. 10,523	Cr. 55
<b>Total—</b>		
Gross Expenditure .. .. .	640,008	911,997
Credits .. .. .	117,940	103,675
Net Expenditure .. .. .	522,068	808,322
<b>Non-interest Bearing Funds</b> .. .. .	153,626	272,018
<b>Interest Bearing Funds</b> .. .. .	368,442	536,304
	Year ended 30th June, 1941.	Year ended 30th June, 1940.
	£	£
Net Expenditure .. .. .	522,068	808,322
Depreciation written off assets .. .. .		£626,050
Less cash provided by working votes and sales, &c. 93,824	532,226	527,138
	Cr. 10,158	281,184