

1943.

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 30<sup>TH</sup> JUNE, 1943.

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PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 19 GEO: V: No. 3750.

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS  
FOR THE YEAR ENDED 30TH JUNE, 1943.

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

22nd October, 1943.

*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, 1943.

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

	£	s.	d.
<b>GROSS REVENUE</b> .. .. .	17,120,223	7	11
	£	s.	d.
<b>WORKING EXPENSES</b> .. .. .	14,150,221	17	6
Less Amount charged to Special Funds*	31,281	0	0
<b>WORKING EXPENSES CHARGED TO RAILWAY REVENUE</b> ..			
	14,118,940	17	6
<b>NET REVENUE</b> .. .. .			
	3,001,282	10	5
	£	s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	1,889,544	17	0
Exchange on Interest Payments and Redemption	197,674	4	6
Contribution to National Debt Sinking Fund ..	126,360	15	9
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .			
	2,213,579	17	3
<b>SURPLUS</b> .. .. .			
	787,702	13	2

\* For details see page 6.

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

	Year 1942-43.		Year 1941-42.		Increase (+) or Decrease (-) in 1942-43.	
	£	s. d.	£	s. d.	£	s. d.
<b>Gross Revenue—</b>						
Railways .. .. .	17,029,660	7 8	14,519,838	11 7	+2,509,821	16 1
Electric Tramways .. .. .	84,096	8 3	74,940	18 5	+ 9,155	9 10
Road Motor Public Services .. .. .	6,466	12 0	20,056	15 8	— 13,590	3 8
<b>Total .. .. .</b>	<b>17,120,223</b>	<b>7 11</b>	<b>14,614,836</b>	<b>5 8</b>	<b>+2,505,387</b>	<b>2 3</b>
<b>Working Expenses—</b>						
Railways .. .. .	14,071,318	9 7	11,651,128	6 8	+2,420,190	2 11
Less Charged to Special Funds :—						
Commonwealth Defence Works (Un- employment Relief) Account .. .. .	..		133	17 11	— 133	17 11
Trust Fund Railway Works (Defence Purposes) .. .. .	2,452	8 9	3,658	3 6	— 1,205	14 9
Loan Funds—Deferred Renewals, Re- placements, &c. .. .. .	..		201	6 10	— 201	6 10
Federal Aid Roads and Works Grant .. .. .	117	14 6	2,120	6 2	— 2,002	11 8
Surplus Revenue Act .. .. .	20,000	0 0	20,000	0 0	..	
Commonwealth—State Air Raid Pre- cautions Account .. .. .	8,710	16 9	24,615	7 8	— 15,904	10 11
Act 4645—Special Appropriation, National Security Regulations .. .. .	..		819	12 3	— 819	12 3
	<b>14,040,037</b>	<b>9 7</b>	<b>11,599,579</b>	<b>12 4</b>	<b>+2,440,457</b>	<b>17 3</b>
Electric Tramways .. .. .	58,403	9 5	56,900	1 1	+ 1,503	8 4
Road Motor Public Services .. .. .	20,499	18 6	26,836	0 1	— 6,336	1 7
<b>Working Expenses charged to Rail- way Revenue .. .. .</b>	<b>14,118,940</b>	<b>17 6</b>	<b>11,683,315</b>	<b>13 6</b>	<b>+2,435,625</b>	<b>4 0</b>
<b>Net Revenue .. .. .</b>	<b>3,001,282</b>	<b>10 5</b>	<b>2,931,520</b>	<b>12 2</b>	<b>+ 69,761</b>	<b>18 3</b>
<b>Interest Charges and Expenses (in- cluding Loan Conversion Expenses)</b>	<b>1,889,544</b>	<b>17 0</b>	<b>1,948,427</b>	<b>4 9</b>	<b>— 58,882</b>	<b>7 9</b>
Exchange on Interest Payments and Re- demption .. .. .	197,674	4 6	209,486	12 9	— 11,812	8 3
Contribution to the National Debt Sinking Fund .. .. .	126,360	15 9	124,259	8 7	+ 2,101	7 2
<b>Total Interest, Exchange, &amp;c.</b>	<b>2,213,579</b>	<b>17 3</b>	<b>2,282,173</b>	<b>6 1</b>	<b>— 68,593</b>	<b>8 10</b>
<b>Surplus .. .. .</b>	<b>£787,702</b>	<b>13 2</b>	<b>£649,347</b>	<b>6 1</b>	<b>+ £138,355</b>	<b>7 1</b>

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

	Year 1942-43.	Year 1941-42.	Year 1940-41.	Year 1939-40.
<b>Average Mileage of Railways operated</b> .. .. .	4,758	4,746	4,759	4,759
<b>TRAFFIC TRAIN MILEAGE.</b>				
Passenger—Country .. .. .	3,327,691	3,813,653	3,829,515	3,286,666
"    "    Rail Motors .. .. .	598,288	594,338	784,453	837,316
"    "    Suburban .. .. .	7,779,963	7,738,070	7,634,119	7,391,527
"    "    Rail Motors .. .. .	48,378	47,770	39,413	36,535
Mixed .. .. .	616,535	706,448	541,881	581,997
Goods (including Live Stock) .. .. .	6,065,678	5,348,434	4,937,606	4,873,929
<b>Total</b> .. .. .	18,436,533 (a)	18,248,713 (a)	17,766,987	17,007,970
Number of Passenger Journeys .. .. .	195,830,057	180,981,900	159,218,412	144,649,075
Tonnage of Goods .. .. .	8,017,601	6,765,413	5,881,921	5,547,022
Tonnage of Live Stock .. .. .	(b)	737,227	740,864	639,967
<b>REVENUE.</b>				
<b>Passenger, &amp;c., Business.</b>				
Passengers .. .. .	£ 7,065,635	£ 6,298,527	£ 5,003,896	£ 4,031,891
Parcels, Horses, Carriages, and Dogs .. .. .	460,101	407,455	328,138	319,215
Mails .. .. .	78,104	78,285	77,405	77,403
Miscellaneous .. .. .	43,225	36,169	26,725	21,632
	7,647,065	6,820,436	5,436,164	4,450,141
<b>Goods, &amp;c., Business.</b>				
Goods .. .. .	8,003,897	5,847,163	4,174,239	4,033,314
Live Stock .. .. .		617,940	619,185	539,551
Miscellaneous .. .. .	136,720	108,049	66,206	63,997
	8,140,617	6,573,152	4,859,630	4,636,862
<b>Other Services.</b>				
Dining Car Services .. .. .	47,099	64,366	56,027	36,936
Refreshment Services .. .. .	719,068	610,066	463,221	371,445
Advertising .. .. .	34,568	35,842	37,007	35,475
Bookstalls .. .. .	113,588	108,580	93,127	77,478
	914,323	818,854	649,382	521,334
Sale of Electrical Energy .. .. .	59,820	57,939	48,536	44,323
Rentals .. .. .	186,914	171,861	160,005	144,900
General Miscellaneous .. .. .	45,313	41,597	46,559	22,032
Recoups by Treasury of loss resulting from—				
Reduction in outer suburban fares .. .. .	33,000	36,000	39,000	42,000
Working of certain lines of railway, &c. .. .. .	2,608	..	147	..
Concession fares to members of Defence Forces .. .. .	(c)	(c)	(c)	..
<b>Total</b> .. .. .	17,029,660	14,519,839	11,239,423	9,861,592
<b>WORKING EXPENSES.</b>				
Transportation Branch .. .. .	£ 2,930,640	£ 2,556,197	£ 2,310,561	£ 2,222,354
Way and Works Branch .. .. .	2,455,343	1,988,309	1,787,963	1,723,649
Rolling-Stock Branch—Operating Expenses .. .. .	2,250,920	1,855,054	1,546,938	1,428,856
"    "    Repairs and Renewals .. .. .	1,500,907	1,312,853	1,281,306	1,249,723
Contribution to Railway Renewals and Replacements Fund .. .. .	1,800,000	1,500,000	525,000	200,000
Electrical Engineering Branch .. .. .	482,702	501,217	331,799	330,263
Stores Branch .. .. .	156,346	136,196	127,034	125,837
General Expenses .. .. .	225,390 (d)	214,508 (d)	202,550 (d)	200,902 (d)
Miscellaneous Operations .. .. .	746,137	663,872	545,947	444,782
Payment into Railway Accident and Fire Insurance Fund .. .. .	47,685	43,964	24,656	35,509
Repayment to Public Account (Act No. 4499) .. .. .	..	100,000	100,000	50,000
Child Endowment Payroll Tax .. .. .	194,643	163,761	..	..
War Damage Insurance .. .. .	68,904	30,521	..	..
Air Raid Precautions .. .. .	51,064	113,221	..	..
Long Service Leave .. .. .	12,970	..	..	..
Provision for Deferred Ordinary Way and Works Maintenance .. .. .	400,000	..	..	..
Provision for Accrued Leave .. .. .	285,000	..	..	..
<b>Total Working Expenses (exclusive of Pensions)</b> .. .. .	13,608,651	11,179,673	8,783,754	8,011,875
Pensions .. .. .	462,668	471,455	474,762	482,940
<b>Total Working Expenses</b> .. .. .	14,071,319 (e)	11,651,128 (e)	9,258,516	8,494,815
Less Expenditure charged to Special Funds .. .. .	31,281 (f)	51,548 (f)	299,580	436,406
<b>WORKING EXPENSES charged to Railway Revenue</b> .. .. .	14,040,038	11,599,580	8,958,936	8,058,409
Percentage to Gross Revenue .. .. .	82.44	79.89	79.71	81.72
<b>Net Revenue</b> .. .. .	2,989,622	2,920,259	2,280,487	1,803,183
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	1,883,943	1,942,912	1,914,782	1,879,991
Exchange on Interest Payments and Redemption .. .. .	197,064	208,886	205,902	196,792
Contribution to National Debt Sinking Fund .. .. .	126,006	123,911	122,067	121,219
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .	2,207,013	2,275,709	2,242,751	2,198,002
<b>SURPLUS</b> .. .. .	782,609	644,550	37,736	..
<b>DEFICIT</b> .. .. .	..	..	..	394,819

(a) For details see Appendix No. 8. (b) Records temporarily suspended. Estimated tonnage, 741,512. (c) Included in Passenger Revenue (1942-43, £357,000; 1941-42, £198,000; 1940-41, £60,344). (d) Includes Superannuation Contributions on behalf of employees serving with Defence Forces (1942-43, £16,925; 1941-42, £10,866; 1940-41, £6,500; 1939-40, £1,326). (e) For details see Appendix No. 2. (f) For details see page 6.

### Financial Review—1942-43.

The financial result of the year's operations, viz., a surplus of £787,703, was an improvement of £138,356 on the record surplus of the previous year. The principal variations in revenue and expenditure were as follows:—

	£	£
Increased Revenue .. .. .	2,505,387	
Decrease in Interest Charges .. .. .	44,322	
,, Exchange .. .. .	11,813	
,, Loan Conversion Expenses .. .. .	14,561	
	—————	2,576,083
Increase in Working Expenses .. .. .	2,435,625	
,, Sinking Fund Charges .. .. .	2,102	
	—————	2,437,727
Improvement in Surplus .. .. .		138,356

The gross revenue of £17,120,223 was by far the highest ever earned, exceeding the previous record last year by over £2,500,000. The increase occurred mainly under the following headings:—

	£
Passengers .. .. .	767,108
Parcels, &c. .. .. .	59,521
Goods and Live Stock .. .. .	1,567,465
Refreshment and Advertising Services .. .. .	95,469

Despite huge increases in costs, railway charges have not been raised above pre-war levels, and the additional revenue was therefore due solely to increased business.

War conditions were responsible for the record traffic. These included heavy defence movements, great expansion of industry, diversion to the rail of a large volume of passenger and goods business due to severe rationing under National Security Regulations of petrol for private and commercial use, and restricted interstate shipping facilities.

The working expenses, viz., £14,118,941, were £2,435,625 more than in 1941-42. The following are the main items which contributed to this increase:—

Higher salaries and wages, due principally to cost-of-living adjustments and awards of industrial tribunals .. .. .	£ 500,000
Higher prices for coal (including the cost of overlanding from New South Wales mines) .. .. .	249,000
Increased expenditure on tarpaulins (due to unavailability of canvas in the previous year) .. .. .	110,000
Overtime payments to the staff as a result of manpower shortage .. .. .	76,000
Writing off the cost of certain sections of line which have been dismantled .. .. .	144,000
Increase in the contribution to the Railway Renewals and Replacements Fund .. .. .	300,000
Increased Commonwealth Payroll tax .. .. .	30,800
Increased War Damage Insurance premium .. .. .	38,400
Reserve for deferred ordinary maintenance .. .. .	400,000
Reserve for accrued staff leave .. .. .	285,000
	—————
	£2,133,200



The balance (£302,425) of the increased expenditure is more than accounted for by the cost of earning the additional revenue, viz., £2,505,387. This gratifying result reflects the increased efficiency of our operations and the influence of volume of traffic upon railway costs and net revenue. The large increase in passenger and high-grade goods business, which meant for the most part more heavily loaded carriages and trucks, and increased loads of goods trains, did not entail a proportionate increase in train mileage. The importance of securing such traffic to the rail under peace as well as war conditions obviously needs no emphasis.

The greater measure of efficiency in our goods operations throughout the year is shown in the fact that, despite a large number of special trains for military purposes being run with comparatively limited loads, the increase of 18.2 per cent. in the gross goods ton mileage was handled with an increase of only 13.6 per cent. in train mileage.

With the additional provision of £300,000, the total contribution to the Railway Renewals and Replacements Fund was £1,800,000. The imperative need for setting aside such a large sum from the record revenue for the purpose of meeting inevitable commitments for renewals and replacements is only too apparent. On the one hand, the wear and tear on the rolling stock, equipment, buildings and tracks is far greater under present abnormal conditions than in a normal year. On the other hand, the difficulty in obtaining materials and the manpower shortage severely restrict the amount of renewal and replacement work that can be done. Beyond question, when current maintenance liabilities are deferred, deterioration of the property proceeds at an accelerated rate. As a result, a huge amount of rehabilitation work involving very heavy expenditure will have to be undertaken as soon as conditions permit—possibly as part of a post-war reconstruction scheme. If the cost of these works is not to be a burden on railway and State finance in later years, it is clear that provision should be made for a substantial portion of it now, when railway finance is buoyant.

Manpower and material difficulties are also limiting the amount of ordinary maintenance work which can be carried out, particularly in the Way and Works Branch, and consequently a large amount of arrears in the form of relatively small works has accumulated throughout the State. These comprise the relaying of short sections of track, the renewal of sleepers, points and crossings on practically all lines, the repair and painting of station buildings, residences, &c., and track maintenance generally. The Railways (Finances Adjustment) Act 1936 (No. 4429) stipulates that the Railway Renewals and Replacements Fund shall be used for renewals and replacements other than those carried out in the ordinary course, and as a large proportion of the arrears referred to will ultimately be undertaken in the ordinary course of maintenance, it is advisable to make financial provision for them when the opportunity offers. An amount of £400,000 has accordingly been charged against the working expenses and credited to a reserve.

It is desired to emphasize that, notwithstanding the reduced maintenance programme, standards of safety have not been impaired.

The manpower situation and the abnormal volume of traffic handled have resulted in a heavy accumulation of annual leave. Such arrears will have to be met either by the engagement of extra staff or by payment, and a reserve to meet this commitment and long service leave accruing under Act No. 4930 has been created by a charge of £285,000 against the working expenses of the year.

The increased coal costs include an arbitrary increase of 5s. per ton in the price paid for coal from the State Mine. This is due to the influence of the increased costs involved in overlanding New South Wales coal. The price paid for the State Mine coal is determined under a formula which is largely based on the cost of New South Wales coal seaborne to Melbourne or Geelong. Substantial quantities of Maitland and Lithgow coal were overlanded during the year. Because of the marked variations in the quantities of Maitland, Lithgow, and State Mine coal consumed weekly at the various depots throughout the State and the wide fluctuations in the quantities of coal brought by sea and by rail, it is not practicable to determine precisely what the allowance should be. In all the circumstances, however, the allowance referred to, viz., 5s. per ton, is a reasonable one.

We are fully conscious of the fact that the standard of railway service during the year has left much to be desired. The difficulties associated with the handling

of the abnormal volume of passenger and goods business, which included a substantial proportion of defence priority traffic, were accentuated by the necessity for restricting passenger and goods train mileage owing to the continued shortage of coal supplies, as referred to in another section of this report. While the discomfort and inconvenience to which our patrons have been subjected are greatly regretted, we feel that under the difficult conditions which prevailed, and which severely taxed our resources, a highly creditable job was done.

### **Post-War Reconstruction.**

We would emphasize that to enable us to give efficient service after the war adequate maintenance and development of railway facilities, including rolling stock, must be resolutely faced when sufficient manpower and materials become available. Scientific progress, vastly stimulated and accelerated by war conditions, will give the post-war world so much that is new or newly developed, that there may be an inclination to forget the extent to which the community is dependent upon its railways, which are still unrivalled as a medium of land transport for either passengers or goods. The substantial contribution which railways have made to the prosecution of the war effort here, as in other parts of the world, has clearly shown that the possession or otherwise of an adequate railway system may mean the difference between retaining and losing our country.

From the national standpoint, railway improvement works should therefore figure prominently in post-war reconstruction. Our programme in this respect has been submitted in skeleton form to the proper authorities, grouped according to urgency and the degree of prior planning or financial assistance required. Foremost in the programme is the unification of gauges, which (as it affects various States) is primarily a matter for the Commonwealth. Other important items include the relaying of main line tracks, the replacement of obsolete or worn-out locomotives and other rolling stock, modernization of workshops, bridge renewals, and improvements in Metropolitan passenger transport facilities pursuant to the scheme outlined in our report for 1939-40.

Unfortunately, the pressure upon our depleted technical staff is such as to make it impossible to proceed even with the preliminary planning required for some of these works, but efforts are being made to obtain additional qualified staff for this purpose.

It will be obvious that a large scale post-war programme of railway works, involving a substantial increase in the huge amount of stores and materials normally used for railway purposes, would have an important influence upon business conditions in the post-war years, when the stimulation of industry and the provision of employment will be important.

### **Competition.**

Due to the steps taken by the Commonwealth authorities to conserve petrol and motor accessories, road competition for both passengers and goods was only fractional by comparison with that of former years. Most of the road services which had been regularly engaged on long-distance routes ceased entirely, and those that were permitted to continue—because they were operated on producer gas—were, generally, provided only intermittently.

Freight contract rates for country traders, although originally designed for the purpose of combating road competition, have been continued under present non-competitive conditions, and, in places where they were already applicable to certain traders, have been conceded to others who were obliged to revert to the railways because of the restrictions upon road transport. Our attitude in this respect, however, is due entirely to the emergency conditions, and does not indicate our acquiescence, in any permanent scheme, in the many anomalies and inequalities in rates resulting from the freight contract system.

It can be expected that many existing and new interests will seek to re-establish competition with the railways after the war, both by road and by air, and possibly capital may be made of the shortcomings of the railway service during the past three years.

Little complaint has been made by railway patrons, but there is a danger—one which American Railway Companies also have voiced—that the inconveniences now suffered may come to be taken as typical of railway service, and thus operate against the railways when the war is over. We therefore take this opportunity of recording our appreciation of the patience which has so far been exhibited by the public, and our assurance that these deficiencies will be remedied as soon as circumstances permit.

The paramount importance of efficient railway service has been made clearer than ever before by the lessons of the past three years, and it is impossible to place too much emphasis upon the need for a post-war policy which will prevent the development afresh of unregulated and destructive competition. It is not our view that this policy should be designed to retard either road or air services merely because railways are already established, but rather that it should be directed towards defining the proper economic sphere of each means of transport, so that undesirable duplication will be prevented and expenditure by the community upon its transport facilities will not be disproportionate to the benefits derived.

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

At 30th June, 1943, the aggregate expenditure on property and equipment (excluding stores and materials), after writing off the amount transferred to the State's general account as from 1st July, 1937, by Act No. 4429, and after providing for depreciation and replacements since the latter date, was £51,331,076.

Included in the capital expenditure was an amount of £6,168,921 which had been provided from funds (excluding the Railway Renewals and Replacement Fund) bearing no interest. The expenditure under this heading during the year was £35,728, for work charged to Trust Fund, Railway Works (Defence purposes).

The total loan liability at the close of the year, after allowing for securities (£3,804,421) purchased by the National Debt Sinking Fund and cancelled, was £45,993,783, representing a net increase during the year of £84,758. The gross increase was £540,507, but this was reduced by securities purchased and cancelled by the National Debt Sinking Fund (£455,749).

### Operating Results.

It has been shown in the Financial Review that the record business of 1942-43 was handled with very little additional operating cost by comparison with that of the preceding year. This result, while contributed to by the volume of traffic and the war-time standards of service, could not have been achieved except by unremitting efforts to avoid extravagance in operation.

The avoidance of unnecessary train mileage, the increase of truck and train loads, and the quick release and movement of trucks to secure their greatest possible use, are all important factors contributing to efficiency. Without satisfactory performance in these respects, it would not have been practicable to handle, by means of our existing equipment and facilities, the great increase in traffic which has devolved upon the railway system.

Below are given some statistics on items of this kind. As the business of the last pre-war year (1938-39) was affected by drought, a comparison has been made as between 1942-43 and 1939-40 :—

	1942-43.	1939-40.	Increase in 1942-43.
			%
Tonnage per loaded truck mile .. .. .	9.47	8.91	6.2
Average truck miles per day .. .. .	30.8	24.5	25.7
Ton miles per truck per day .. .. .	216.2	151	43.1
Gross ton miles per train hour (goods) .. .. .	5,183	5,048	2.6
Contents load per goods train mile (tons) .. .. .	199	176	13.0

## **Control of Railways by Commonwealth under National Security Act.**

The controlling powers possessed by the Commonwealth Land Transport Board under National Security Regulations are extremely wide, but in practice the administration and operation of the railways remain unchanged except on any matter on which an Order or Direction is given by the Board.

By Order dated 17th June, 1942, intersystem civilian travel has been restricted, since 1st July, 1942, to cases directly or indirectly connected with the war effort, or in which adequate business reasons are presented or genuine personal hardship would otherwise be involved. A permit has to be obtained before an intersystem journey can be made, except to a town on the border of an adjacent State. Those for travel to Western Australia are issued direct by the Board, but all others are issued on behalf of the Board by members of our staff, the work involving the full time employment of five officers, as well as limited time by a number of others.

Obviously the issue of the permits is a Commonwealth function, and should be paid for by the Commonwealth. We undertook to act for the Board on the understanding that it would accept a debit for the cost, but subsequently we were asked to bear the expenditure involved, and eventually we were given a formal Direction which had this effect. Representations made by the State Government failed to induce the Commonwealth Government to accept any debit for this expenditure.

Later, a request was made by the Board that we should also undertake the issue of permits for travel by a road service operating on the Murray Valley highway, but after a trial period which made it apparent that the work interfered unduly with the duties of the limited station staff at Mildura, other arrangements were made by the Board for the issue of permits for this and for the Mildura-Broken Hill road service.

The permit system has eliminated a substantial volume of interstate travel for pleasure, interchange of visits, &c., which cannot be regarded as essential. We considered, however, that there should be some relaxation of the conditions governing civilian travel, whenever it is obvious that seats will be available. Authority of this description was given with respect to travel to Adelaide, and since the close of the year has been given with respect to travel to Sydney also.

As was to be expected, the imposition of the permit restrictions led to some attempts to defeat the system by not booking through to the interstate destination or by pursuing other than the normal route. To limit the possibilities of such illicit travel the Board, by Order No. 10 issued on 13th November, 1942, prohibited the booking of passengers from stations designated as Border stations except on certain conditions involving the production of an identity card.

In connexion with special traffic such as at Christmas and Easter, the severe limitation of the number of extra trains, at the request of the Board, was in keeping with our views as to what should be done having regard to the coal shortage, and this applies also to a Direction received from the Board in January last, that no special steam passenger or mixed train services should be run without authority.

In the case of goods services, the Directions of the Board have dealt mainly with restrictions upon the interstate movement of certain specified commodities—in some cases merely as a matter of traffic regulation, and in others to avoid unnecessary interstate movements (in some instances cross-movements) of goods or live stock.

To assist the railway administrations in their endeavors to obtain the prompt release of trucks after being placed for loading or unloading, the Board on 14th July, 1942, made an Order (No. 4) which gave discretion to apply, after specified intervals, double or treble the normal demurrage charges. Realizing the difficulties of our clients in securing manpower, we naturally resorted to the more stringent scale only in extreme cases, but the Order has been fully justified by its deterrent effect.

### **Carriage of Explosives.**

Directions from an appropriate Commonwealth authority are frequently received to carry explosives under conditions conflicting with the rules which, for safety purposes, have been laid down in our regulations after consultation with the Explosives Department.

Originally it was understood that these directions, which in all cases are given in writing, would throw upon the Commonwealth the responsibility for any consequences of departure from the usual methods of carriage, but in September last an Order (No. 5) made by the Land Transport Board limited the conditions under which the Commonwealth would accept liability. In November the acceptance of even this limited degree of responsibility was withdrawn under an amended Order (No. 9), which was based upon the policy of the Commonwealth Government not to indemnify any person or authority likely to suffer loss in consequence of the exercise of powers under the National Security Act or Regulations, but merely to give consideration to any claim for actual loss or damage incurred.

Representations made by the Government of this State have failed to secure any modification of this attitude, notwithstanding that in Great Britain an indemnity is given by the Government to the Railway Companies in respect of all forms of loss or damage arising from any cause whatsoever in connexion with the carriage of explosives beyond regulation limits which may be sustained by the Companies, the consigning Department, or any other person.

The matter is of great potential importance, and at the close of the year further action was being considered.

### **Defence Force Rates and Fares.**

Following requests from the Commonwealth Government, and in consideration of the great volume of goods and passenger traffic connected with defence activities, all the Australian railway systems agreed to grant reductions in freight rates for the carriage of goods for defence purposes and in fares paid by the defence services. All Allied Forces received the same concessions.

The new charges became effective from 6th January, 1943 (1st January, 1943, in the case of intersystem fares) and were subject to review at the close of the financial year.

In addition to the substantial concessions granted in respect of country travel in 1939, individual members on the pay strength of the Australian or Allied Forces, when in uniform and paying their own fares, received the benefit as from 14th September last of a concession of half ordinary single and return fares for suburban travel, with a maximum of 9d. first class and 6d. second class between stations on the same line.

The reduction was accompanied by tapering concession fares for travel between Melbourne or suburban stations and stations over 20 miles and not exceeding 50 miles from Melbourne.

In addition, monthly tickets between the home and the place of duty were made available at half fares on the electrified system and on non-electrified sections of line within the suburban area.

### **Reduction in Services Owing to Coal Shortage.**

We regret having been obliged to continue the restrictions upon regular, special and Sunday steam train services, which were introduced in 1941-42 owing to the depletion of our reserve coal stocks.

In spite of this action, the difficulties in obtaining adequate quantities of coal (referred to more particularly under the heading "Coal Supplies") were such as to reduce the reserve still further, and at the close of the year the stocks of large coal were equivalent to requirements for less than three weeks. With no prospective improvement in supplies, we have been constantly faced with the possible necessity to impose further restrictions upon the already limited steam service.

The limitation of the country services, at a time of such an exceedingly heavy traffic demand, inevitably reacted upon time-keeping, despite the fact that in a number of cases the time tables were extended during the year because of the emergency conditions.

The same conditions dictated a fairly rigid curtailment of goods train mileage to bare necessities, and this in turn detrimentally affected not only punctuality, but also the free movement of store livestock.

We reiterate our regret that, in a period when the railway system has a virtual monopoly of land transport, circumstances outside our control should have precluded the maintenance of peace time standards of service.

### The Railway Staff and the War.

At 30th June, 2,867 officers and employees had been released to the armed forces. It is regretfully recorded that 58 are known to have lost their lives. A list of their names appears elsewhere in this Report. 196 have been discharged from the forces and resumed duty in the Department.

Apart from those with the armed forces, 451 officers and employees have been loaned to other Government Departments. Of this number, 192 were made available to the Commonwealth Railways to meet war transport demands, and transfers to that Department are still in progress.

In addition, employees to the equivalent of approximately 1,650 were directly engaged in the manufacture of munitions, armaments and tools for war requirements.

A substantial number of personnel released for active service were experienced operating staff. Losses due to this reason and to deaths, resignations, and retirements, combined with our inability to obtain sufficient replacements, led to a serious shortage of manpower.

As a consequence, overtime working became essential wherever it would result in manpower being saved, and the total overtime worked was substantially greater than in the previous year. In addition it was necessary to curtail greatly the granting of annual leave.

Avenues for the employment of women were constantly explored, and at the close of the year there were 1,824 female employees, of whom 806 were engaged in positions previously filled by men or boys.

Our efforts to secure the release from the armed forces of operating staff met with little success, comparatively few having been returned.

Towards the end of the year this Department was declared a protected undertaking under National Security Regulations, and it is hoped that this will assist the staff position.

The manpower shortage has been the subject of discussion with the Transport and Manpower Directorates, and although at times useful assistance has been provided it is considered essential that a greater flow of manpower should now be made available. A conference to discuss this question will be held in the near future. Unless some assistance is obtained we can scarcely hope to continue to give that effective rail transportation which is so vital to the war effort.

The staff actively assisted the Victorian Railways Patriotic Fund Committee to continue its splendid work. A number of new auxiliaries were formed, and the total amount raised in cash and kind throughout the service from the inauguration of the Fund in September, 1940, up till 30th June, was £31,481. During the past year, three mobile canteens were purchased from the funds, whilst further donations were made to the Australian Red Cross, the Australian Comforts Fund, and other movements associated with the war effort.

### The Wheat Harvest.

The area sown with wheat in Victoria for the 1942-43 season was 2,145,156 acres—the lowest for many years, and 611,924 acres less than in 1941-42. The average yield per acre (19.49 bushels) was, however, a record for this State, and the total production amounted to 41,803,107 bushels. This was a decrease of 5,150,733 bushels compared with 1941-42.

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 Bushels of Wheat Carried by Rail from Country Districts in Victoria, New South Wales, or South Australia.		
		In Bags.*	In Bulk.	Total.
1942-43 .. .. .	41,803,107	13,190,708	22,054,432	35,245,140
1941-42 .. .. .	46,953,840	8,205,249	12,555,456	20,760,705
1940-41 .. .. .	13,521,422	12,147,246	5,691,795	17,839,041
1939-40 .. .. .	45,054,592	26,977,026	6,033,999	33,011,025
1938-39 .. .. .	18,104,369	19,781,520	..	19,781,520
Record years (1915-16 for production; 1916-17 for carriage) .. .. .	58,521,706	55,385,466	..	55,385,466

\* Calculated at 3 bushels to the bag.

The quantity of wheat exported amounted to 5,068,260 bushels, compared with 3,550,401 in 1941-42.

The "carry-over" at the close of each of the last two years was as follows:—

	Quantity of Wheat (In bushels) stacked at 30th June—					
	1943.			1942.		
	In Bags.	In Bulk.	Total.	In Bags.	In Bulk.	Total.
At Williamstown ..	1,070,325	..	1,070,325	1,199,655	..	1,199,655
At Geelong ..	4,862,988	3,742,185	8,605,173	1,929,264	1,018,632	2,947,896
At Country Stations ..	11,884,549	23,192,054	35,076,603*	15,185,601	9,226,278	24,411,879
	17,817,862	26,934,239	44,752,101	18,314,520	10,244,910	28,559,430

\* Includes Wheat (in bushels) at Country Dumps—Bagged, 3,067,098; Bulk, 12,942,054.

### Rolling Stock Construction.

The new rolling stock completed during the year consisted of five "X" class and three "K" class locomotives, two 60-ton wrecking cranes, twenty standard goods vans, three tram cars, and 147 general service trucks specially equipped for the carriage of wheat in bulk.

Our construction programme would have been much further advanced but for the difficulty referred to under the heading "Stores and Materials" in obtaining various essential classes of material, and for the necessity to proceed with the construction of Australian standard Garratt locomotives on behalf of the Commonwealth Government.

The preparation of the details for the construction of two seven-car suburban trains was taken in hand, and it is anticipated that assembly will be completed during the current year.

### Substitute Motor Fuels.

Further progress was made in the conversion of motor vehicles from petrol to producer gas operation, and the savings of imported liquid fuels have been substantial.

At the end of the year 67 of the Department's vehicles, comprising 48 road motor trucks of from 30 cwt. up to 5 tons capacity, 5 road motor cars, and 14 rail motors with seating capacity for from 10 to 30 passengers, had been equipped with producer units. In addition, 11 road motor cars used under departmental subsidy by officers in the course of their duties had been converted. Other installations are at present in hand or are under consideration.

During the year a series of tests was conducted at the request of the Department of Supply and Shipping in burning wheat with charcoal in gas producers, and the results obtained were submitted to that Department.

In furtherance of our policy of exploiting all potential avenues of petrol savings, other tests are in progress to determine the practicability of utilizing an admixture of wet alcohol with petrol as a fuel in departmental road and rail motors in which it is impracticable to use producer gas.

### Way and Works Branch.

As in 1941-42, a great deal of special work in designing and constructing sidings to serve munitions and other defence establishments was undertaken, in addition to the normal activities of the Branch.

The construction of a fly-over near Burnley station to carry the "down" Eastmalvern line over the Box Hill lines was commenced, and at the close of the year was nearing completion. The fly-over will considerably facilitate train movements at peak hours on both lines.

To relieve the congestion and reduce delays which have occurred in dealing with the increased goods traffic in the Melbourne Yard, the construction of six additional sidings and the extension of existing sidings are being carried out at North

Melbourne. It is expected that the additional facilities will be of material help in quickly releasing engines of incoming goods trains, and thus secure the better use of engine power. This scheme, which is nearing completion and will double the capacity of this section of the Yard, involves the extension of the Dynon-road Bridge with a slight diversion of the roadway.

A 30-ton electric gantry crane was erected in another section of the Yard near Spencer-street.

### Suburban Electrification Equipment.

Erection of one of the new boilers and the new turbo-alternator at the Newport "A" Power Station was completed, and at the close of the year this new plant was about to be placed in service. It is anticipated that the erection of the second new boiler will be completed early in the current year, and this will mark the completion of the first stage of replacement and modernization of the Newport "A" Power Station plant. The new equipment will supplement the State's generating equipment, and be available to assist in meeting the greatly increased demand for power for industrial and general public purposes. It will also effect a saving of approximately 30,000 tons of coal per annum.

### Stores and Materials.

There was an increase of £14,524 during the year in the value of stocks held (excluding Railway Construction and Refreshment Services Stocks), which at 30th June, 1943, stood at £1,500,574. This was the result of the higher prices paid for stores and materials generally, including the higher prices and the overlanding costs of coal, together with the gathering of materials for construction programmes. The increase would have been much greater but for the considerable reduction in the tonnage of coal stocks.

The issues represented a value of £3,780,511—an average turnover of 2.5 as compared with 2.27 in 1941-42.

The difficulties in obtaining materials, which are only to be expected in war-time, were in some respects accentuated during the year. In particular, there was much delay in securing items essential for rolling stock construction and maintenance. The effect of this was not only to delay the works, but also to hold out of service for excessive periods rolling stock which was urgently needed to meet traffic demands. We are glad to be able to say that through the co-operation of the Commonwealth authorities the situation has latterly improved, the essential nature of our operations having secured a high priority. The Lease-Lend arrangement also has been of assistance.

Sleeper supplies were very adversely affected, but the welcome co-operation of the Manpower Directorate assisted in releasing axemen from other occupations, and the Directorate of Machine Tools and Gauges has arranged for the release of essential tools to overcome shortages. Arrangements were also made to supplement supplies by the purchase of sawn sleepers.

### Coal Supplies.

Purchases 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	..	..	..	84,453	..	335,478	419,931
Small coal	..	..	..	61,591	583	81,380	143,554
Total	..	..	..	146,044	583	416,858	563,485

Consumption amounted to 462,338 tons of large and 151,914 tons of small coal. By comparing these figures with the quantities purchased, it will be seen that there was a decrease in the stocks of small coal, and a substantial retrogression, viz., 42,407 tons, in the position as regards the large coal required for locomotive use,



Every reasonable opportunity has been taken to urge the claims of this Department, as an essential service, both with the Commonwealth Coal Commission (which controls all supplies) and with the State Coal Committee responsible for the distribution of supplies made available to this State.

We have been constrained to express very strongly our dissatisfaction with the allotment to us of coal brought to Victoria by boat—both as regards the proportion allotted and the fact that much of it consisted of inferior coals which other consumers were unable or unwilling to use.

Our action in arranging for the overlanding of large quantities of New South Wales coal, at greatly increased expense, does not appear to have been of much benefit to us in the allocation of the seaborne coal, although it obviously made shipping space available for other users. These utilities, which we consider to have received an undue proportion of the seaborne coal, could have arranged for overlanded supplies, but presumably did not do so because of the substantially higher costs involved and of their experience that their needs have been met without such a sacrifice.

The quantity of railway coal overlanded during the year amounted to 263,500 tons, or 63 per cent. of the total obtained from New South Wales. The additional cost involved by comparison with seaborne coal was approximately £188,011. The Commonwealth Coal Commission has agreed to accept a debit of 7s. 6d. per ton in respect of coal brought overland in excess of 4,000 tons per week, calculated on a four-weekly basis, but apart from this amount, representing approximately £19,500, the whole of the added cost is being borne by this Department.

#### **Truck Covers.**

Our normal stock of tarpaulins is in the vicinity of 17,500. At the beginning of 1942-43 the number in service was only 16,153, and although during the year 4,561 were manufactured, so much of the old stock had to be condemned that by the close of the year the stock had fallen to 13,688.

Canvas to make good the shortage is on order from Great Britain, and, subject to its being delivered, an active programme of construction has been planned for the current year.

In the meantime, we are unable to provide water-tight tarpaulins for all the loading which should be covered, and this fact was publicly announced in August last, with an intimation that we are no longer able to accept liability for loss, injury, or damage caused by the absence of dependable covering.

#### **Refreshment Services.**

In keeping with the greater volume of country passenger traffic (including Defence Force movements) there was again a substantial increase in the revenue from refreshment rooms and stalls, and dining and buffet cars, which amounted to £766,167, by comparison with £674,432 in 1941-42 and £370,984 in 1938-39.

Difficulties in maintaining an adequate trained staff to meet this doubling of pre-war business have naturally been considerable. To afford some measure of relief, the main dining room at Spencer-street was converted into a cafeteria, and is catering satisfactorily for an increased volume of business with much less staff than formerly.

The conversion to buffets of the dining rooms at country stations is likewise associated with "manpower" difficulties, as the buffet system is the only means by which the limited staffs available can give better service to the greatly increased number of travellers. The last remaining country dining room—at Sale—was so converted during the year.

Owing to the impracticability of maintaining a full staff, it has been necessary throughout the year to restrict severely bookings at The Chalet, Mount Buffalo National Park, the results of working which appear in Appendix No. 13.

### **Tourist Services.**

Because of the restrictions upon interstate travel, and of the necessity to take advantage of every opportunity of conserving manpower, it was decided during the year to close the branches of the Victorian Government Tourist Bureau at Ballarat, Bendigo, Mildura, and Geelong. Interstate branches had been closed in the previous year.

At the main Bureau, in Melbourne, women have been substituted for men as far as practicable. Although with the limitation of oversea and interstate travel the functions of the Bureau have changed appreciably, it plays an active and essential part in booking and providing information in connexion with the greatly expanded volume of local traffic.

Commission earned for booking for other services amounted to £6,417, compared with £5,690 in 1941-42. Most prominent in this respect was the booking for country guest houses. This section has been consistently busy because of the system of rostered recreation leave operating for many workers associated with the war effort.

### **The Staff.**

At the close of the year the total permanent and supernumerary staff was 25,557. Casual labourers equivalent to 432 full-time employees are included in this figure, also butty gang workers. The corresponding figure at 30th June, 1942, was 25,340, but this comparison does not take relative overtime work into account. The average strength of the staff is more clearly shown by converting into ordinary-time units the total time paid for. In 1942-43 this represented the equivalent of 28,756 full-time men working six days per week, compared with 27,504 in 1941-42, or an increase of 1,252.

A large number of men engaged in the manufacture of munitions, armaments and tools for defence requirements is included in the above figures. The equivalent number of ordinary-time men debit to railway working expenses was 24,422 in 1942-43 as compared with 22,967 in 1941-42, an increase of 1,455.

The permanent staff was increased by the appointment of 138 apprentices to various trades.

### **Long Service Leave.**

During the year legislation was enacted (Act No. 4930) providing for three months' long service leave to officers and employees on completion of 25 years of service.

For the duration of the war, however, because of the manpower situation, the leave (or payment therefor) is to be confined to cases where an officer or employee attains the age of 65 years, is absent on sick leave without pay, retires from the railway service on account of ill health, or dies.

The Act provides that the long service leave shall, as far as practicable, be granted within five years of the termination of the war. It is estimated that the cost over a cycle of 25 years will average approximately £44,000 per annum, with the annual cost for the first five years greatly in excess of that of subsequent years.

### **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 126 grades covering approximately 2,374 officers and employees. Increased rates of payment under these awards involve an estimated additional cost of approximately £17,400 per annum.

Awards were also made prescribing penalty rates for shift and night work, increased annual leave to many daily-paid employees, payment to employees for an additional five public holidays per year, increased rates of expenses to officers and employees, and reduced hours for gatekeepers and conductors. It is estimated that these awards will involve increased annual expenditure ranging from £120,000 in the first year to an ultimate cost of £180,000 per annum after six years.

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 £5,300 per annum to the wages bill.

Cost of living adjustments increased the basic wage from 15s. to 15s. 6d. on 2nd August, 1942, to 15s. 10d. on 8th November, 1942, and to 16s. 2d. on 14th February, 1943, involving a further estimated additional cost of approximately £433,700 per annum.

During the year the Commonwealth Arbitration Court made awards covering higher administrative officers, including Heads of Branches. Practically the whole of the railway staff is now covered by industrial awards.

The estimated total annual cost due to awards made during the year amounts to approximately £638,000.

#### Education and Recreation.

Membership of the Victorian Railways Institute continued to expand, the net increase of 378 during the year bringing the total to a new record of 16,586.

The educational classes in Melbourne and at country centres, in railway and general subjects, were availed of by 2,626 students, an increase of 169 by comparison with the previous year.

The continued growth of interest in the Institute and in the educational facilities which it provides is highly gratifying.

#### Salaries and Wages.

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

	£
1942-43 .. .. .	8,670,724
1941-42 .. .. .	7,786,251
1940-41 .. .. .	6,661,937

#### Pensions.

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

	1942-43.	1941-42.	Increase (+) or Decrease (-) in 1942-43.
	£	£	£
Pensions under Superannuation Act .. .. .	388,816	387,758	+ 1,058
Pensions to officers and employees who were in the Service on 1st November, 1883 .. .. .	74,499	84,349	- 9,850
Total .. .. .	463,315	472,107	- 8,792

#### Acknowledgment of Services of Staff.

We wish to express our gratification at the excellent services rendered by the staff generally during the year. Only by sincere effort could the record volume of business have been handled so satisfactorily by a staff which included many relatively inexperienced men and women.

Many sections of employees, including those in workshops and those engaged in traffic operations, cheerfully worked the substantial amount of overtime required to offset the manpower shortage.

#### Ambulance.

While the interest of the staff in ambulance work was maintained during the year, enrolments in the various classes of instruction (1,746) showed a substantial reduction upon the previous year's total of 2,319. On the other hand, there was an improvement in the percentage who presented themselves for examination, and a gratifying advance in the percentage of passes obtained—almost 90 per cent. The number who passed the tests, either in the first or in a higher course, viz., 880, was virtually equivalent to last year's performance.

The district competitions, and the final tests at Lilydale, again made evident a high standard of efficiency. The competitors at the district events comprised 51 ambulance corps and 231 individuals, whilst 12 corps and 12 individuals competed in the final events.

Approximately 1,110 employees in the metropolitan and country centres have been trained (or partly trained) during departmental time in "A.R.P." duties as first aiders or stretcher-bearers.

### **Dismantling of Certain Sections of Line.**

Act No. 4936, passed in December, 1942, gave covering authority for the dismantling of the section of line, about 14 miles in length, from Yannathan to Triholm. This section had been closed since 7th August, 1941, and dismantled during the latter half of 1942.

A similar work, affecting portion of the Nowingi-Millewa South line, was completed under Act No. 4801 during the year. The section in question, about 8½ miles in length, was never operated.

### **State Coal Mine.**

After the payment of working expenses, loan redemption and interest charges, and allowing £17,706 for depreciation, the operation of the Mine resulted in a loss of £76,834. In 1941-42 the loss was £113,258.

The quantity of coal won during the year was 259,592 tons. The saleable output was 240,744 tons, of which 146,796 tons were supplied for railway use, 9,534 tons to other Public Departments and 84,414 tons to the general public. The allocation of the coal is in the hands of the State Coal Committee, and the amount allotted for railway use represented 61 per cent. of the saleable output, as against 68 per cent. in 1941-42.

All pits worked full time during the year.

The amount disbursed in wages was £375,891, and the net average earnings of contract miners were 31s. 9.90d. per miner per shift.

The number of persons employed at 30th June was 1,069.

### **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.

Mr. H. L. Kennedy, who normally occupies the position of Assistant Superintendent of Refreshment Services, acted as Superintendent throughout the year, owing to Mr. Keown's services having been requisitioned by the Department of Labour and National Service.

### **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 the 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,	



## In Memoriam.

### LIST OF OFFICERS AND EMPLOYEES WHO HAVE LOST THEIR LIVES WHILST ON ACTIVE SERVICE.

Name.	Grade.
ADAMS, G. C.	Repairer
ARMSTRONG, N. G.	Lad Labourer
BAKER, R. H.	Engine Cleaner
BENDLE, J. W.	Parcels Porter
BOYD, S. I.	Engine Cleaner
BRADFORD, R. W.	Junior Clerk
CAREY, J. V.	Porter
CARRICK, A. F.	Labourer
CLEARY, J. P.	Casual Labourer
DANGERFIELD, R. D.	Junior Clerk
DOWNIE, J. A.	Porter
EINSIEDEL, J. E.	Shunter
ELLEN, W. J.	Repairer
EVANS, D. D.	Repairer
FARTCH, N. L.	Operating Porter
GELDART, R.	Vanman
GILPIN, J. A.	Junior Clerk
GORDON, W. G.	Boilermaker
HANCOCK, L. G.	Shunter
HAY, E. A.	Engine Cleaner
HAYWARD, J. W.	Casual Labourer
HENWOOD, F. N.	Labourer
JOHNSON, H. H.	Fireman
LADLOW, A. T. R.	Lad Labourer
LAPSLEY, R. E.	Apprentice Fitter and Turner
LARSEN, L. T.	Porter
LAWLEY, R. H.	Motor Driver
LILLIS, A. G. F.	Fireman
McKENZIE, H. D.	Repairer
McLEAN, J. W.	Engine Cleaner
MILLER, M. F.	Lad Labourer
MILLGATE, K.	Clerk
NYE, C. C. P.	Vanman
OPPY, H. D.	Signalman
PARKINSON, R. A. G.	Lad Porter
PHELPS, G. M.	Shunter
PRICE, J. A.	Lad Labourer
RAYMER, A. N.	Porter
RICHARDSON, H. S. G.	Lad Labourer
RIORDAN, W. D. A.	Repairer
ROBERTS, E. L.	Porter
ROBERTS, W. H.	Shunter
SANDERS, W. J.	Engine Cleaner
SEATER, H. J.	Engine Cleaner
SMAIL, T. G.	Sub-station Assistant
SMART, M. G.	Lad Porter
SMITH, R. J. V.	Labourer
SMITH, S. E.	Engine Cleaner
SPINK, A.	Labourer
THOMAS, V. R. G.	Repairer
TRICKEY, W. J.	Lad Labourer
WELLS, A. E.	Porter
WILLIAMS, J. P. C.	Storeman
WILSON, J. R.	Junior Clerk
WINDEBANK, G. A.	Engine Cleaner
WINDLEY, R. E.	Car Cleaner
WISHART, H. P.	Lad Porter
WOOLHOUSE, R. M.	Porter

## APPENDIX

## BALANCE-SHEET AT

## LIABILITIES.

	£	s.	d.	£	s.	d.	£	s.	d.
Face value of stocks and bonds allocated to the									
Railways .. .. .				49,798,204	6	11			
Less securities purchased and cancelled by the									
National Debt Sinking Fund .. .. .	3,804,421	8	1						
Less Deferred Renewals, Replacements and									
Maintenance Works from Loan Funds ..	522,485	17	10						
				4,326,907	5	11			
							45,471,297	1	0
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			
National Recovery Loan .. .. .	2,561,261	2	1						
Unemployment Relief Fund .. .. .	2,761	0	0						
Commonwealth Defence Works Unemployment									
Relief Fund .. .. .	55,499	17	6						
Trust Fund Railway Works (Defence Purposes)	391,084	6	5						
				3,010,606	6	0			
Less expenditure on other than Capital Works ..	1,153,709	9	2						
				1,856,896	16	10			
							6,168,921	3	4
Advances from Public Account (Act No. 3341) for Capital purposes							216,682	13	1
Deferred Maintenance Reserve .. .. .							400,000	0	0
Accrued Leave Reserve .. .. .							285,000	0	0
National Debt Sinking Fund Reserve .. .. .							3,887,061	13	1
Railway Accident and Fire Insurance Reserve ..							100,000	0	0
Railway Renewals and Replacements Reserve ..							3,961,302	15	4
Creditors—									
Sundry Accounts .. .. .							1,258,084	4	6
Consolidated Revenue—									
For Income payments from Revenue Debtors ..				834,437	8	1			
For deficits financed since 1st July, 1937 ..				126,576	12	3			
				961,014	0	4			

£62,709,363 10 8

E. A. PEVERILL,  
Auditor-General.  
22/10/1943.

No. 1.

30TH JUNE, 1943.

		ASSETS.						
		£	s.	d.	£	s.	d.	
<b>Railways—</b>								
Way, Works, Buildings and Equipment	..	44,448,483	1	10				
Rolling Stock	.. .. .	6,551,731	11	2				
					51,000,214	13	0	
<b>Electric Tramways—</b>								
Way, Works, Buildings and Equipment	..	118,690	0	0				
Rolling Stock	.. .. .	39,471	14	4				
					158,161	14	4	
<b>Road Motor Public Services—</b>								
Buildings and Equipment	.. .. .	6,989	0	0				
Rolling Stock	.. .. .	1,338	3	9				
					8,327	3	9	
Railways under construction	.. .. .				132,392	3	7	
Bridges for Railways not yet constructed	.. .. .				31,980	0	0	
					51,331,075	14	8	
Stores and Materials	.. .. .	1,506,631	11	9				
Stores and Equipment at Refreshment Rooms, &c.	.. .. .	130,357	14	3				
Materials in course of manufacture	.. .. .	99,696	12	0				
					1,736,685	18	0	
					53,067,761	12	8	
Discounts and Expenses on Loans	.. .. .					8,533	9	5
Railway Renewals and Replacements Account	.. .. .					2,747,052	15	4
Cash at stations and in transit	.. .. .					89,697	4	11
<b>Funds at Treasury—</b>								
Trust Fund Surplus Railway Land	.. .. .				7,977	13	0	
Railway Accident and Fire Insurance Fund	.. .. .				100,000	0	0	
<b>Railway Renewals and Replacements Fund—</b>								
Cash	.. .. .	2,079,427	15	4				
Investment	.. .. .	1,850,000	0	0				
Interest	.. .. .	31,875	0	0				
					3,961,302	15	4	
Railway Charges in Suspense	.. .. .				319,133	10	9	
Railways Stores Suspense Account	.. .. .				108,829	18	9	
Railways Repayment Fund	.. .. .				1,040	10	2	
National Debt Sinking Fund	.. .. .				82,640	5	0	
Railways Leave and Ordinary Maintenance Reserve Fund	.. .. .				685,000	0	0	
					5,265,924	13	0	
Trust Securities	.. .. .					60,029	8	1
<b>Sundry Debtors—</b>								
Revenue Debtors to Consolidated Revenue	.. .. .				744,740	3	2	
Other Debtors	.. .. .				599,047	11	10	
					1,343,787	14	0	
Accumulated Deficit from 1.7.37 to 30.6.42	.. .. .				914,279	5	5	
Surplus for the year 1942-43	.. .. .				787,702	13	2*	
Net accumulated deficit from 1.7.37 to 30.6.43	.. .. .					126,576	12	3
						£62,709,363	10	8

\* After charging against current year's working £1,186,750 to meet in future years anticipated additional depreciation, £132,000 to meet accrued leave of previous years and £197,000 towards meeting deferred maintenance of previous years.

L. J. WILLIAMSON,  
Comptroller of Accounts.  
24/8/1943.

## APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1943 AND 1942  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—		Year ended 30th June—	
	1943.	1942.	1943.	1942.
Average Miles of Single Track Open, including Sidings .. .. .	6,133	6,120	£	£
	£	£		
<b>A.—MAINTENANCE OF WAY AND WORKS.</b>				
Superintendence, Stationery, Printing and Advertising .. .. .	212,066	180,934		
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. .. .. .	1,198,832	898,360		
Slips and Flood Repairs .. .. .	61,096	55,378		
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs .. .. .	2,321	1,570		
Weighbridges, Scales, Lifting Cranes, &c. .. .. .	173,582	118,804		
Electric Power Station Buildings, Masts and Fixtures .. .. .	33,523	24,971		
Other Buildings, Platforms and Fixtures .. .. .	17,405	10,392		
Stock Yards .. .. .	326,999	305,230		
Water Services .. .. .	20,888	17,721		
Machinery, Tools and Supplies .. .. .	33,896	26,930		
Signals and Interlocking, Signal Boxes and Track Bonds .. .. .	98,044	87,418		
Telegraph and Telephone Lines and Instruments .. .. .	213,119	194,300		
Injuries to Employees or others .. .. .	52,581	38,503		
Other Expenses .. .. .	9,850	8,040		
Road Motors—Domestic Service .. .. .	1,227	4,346		
Charges by other Branches not allocated .. .. .	114	106		
	14,306			
	2,455,343	1,988,309		
<b>ROLLING STOCK.</b>				
<b>B.—GENERAL SUPERINTENDENCE, ETC.</b>				
General Superintendence, Motive &c., Superintendence, Stationery, Printing and Advertising .. .. .	93,168	87,511		
<b>C.—MAINTENANCE OF ROLLING STOCK.</b>				
Steam Locomotives .. .. .	796,087	672,267		
Electric Locomotives .. .. .	3,913	3,646		
Electric Service Coaching Stock .. .. .	220,377	192,939		
Steam Service Coaching Stock .. .. .	174,508	161,751		
Goods Stock .. .. .	276,496	232,348		
Rail Motors .. .. .	23,045	24,943		
Road Motors—Domestic Service .. .. .	6,481	2,129		
Charges by other Branches not allocated .. .. .		14,834		
	1,500,907	1,304,857		
<b>D.—MOTIVE POWER.</b>				
Running Sheds, Labour and Supplies .. .. .	88,805	79,527		
Drivers and Firemen .. .. .	722,375	630,005		
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c. .. .. .	983,882	731,293		
Oil, Tallow, Waste and other running supplies .. .. .	31,810	27,754		
Water and Other Expenses, Injuries to Employees or others (Steam) .. .. .	36,977	33,857		
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or others .. .. .	173,145	162,120		
Rail Motor Operation .. .. .	32,114	29,359		
	2,069,108	1,693,915		
<b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>				
Steam Service .. .. .	60,745	56,227		
Electric Service .. .. .	27,899	25,397		
	88,644	81,624		
<b>F.—TRANSPORTATION AND TRAFFIC.</b>				
General Superintendence, Stationery, Printing, Advertising, and Train Control Staff .. .. .	267,610	259,943		
Station Yard and Signal Service—				
Salaries, Wages, &c., of Staff .. .. .	1,906,341	1,669,551		
Uniforms for Staff .. .. .	11,736	12,829		
Fuel, Light, other Supplies and Expenses .. .. .	92,962	85,205		
Guards, Conductors and other Trainmen—				
Wages, Expenses, Uniforms and Supplies .. .. .	336,926	289,016		
Cleaning, Icing, Light, Supplies, &c., for Carriages .. .. .	141,649	101,438		
Repairs and Renewals of Tarpaulins and Lashings .. .. .	116,079	20,071		
Injuries to Employees .. .. .	8,353	6,947		
Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal .. .. .	40,391	35,168		
Road Motors—Domestic Service .. .. .	8,593	2,397		
Charges by other Branches not allocated .. .. .		73,616		
	2,930,640	2,556,197		
<b>G.—ELECTRICAL ENGINEERING BRANCH.</b>				
General Superintendence, Stationery, Printing and Advertising .. .. .	23,158	20,824		
Power Station .. .. .	326,799	383,170		
Transmission, Distribution Systems, and Sub-stations .. .. .	114,374	98,354		
Other Expenses and Injuries to Employees or others .. .. .	591	367		
Other Operations .. .. .	Cr. 37,470	Cr. 35,967		
Electrical Energy Purchased .. .. .	55,260	31,458		
Charges by other Branches not allocated .. .. .		3,011		
	482,702	501,217		
<b>H.—MISCELLANEOUS OPERATIONS.</b>				
Dining Car Service .. .. .	41,191	54,835		
Refreshment Rooms Service .. .. .	599,639	499,264		
Advertising Service .. .. .	11,826	13,364		
Bookstalls Service .. .. .	93,481	90,078		
Charges by other Branches not allocated .. .. .		6,331		
	746,137	663,872		
<b>I.—STORES BRANCH.</b>				
Salaries and Wages .. .. .	153,022	137,912		
Charges for Services rendered by other Branches .. .. .	16,547	14,394		
Printing .. .. .	893	1,469		
Office Requisites and Stores .. .. .	3,162	4,452		
Other Expenses .. .. .	522	1,734		
Motor Transport .. .. .		2,402		
Proportion of Percentage added to Cost of Works charged to Capital, &c. .. .. .	Cr. 22,800	Cr. 26,167		
	156,346	136,196		
<b>J.—GENERAL EXPENSES.</b>				
Commissioners' and Secretary's Offices .. .. .	34,706	33,408		
Accountancy Branch .. .. .	127,674	115,127		
Legal and Medical Expenses .. .. .	13,084	13,571		
Stationery, Printing and Advertising .. .. .	7,881	10,942		
Municipal and Shire Rates .. .. .	2,467	446		
Sundry other General Charges .. .. .	39,578	33,783		
Charges by other Branches not allocated .. .. .		7,231		
	225,390	214,508		
<b>K.—OTHER EXPENDITURE.</b>				
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	47,685	43,964		
Pensions .. .. .	462,668	471,455		
Contribution to Railway Renewals and Replacements Fund .. .. .	1,800,000	1,500,000		
Repayment to Public Account (Act No. 4499) .. .. .		100,000		
Child Endowment Payroll Tax .. .. .	194,643	163,761		
War Damage Insurance .. .. .	68,904	30,521		
Air Raid Precautions .. .. .	51,064	113,221		
Long Service Leave .. .. .	12,970			
Provision for Deferred Ordinary Way and Works Maintenance .. .. .	400,000			
Provision for Accrued Leave .. .. .	285,000			
	3,322,934	2,422,922		
Total .. .. .	14,071,319	11,651,128		
Less expenditure charged to Special Funds .. .. .	31,281*	51,548*		
Working Expenses charged to Railway Revenue .. .. .	14,040,038	11,599,580		

\* For details see page 6.



## APPENDIX No. 3.

## COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1943, AND 1942 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—							
	1943.				1942.			
	Miles. 4,758				Miles. 4,746			
	Average Miles Open for Traffic .. .. .				Average Miles Open for Traffic .. .. .			
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country .. .. . 4,233,440				Country .. .. . 4,760,558			
	Suburban .. .. . 7,829,147				Suburban .. .. . 7,786,497			
	Goods .. .. . 12,062,587				Goods .. .. . 12,647,056			
	Total .. .. . 18,436,533				Total .. .. . 18,248,713			
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
<b>EARNINGS.</b>								
	Journeys.	£	£	d.	Journeys.	£	£	d.
Passenger .. .. .	195,830,057	7,065,635	1,485 00	140 58	180,981,900	6,298,527	1,327 12	120 48
Parcels, Horses, Carriages, &c. .. .. .	..	460,101	98 70	9 18	..	407,456	85 85	7 79
Malls .. .. .	..	78,104	16 42	1 55	..	78,285	16 50	1 50
Miscellaneous .. .. .	..	43,225	9 08	86	..	36,163	7 62	69
Total Parcels, &c. .. .. .	..	581,430	122 20	11 57	..	521,909	109 97	9 98
Total Coaching .. .. .	..	7,647,065	1,607 20	152 15	..	6,820,436	1,437 09	130 46
	Tons.				Tons.			
Goods .. .. .	8,017,601	8,003,897	1,682 20	301 37	6,765,413	5,847,163	1,232 02	246 12
Live Stock .. .. .	†	..	..	..	737,227	617,940	130 20	26 01
Miscellaneous .. .. .	..	136,720	28 73	5 15	..	108,049	22 76	4 55
Total Goods .. .. .	..	8,140,617	1,710 93	306 52	7,502,640	6,573,152	1,384 98	276 68
Sale of Electrical Energy .. .. .	..	59,820	12 57	..	..	57,939	12 21	..
Rents .. .. .	..	186,914	39 29	..	..	171,861	36 21	..
General Miscellaneous .. .. .	..	45,313	9 52	..	..	41,597	8 76	..
Total Power, Rents, and Miscellaneous .. .. .	..	292,047	61 38	..	..	271,397	57 18	..
Dining Cars .. .. .	..	47,099	9 90	..	..	64,366	13 56	..
Refreshment Rooms .. .. .	..	719,068	151 13	..	..	610,066	128 55	..
Advertising .. .. .	..	34,568	7 27	..	..	35,842	7 55	..
Bookstalls .. .. .	..	113,588	23 87	..	..	108,580	22 88	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls .. .. .	..	914,323	192 17	..	..	818,854	172 54	..
Recoups by Treasury of loss resulting from—	..	33,000	6 93	..	..	36,000	7 59	..
Reduction in outer suburban fares .. .. .	..	2,608	55	..	..	..	..	..
Working of certain lines of railway, &c. Concession fares to members of Defence Forces .. .. .	Included in Passenger	Traffic above	£357,000	Included in Passenger	Traffic above	£198,000	..	..
Total Earnings .. .. .	..	17,029,660	3,579 16	221 69	..	14,519,839	3,059 38	190 96
<b>WORKING EXPENSES.</b>								
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.
	£	£	d.	£	£	d.	£	d.
Maintenance of Way and Works .. .. .	2,455,343	516 05	31 96	1,988,309	418 94	26 15	..	..
Rolling Stock—	..	..	..	..	..	..	..	..
General Superintendence, Motive Superin- tendence, &c. .. .. .	93,168	19 58	1 21	87,511	18 44	1 15	..	..
Maintenance of Rolling Stock .. .. .	1,500,907	315 45	19 54	1,304,857	274 94	17 16	..	..
Locomotive Power .. .. .	2,069,108	434 87	26 94	1,693,915	356 91	22 28	..	..
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	88,644	18 63	1 15	81,624	17 20	1 07	..	..
Contribution to Railway Renewals and Replacements Fund .. .. .	1,800,000	378 31	23 43	1,500,000	316 05	19 73	..	..
Transportation and Traffic .. .. .	2,930,640	615 94	38 15	2,556,197	538 00	33 62	..	..
Electrical Engineering Branch .. .. .	482,702	101 45	6 28	501,217	105 61	6 59	..	..
Miscellaneous Operations .. .. .	746,137	156 82	9 71	663,872	139 88	8 73	..	..
Stores Branch .. .. .	156,346	32 86	2 04	136,196	28 70	1 79	..	..
General Expenses .. .. .	225,390	47 37	2 94	214,508	45 20	2 82	..	..
Pensions .. .. .	462,668	97 24	6 02	471,455	99 34	6 20	..	..
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	47,685	10 02	62	43,964	9 26	58	..	..
Repayment to Public Account (Act No. 4499) Child Endowment Pay-roll Tax .. .. .	194,643	40 91	2 53	100,000	21 07	1 32	..	..
War Damage Insurance .. .. .	68,904	14 48	90	163,761	34 50	2 15	..	..
Air Raid Precautions .. .. .	51,064	10 73	67	30,521	6 43	40	..	..
Long Service Leave .. .. .	12,970	2 72	17	113,221	23 86	1 49	..	..
Provision for Deferred Ordinary Way and Works Maintenance .. .. .	400,000	84 07	5 21	..	..	..	..	..
Provision for Accrued Leave .. .. .	285,000	59 90	3 71	..	..	..	..	..
	14,071,319	2,957 40	183 18	11,651,128	2,454 93	153 23	..	..
Less—Expenditure Charged to Special Funds	31,281†	6 57	41	51,548†	10 86	68	..	..
Total Working Expenses charged to Railway Revenue .. .. .	14,040,038	2,950 83	182 77	11,599,580	2,444 07	152 55	..	..

† Records temporarily suspended. Estimated tonnage 741,512. † For details see page 6.

APPENDIX No. 3—*continued.*

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1943.	1942.
	per cent.	per cent.
Maintenance of Way and Works* .. .. .	17·45	17·07
Rolling Stock—		
General Superintendence, Motive Superintendence, &c. .. .. .	·66	·75
Maintenance of Rolling Stock .. .. .	10·67	11·20
Locomotive Power .. .. .	14·70	14·54
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	·63	·70
Contribution to Railway Renewals and Replacements Fund .. .. .	12·79	12·87
Transportation and Traffic* .. .. .	20·83	21·94
Electrical Engineering Branch .. .. .	3·43	4·30
Miscellaneous Operations .. .. .	5·30	5·70
Stores Branch .. .. .	1·11	1·17
General Expenses .. .. .	1·60	1·84
Pensions .. .. .	3·29	4·05
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	·34	·38
Repayment to Public Account (Act No. 4499) .. .. .	..	·86
Child Endowment Pay-roll Tax .. .. .	1·39	1·40
War Damage Insurance .. .. .	·49	·26
Air Raid Precautions* .. .. .	·36	·97
Long Service Leave .. .. .	·09	..
Provision for Deferred Ordinary Way and Works Maintenance .. .. .	2·84	..
Provision for Accrued Leave .. .. .	2·03	..
	100·00	100·00

\* Including amounts charged to Special Funds.

APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1st JULY, 1928, TO 30th JUNE, 1943 (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.
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	6,913,201†	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	17,670,566	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	6,379,793	4,859,630	11,239,423	2,362	12/7-82
1941-42	4,766	4,746	78,379,025	16,445	583	1,806	20,425	947	18,248,713	180,981,900	7,502,640	7,946,687	6,573,152	14,519,839	3,059	15/10-96
1942-43	4,758	4,758	78,301,089	16,457	589	1,802	20,389	965	18,436,533	195,890,057	† 8,017,601	8,889,043	8,140,617	17,029,660	3,579	18/5-69

\* 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. The depreciation which accrued in each year from and including 1937-38, however, has been deducted from the original cost and the expenditure out of the Railway Renewals and Replacements Fund in those years has been included.  
† Includes repayment by the State Coal Mine of £59,585, portion of subsidies paid in previous years.  
‡ Goods tonnage only. Estimated live stock tonnage, 741,512.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1928, TO 30TH JUNE, 1943 (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.	£	s. d.	£
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.																	
1928-29	£ 2,605,790	s. d. 2/10·78	19·79	£ 1,926,157	£ 410	s. d. 2/1·71	14·64	£ 1,738,142	s. d. 1/11·20	13·20	£ 1,841,478	s. d. 2/0·58	13·99	£ 240,212	s. d. 3·21	1·82	£ 349,566	£ 141,094	£ 481,537	£ 31,724	s. d. 0·42	0·24	..	£ (A) 16,666					
1929-30	2,536,685	2/10·45	21·14	1,749,068	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	1/11·29	15·46	197,544	2·97	1·97	273,682	110,810	362,222	26,603	0·40	0·27	..	(A) 16,667					
1931-32	1,690,542	2/2·42	17·98	1,110,987	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	166,028	2·60	1·76	192,941	85,389	313,993	28,284	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	94,858	346,162	13,501	0·21	0·14	..	..					
1935-39	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	18·40	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	280,262	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	330,293	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	1,787,963	376	2/0·15	13·50	1,546,938	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					
1941-42	*2,556,197	2/9·62	17·60	1,988,309	419	2/2·15	13·51	1,855,054	2/0·40	12·78	1,312,853	1/5·26	9·04	214,508	2·82	1·48	501,217	136,196	663,872	43,964	0·58	0·30	1,500,000	(B) 100,000					
1942-43	2,930,640	3/2·15	17·21	2,455,343	516	2/7·96	14·29	2,250,920	2/5·30	13·22	1,500,907	1/7·54	8·81	225,390	2·94	1·32	482,702	156,346	746,137	47,686	0·62	0·28	1,800,000	..					

\* 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; 1941-42, £134; 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. £197; Loan Funds—Deferred Renewals, Replacements, &c., 1939-40, £55,000; 1940-41, £25,000.  
‡ Includes £250,000 for each of the years 1928-29 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; 1941-42, £3,658; 1942-43, £2,452; Federal Aid Roads and Works Grant—1938-39, £20,000; 1939-40, £60,000; 1940-41, £42,762; 1941-42, £2,120; 1942-43, £118; Loan Funds—Deferred Renewals, Replacements, &c.—1939-40, £218,000; 1940-41, £224,285; 1941-42, £201; Surplus Revenue—1941-42, £20,000; 1942-43, £20,000.  
|| 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, 1928, TO 30TH JUNE, 1943 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN-SIONS.	Adjustments.— Border Railways.	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 Open Lines (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EXPENSES (including Loan Conversion expenses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION 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.		£	£	£	£		
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	3,841,109	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	6,627,515	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	2,376,461	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	233,742	..
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
1941-42	307,503*	11,179,673	2,356	12/3·03	471,455	..	11,651,128	2,455	12/9·23	51,548	11,599,580	79·89	2,920,259	615	3/2·41	5·93	3·73	1,942,912	332,797	..	644,550
1942-43	1,012,581*	13,608,651	2,860	14/9·16	462,668	..	14,071,319	2,957	15/3·18	31,281	14,040,038	82·44	2,989,622	628	3/2·92	6·00	3·82	1,883,943	323,070	..	782,609

† 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.  
 \* 1941-42, Child Endowment Pay-roll Tax, £163,761; War Damage Insurance, £30,521; Air Raid Precautions, £113,221 (Includes £24,615 and £820 charged to Commonwealth-State A.R.P. Account and Act 4645, Special Appropriation, National Security Regulations, respectively).  
 1942-43, Child Endowment Pay-roll Tax, £194,643; War Damage Insurance, £68,904; Long Service Leave, £12,970 Provision for Deferred Ordinary Way and Works Maintenance, £400,000 Provision for Accrued Leave, £235,000 Air Raid Precautions, £51,964 (Includes £8,711 charged to Commonwealth-State A.R.P. Account).

## 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, 1943, AND 30TH JUNE, 1942 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	Year ended 30th June--					
	1943.			1942.		
	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 .. .. .	292,736	1,864,516	2,157,252	316,742	1,603,432	1,920,174
Rolling Stock .. .. .	892,707	2,409,632	3,302,339	874,782	2,103,439	2,978,221
Transportation .. .. .	51,677	2,372,767	2,424,444	48,664	2,099,057	2,147,721
Electrical .. .. .	64,333	222,427	286,760	33,047	204,579	243,626
Other Branches .. .. .	29,213	629,898	659,111	25,749	596,343	622,092
<b>Total .. .. .</b>	<b>1,330,666</b>	<b>7,499,240*</b>	<b>8,829,906</b>	<b>1,304,984</b>	<b>6,606,850*</b>	<b>7,911,834</b>

\* 1942-43 includes £79 provided from Federal Aid Roads and Works Grant for track maintenance. 1941-42 includes £1,144 provided partly from Loan Funds for Deferred Renewals, Replacements, &c., and partly from Federal Aid Road and Works Grant for track maintenance.

## APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30TH JUNE, 1943, AND 30TH JUNE, 1942 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	1943.			1942.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's .. .. .	87	146	233	120	144	264
Accountancy .. .. .	304	337	641	376	226	602
Stores .. .. .	98	588	686	118	524	642
Way and Works .. .. .	406	5,669	6,015	416	6,087	6,503
Rolling Stock .. .. .	395	8,569	8,964	444	8,437	8,881
Transportation .. .. .	1,688	5,478	7,166	1,750	5,181	6,931
Electrical .. .. .	107	700	807	112	590	702
Refreshment Services .. .. .	25	913	938	29	954	983
<b>Total .. .. .</b>	<b>3,110</b>	<b>22,340</b>	<b>25,450</b>	<b>3,365</b>	<b>22,143</b>	<b>25,508</b>

This statement is compiled by averaging the 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.

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

YEAR ENDED 30TH JUNE—

1943.			1942.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
19	37	56	21	30	51

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF CONSTRUCTION BRANCH AND BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL TIME PAID FOR HAD BEEN WORKED BY EMPLOYEES IN FULL-TIME EMPLOYMENT AND WORKING ORDINARY HOURS, DURING THE YEARS ENDED 30TH JUNE, 1943, AND 30TH JUNE, 1942.

How Employed.	1943.	1942.
On Working Expenses .. .. .	24,422	22,967
On Capital and Other Funds (including Electric Tramways and Road Motor Services) .. .. .	4,334	4,537
<b>Total .. .. .</b>	<b>*28,756</b>	<b>*27,504</b>

\* Excludes railway staff employed in the Munitions Annexes.

## APPENDIX No. 7.

## STATEMENT SHOWING THE TOTAL COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, AT 30TH JUNE, 1943.

(As from 1st July, 1937, £30,000,000 of Loan Liability was transferred to the State's General Account (*vide* Act 4429 of 1936). Full particulars are contained in Appendix No. 8 of the Annual Report for 1937-38. The figures shown in this statement are the costs as written down by £30,000,000 and by the depreciation since 1st July, 1937.)

LINES OPEN FOR TRAFFIC.	£	s.	d.	LINES OPEN FOR TRAFFIC—continued.	£	s.	d.
Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..	5,479,918	17	2	Brought forward .. .. .	15,874,246	3	0
Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca) ..	567,668	11	9	Geelong to Colac .. .. .	347,364	4	0
*Deniliquin to Moama .. .. .	169,448	16	11	Colac to Alvie .. .. .	45,398	17	9
Moama to Echuca (including portion of cost of Echuca bridge) .. .. .	11,657	0	0	Colac to Camperdown .. .. .	139,807	12	4
Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ..	21,365	0	0	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ..	351,004	5	0
Barnes to Balranald .. .. .	550,216	0	0	Warrnambool to Koroit .. .. .	70,154	0	0
Clarkefield to Lanefield .. .. .	47,012	0	0	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ..	90,920	9	6
Heathcote Junction to Bendigo (including cost of cattle siding) .. .. .	285,404	0	0	Geelong (Queenscliff Junction) to Queenscliff .. .. .	95,010	1	5
Carlsruhe to Daylesford .. .. .	147,800	0	0	Moriac to Wensleydale .. .. .	26,833	0	0
Daylesford Junction to North Creswick ..	143,640	0	0	Birregurra to Forrest .. .. .	97,952	0	0
Redesdale Junction to Redesdale .. .. .	64,222	0	0	Irrewarra to Beacac .. .. .	34,769	0	0
Castlemaine to Dunolly .. .. .	323,862	2	4	Beacac to Newtown .. .. .	74,773	0	0
Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway) ..	141,425	11	11	Colac to Beech Forest .. .. .	39,924	0	0
St. Arnaud to Donald .. .. .	89,669	0	0	Beech Forest to Crowes .. .. .	27,275	16	7
Donald to Birchip .. .. .	80,095	0	0	Timboon Junction to Timboon .. .. .	80,690	0	0
Birchip to Woomelang .. .. .	74,402	0	0	Terang to Mortlake .. .. .	45,155	0	0
Woomelang to Mildura .. .. .	399,973	7	9	North Geelong to Ballarat (including cost of North Geelong Loop Line) ..	1,710,026	12	1
Mildura to Merbein .. .. .	12,703	0	0	North Geelong to Fyansford .. .. .	3,021	0	0
Merbein to Yelta .. .. .	29,244	0	0	Ballarat to Ararat .. .. .	477,557	2	7
Red Cliffs to Werrimull .. .. .	113,670	0	0	Ararat to Stawell .. .. .	235,892	15	0
Werrimull to Meringur .. .. .	53,026	0	0	Stawell to Horsham .. .. .	371,652	2	10
Meringur to Morkalla .. .. .	29,174	0	0	Stawell to Grampians .. .. .	134,242	5	5
Nowingi towards Milleva South .. .. .	60,340	9	1	Horsham to Dimboola .. .. .	134,242	5	5
Dunolly to Inglewood .. .. .	56,338	1	8	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton) ..	414,064	13	11
Ouyen to Cowangie .. .. .	106,778	0	0	Sunshine to Parwan .. .. .	268,496	13	8
Cowangie to Murrayville .. .. .	22,041	0	0	Parwan to Gordon .. .. .	343,738	0	0
Castlemaine (Maldon Junction) to Maldon ..	44,417	0	0	Gordon to Warrenheip .. .. .	126,216	0	0
Maldon (Laanecoorie Junction) to Melbourne .. .. .	50,526	0	0	Bungaree Junction to Racecourse Reserve ..	2,133	0	0
Maryborough to Ballarat .. .. .	267,256	15	9	Gheringhap to Maroons .. .. .	393,512	0	0
Waubra Junction to Ballarat Racecourse ..	5,957	0	0	Ballarat East to Buninyong .. .. .	54,046	7	3
Waubra Junction to Waubra .. .. .	52,584	0	0	Ballarat Cattle-yards Branch .. .. .	10,344	0	0
Maryborough to Avoca .. .. .	47,208	0	0	Scarsdale Junction to Scarsdale .. .. .	42,833	0	0
Avoca to Ararat .. .. .	108,685	15	2	Scarsdale to Linton .. .. .	60,533	0	0
Ben Nevis (Crowlands) to Navarre .. .. .	41,364	0	0	Linton to Skipton .. .. .	36,763	0	0
Bendigo to Inglewood .. .. .	171,153	7	11	Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. .. .	2,101	0	0
Inglewood to Charlton .. .. .	193,875	0	1	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) .. .. .	378,654	0	0
Charlton to Wycheproof .. .. .	78,356	4	10	Hamilton to Portland (including cost of sidings to piers at Portland) .. .. .	257,406	13	2
Wycheproof to Sea Lake .. .. .	74,447	0	0	Penshurst to Koroit .. .. .	88,038	0	0
Sea Lake to Nandaly .. .. .	36,172	0	0	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ..	53,059	0	0
Nandaly to Kulwin .. .. .	63,752	0	0	Hamilton (Coleraine Junction) to Coleraine ..	79,730	0	0
Wedderburn Junction to Wedderburn .. ..	11,184	0	0	Hamilton to Cavendish .. .. .	33,178	0	0
Korong Vale to Boort .. .. .	66,704	0	0	Cavendish to Toolondo .. .. .	151,338	0	0
Boort to Quambatook .. .. .	57,540	0	0	Branxholme to Casterton .. .. .	119,702	0	0
Quambatook to Ultima .. .. .	50,516	0	0	Heywood to Puralka (Mumbannar) .. ..	101,104	0	0
Ultima to Chillingollah .. .. .	29,000	0	0	§Railways from Mumbannar and Murrayville to South Australian Border in connexion with Victorian and South Australian Railways to Mount Gambier and Pinnaroo ..	57,324	0	0
Chillingollah to Manangatang .. .. .	26,722	0	0	Lubeck to Rupanyup .. .. .	30,566	0	0
Manangatang to Annuello .. .. .	58,244	0	0	Rupanyup to Marnoo .. .. .	14,699	0	0
Annuello to Robinvale .. .. .	82,091	0	0	Marnoo to Bolangum .. .. .	29,888	0	0
Eaglehawk to Kerang .. .. .	249,736	13	0	Murtoa to Warracknabeal .. .. .	167,774	0	0
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ..	131,909	0	0	Warracknabeal to Beulah .. .. .	49,875	0	0
Kerang to Murrabit .. .. .	85,324	0	0	Beulah to Hopetoun .. .. .	33,758	0	0
†Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. .. .	204,844	0	0	Hopetoun to Patchewollock .. .. .	96,845	0	0
Swan Hill to Piangil .. .. .	51,977	0	0	Horsham to Noradjuha .. .. .	63,423	0	0
Piangil to Kooloonong .. .. .	61,062	0	0	Noradjuha to Toolondo .. .. .	22,082	0	0
Kooloonong to Yungera .. .. .	32,041	0	0	East Natimuk to Goroike .. .. .	37,056	0	0
Elmore to Cohuna .. .. .	93,853	0	0	Goroike to Carpolac .. .. .	42,668	3	1
Albion to Broadmeadows .. .. .	424,900	0	0	Dimboola to Jeparit .. .. .	33,183	0	0
Footscray to Williamstown (including cost of tracks on piers at Williamstown) ..	2,274,827	10	11	Jeparit to Rainbow .. .. .	23,795	0	0
Newport to Sunshine .. .. .	31,948	0	0	Rainbow to Yaapeet .. .. .	19,741	0	0
Newport to Geelong (including cost of Williamstown Racecourse Branch and tracks on Geelong Pier) .. .. .	1,316,909	16	9	Jeparit to Lorquon .. .. .	21,306	0	0
Williamstown Racecourse Junction to Altona Beach .. .. .	16,065	0	0	Lorquon to Yanac .. .. .	32,160	0	0
Carried forward .. .. .	15,674,246	3	0	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch) ..	329,953	10	7
				Carried forward .. .. .	24,296,806	9	2

\* Taken over by this Department on 1st December, 1923.

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

‡ 2-ft. 6-in. gauge.

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

## APPENDIX No. 7—continued.

STATEMENT SHOWING THE TOTAL COST OF EACH LINE, ETC.—continued.

LINES OPEN FOR TRAFFIC—continued.	£ s. d.	LINES OPEN FOR TRAFFIC—continued.	£ s. d.
Brought forward .. ..	24,296,806 9 2	Brought forward .. ..	38,337,481 4 3
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) ..	2,798,970 17 10	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ..	146,115 0 0
Bowser to Peechelba .. ..	54,367 0 0	Korumburra to Coal Creek .. ..	5,038 0 0
†Wodonga to River Murray (including portion of cost of bridge over River Murray)	34,535 0 0	Black Diamond Junction to Black Diamond .. ..	6,195 0 0
North Melbourne to Coburg .. ..	255,295 18 5	Korumburra (Jumbunna Junction) to Jumbunna .. ..	17,144 0 0
Coburg to Somerton .. ..	76,055 0 0	Jumbunna to Outtrim .. ..	22,362 0 0
Royal Park Junction to Clifton Hill ..	220,924 13 10	§Welshpool to Welshpool Jetty .. ..	1,596 0 0
Fitzroy Branch .. ..	72,295 0 0	Alberton to Won Wron .. ..	82,326 0 0
Whittlesea Junction to Whittlesea ..	341,133 19 0	Won Wron to Woodside .. ..	39,345 0 0
Northcote Loop Line .. ..	11,630 0 0	Warragul to Neerim South .. ..	100,506 0 0
Tallarook to Yea .. ..	121,237 0 0	Neerim South to Noojee .. ..	99,867 10 0
Yea to Mansfield and Koriella .. ..	200,663 0 0	Moe to Thorpdale .. ..	90,796 0 0
Koriella to Alexandra .. ..	22,097 0 0	§Moe to Wadhalla .. ..	66,565 0 0
Mangalore to Shepparton .. ..	235,056 0 7	Morwell to North Mirboo .. ..	122,434 0 0
Shepparton to Numurkah .. ..	63,355 15 10	Traralgon to Heyfield .. ..	69,410 0 0
Numurkah to Cobram .. ..	55,359 0 0	Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ..	176,978 9 7
Murchison East to Rushworth .. ..	42,530 0 0	Bairnsdale to Orbost .. ..	294,858 11 8
Rushworth to Colbinabbin .. ..	27,565 0 0	Maffra to Briagolong .. ..	40,644 0 0
Rushworth to Girgarre .. ..	35,992 0 0	Burnley to Darling .. ..	233,691 7 1
Toolamba to Tatura .. ..	33,202 0 0	Darling (near) (cost of bridge over Winton-road and associated works) ..	8,738 0 0
Tatura to Echuca .. ..	178,239 0 0	Darling (near) to Glen Waverley ..	168,070 1 0
Shepparton to Dookie .. ..	43,048 0 0	Hawthorn to Lilydale .. ..	860,356 18 0
Dookie to Katamatite .. ..	31,426 0 0	Lilydale to Healesville .. ..	171,585 0 0
Numurkah to Nathalia .. ..	35,214 0 0	Hawthorn to Kew .. ..	70,141 0 0
Nathalia to Picola .. ..	10,130 0 0	Ringwood to Upper Ferntree Gully ..	132,462 17 11
Strathmerton to 8 miles 23 chains ..	20,135 0 0	§Upper Ferntree Gully to Gembrook ..	47,369 10 0
8 miles 23 chains to Tocumwal .. ..	106,328 19 11	Lilydale to Warburton .. ..	99,338 6 11
Benalla to St. James .. ..	67,608 2 7	South Kensington to West Footscray ..	574,005 0 0
St. James to Yarrawonga .. ..	80,661 0 0	Melbourne to Essendon Junction ..	2,290,107 5 5
Yarrawonga to Oaklands .. ..	220,098 0 0	Refreshment Services Buildings ..	72,936 0 0
Benalla to Tatong .. ..	27,613 0 0		
§Wangaratta to Whitfield .. ..	17,811 17 6	Total cost of Way, Works, Buildings and Equipment (Railways) ..	44,448,483 1 10
Bowser to Beechworth .. ..	153,133 3 8		
Beechworth to Yackandandah .. ..	77,707 0 0	ROLLING STOCK—	
Everton to Myrtleford .. ..	60,889 15 10	Broad-gauge .. ..	6,529,796 11 2
Myrtleford to Bright .. ..	71,187 0 0	Narrow-gauge .. ..	21,935 0 0
Springhurst to Wahgunyah .. ..	55,878 4 8		
Wodonga to Tallangatta .. ..	116,690 3 0	Total Rolling Stock (Railways) ..	6,551,731 11 2
Tallangatta to Cudgewa .. ..	219,201 0 0	Stores and Materials on hand and in transit	1,506,631 11 9
Spencer-street to Flinders-street ..	497,280 9 1	Stores and Equipment on hand at Refreshment Rooms .. ..	130,357 14 3
Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne)		Materials in course of Manufacture ..	99,696 12 0
Flinders-street to St. Kilda .. ..			
Prince's-bridge to Richmond .. ..		Total cost of Construction of Open Lines, including Rolling Stock, Stores, and Materials (Railways) .. ..	52,736,900 11 0
Richmond to Cremorne .. ..			
Windsor to North Brighton .. ..	2,648,837 7 8	ELECTRIC TRAMWAYS.	
Richmond to Picnic Station .. ..		Way, Works, Buildings and Equipment.	
Cremorne to Windsor .. ..		St. Kilda to Brighton .. ..	82,081 0 0
Picnic Station to Hawthorn .. ..		Sandringham to Black Rock .. ..	36,609 0 0
North Brighton to Brighton Beach ..		Total .. ..	118,690 0 0
Princes-bridge to Collingwood .. ..	196,799 18 4		
Collingwood to Heidelberg .. ..	265,411 10 7	ROLLING STOCK.	
Heidelberg to Eltham .. ..	111,423 12 7	St. Kilda to Brighton .. ..	36,318 14 4
Eltham to Hurstbridge .. ..	82,704 1 3	Sandringham to Black Rock .. ..	3,153 0 0
Brighton Beach to Sandringham ..	96,368 0 0	Total .. ..	39,471 14 4
South Yarra to Oakleigh .. ..	755,558 3 11	Total Electric Tramways .. ..	158,161 14 4
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)	1,325,993 17 7	Carried forward .. ..	52,895,062 5 4
Sale to Stratford Junction .. ..	34,771 0 0		
Oakleigh to Fairfield Park (from Ashburton to East Kew, including the Riversdale Loop, and from Fairfield Park to 30 chains 48 links) .. ..	202,839 0 0		
Caulfield to Frankston .. ..	522,826 16 4		
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ..	84,990 0 0		
Baxter to Mornington .. ..	59,009 12 6		
Bittern to Red Hill .. ..	65,935 0 0		
Spring Vale Cemetery Line .. ..	11,565 0 0		
Dandenong Junction to Port Albert ..	680,481 15 7		
Koo-wee-rup to Yannathan .. ..	39,898 13 6		
Nyora to Woolamai .. ..	62,717 3 6		
Carried forward .. ..	38,337,481 4 3		

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

§ 2-ft. 6-in. gauge.

|| 4-ft. 8½-in. gauge, 2·42 miles.



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

LINES OPEN FOR TRAFFIC— <i>continued.</i>			LINES OPEN FOR TRAFFIC— <i>continued.</i>		
	£	s. d.		£	s. d.
Brought forward .. ..	52,895,062	5 4	Brought forward .. ..	53,035,781	12 8
<b>ROAD MOTOR PUBLIC SERVICES.</b>			<b>EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.</b>		
Garage Buildings and Equipment ..	6,989	0 0	§Mildura and Abbotsford—Portion of cost of bridges over River Murray ..	23,026	0 0
Road Motor Coaches and Trucks ..	1,338	3 9	‡Orboost—Snowy River bridge .. ..	8,954	0 0
Total .. ..	8,327	3 9	Total .. ..	31,980	0 0
<b>LINES UNDER CONSTRUCTION.</b>			<b>TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services ..</b>		
§Euston to Lette (including portion of cost of bridge over River Murray) ..	132,392	3 7		53,067,761	12 8
Carried Forward .. ..	53,035,781	12 8			

§ 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 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. 16.

## APPENDIX No. 8.

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

	Year ended 30th June—			Year ended 30th June—	
	1943.	1942.		1943.	1942.
<b>TRAFFIC TRAIN MILEAGE.</b>			<b>DEPARTMENTAL MILEAGE.</b>		
<b>PASSENGER—</b>			Light—Electric Locomotive ..	751	823
Country—Steam ..	3,327,691	3,813,653	"   Steam .. ..	352,446	358,218
"   Fordson Tractor ..			Ballast—Steam .. ..	115,222	114,205
"   Rail Motor ..	598,288	594,338	"   Electric Locomotive ..	327	203
Suburban—Steam ..	57,840	51,201	"   Fordson Tractor ..		
"   Rail Motor ..	48,378	47,770	Electric Motor .. ..	5,332	4,821
"   Electric Motor ..	7,722,096	7,686,793	Inspection .. ..		1,368
"   Electric Locomotive ..	27	76	Water .. ..		123
			Departmental Coal ..	335,785†	303,654†
			Casualty and Doubling ..		2,241
			Miscellaneous .. ..		1,481
			Rail Motor .. ..	28,044	24,783
			<b>Total Departmental Miles ..</b>	<b>837,907</b>	<b>811,920</b>
<b>MIXED—</b>			<b>SHUNTING.</b>		
Country—Steam ..	614,923	705,134	Steam Locomotive .. ..	2,971,003	2,754,912
Suburban—Electric ..	1,612	1,314	Electric Locomotive ..	79,700	79,872
			"   Motor .. ..	5,058	4,742
<b>GOODS—</b>			Fordson Tractor .. ..	6,919	8,454
Steam .. ..	5,956,375	5,243,513	Rail Motor .. ..	5,650	5,156
Electric Locomotive ..	104,510	100,252	<b>Total Shunting Miles ..</b>	<b>3,068,330</b>	<b>2,853,136</b>
Electric Motor .. ..	4,793	4,669			
Fordson Tractor ..			<b>LOCOMOTIVE MILEAGE.</b>		
<b>Total Traffic Train Miles ..</b>	<b>18,436,533</b>	<b>18,248,713</b>	Steam .. ..	14,676,842	14,379,169
			Electric Locomotive ..	227,225	218,700
			"   Motor .. ..	7,738,977	7,702,445
			Fordson Tractor .. ..	6,919	8,454
			Rail Motor .. ..	680,360	672,047
			<b>Total Locomotive and Motor Miles .. ..</b>	<b>23,330,323</b>	<b>22,980,815</b>
<b>ASSISTANT MILEAGE—</b>			<b>PASSENGER VEHICLE MILEAGE.</b>		
Country Passenger—			Country—Steam .. ..	(not available)	28,522,354
"   Steam .. ..	304,252	552,535	"   Fordson Tractor ..		
Mixed—Steam .. ..	2,973	3,405	"   Rail Motor .. ..	1,006,372	942,180
Goods—Steam .. ..	272,574	152,269	Suburban—Steam .. ..	(not available)	364,376
"   Electric Locomotive ..	24,511	22,303	"   Electric .. ..	43,052,189	41,964,244
			"   Rail Motor .. ..	64,243	60,701
<b>Total Assistant Miles ..</b>	<b>604,310</b>	<b>730,512</b>	<b>Total Passenger Vehicle Miles</b>	<b>(not available)</b>	<b>71,853,855</b>
			<b>GOODS VEHICLE MILEAGE.</b>		
<b>LIGHT MILEAGE—</b>			Loaded .. ..	139,216,918	122,220,060
Country Passenger—			Empty .. ..	50,279,940	46,817,072
"   Steam .. ..	8,877	24,655	<b>Total Goods Vehicle Miles</b>	<b>189,496,858</b>	<b>169,037,132</b>
Mixed—Steam .. ..	1,131	7,566	<b>Total Vehicle Miles ..</b>	<b>(not available)</b>	<b>240,890,987</b>
Goods—Steam .. ..	355,750	289,036			
"   Electric Locomotive ..	17,399	15,171	<b>GROSS TON MILEAGE.</b>		
"   Electric Motor .. ..	86	106	Passenger Trains—Steam ..	938,140,811	1,016,237,962
"   Fordson Tractor ..			"   "   Electric .. ..	1,656,912,897	1,614,350,976
<b>Total Light Miles ..</b>	<b>383,243</b>	<b>336,534</b>	Rail Motor and Fordson Tractor .. ..	22,308,146	21,060,619
			Mixed Trains .. ..	154,028,984	192,316,362
			Goods Trains .. ..	3,153,713,907	2,668,336,444
<b>TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT MILES) .. ..</b>	<b>19,424,086*</b>	<b>19,315,759*</b>	<b>Total Gross Ton Miles ..</b>	<b>5,925,104,745</b>	<b>5,512,302,363</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, 1943.

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 ..	562	lb. 14,032,180	lb. 24,968	15	lb. 208,724	lb. 13,915	577	lb. 14,240,904	lb. 24,681
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES .. ..	18	..	..	..	..	..	18	..	..
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>		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class .. ..	193	10,936	57	..	..	..	193	10,936	57
2nd Class .. ..	349	25,277	72	40	1,243	31	389	26,520	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	152	30	..	..	..	5	152	30
Mail Vans .. ..	4	..	..	..	..	..	4	..	..
Luggage Vans .. ..	631	..	..	6	..	..	637	..	..
Carriage Trucks .. ..	2	..	..	..	..	..	2	..	..
Horse Boxes .. ..	50	..	..	..	..	..	50	..	..
Hearses .. ..	4	..	..	..	..	..	4	..	..
Brake Vans .. ..	4	..	..	..	..	..	4	..	..
Other Vehicles .. ..	4	..	..	..	..	..	4	..	..
(Included in Luggage Vans.)									
<b>Total .. ..</b>	<b>1,453</b>	<b>46,689</b>	<b>..</b>	<b>46</b>	<b>1,243</b>	<b>..</b>	<b>1,499</b>	<b>47,932</b>	<b>..</b>
<b>RAIL MOTOR PASSENGER VEHICLES.</b>									
Motors (Petrol)—									
2nd Class .. ..	25	581	23	..	..	..	25	581	23
Composite .. ..	15	825	55	..	..	..	15	825	55
Trailers—									
2nd Class .. ..	23	540	23	..	..	..	23	540	23
Composite .. ..	6	405	67	..	..	..	6	405	67
Luggage .. ..	3	..	..	..	..	..	3	..	..
Motor Trolley (Petrol)—									
2nd Class .. ..	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers									
2nd Class .. ..	2	24	12	..	..	..	2	24	12
<b>Total .. ..</b>	<b>75</b>	<b>2,380</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>75</b>	<b>2,380</b>	<b>..</b>
<b>ELECTRIC COACHING STOCK.</b>									
Passenger Cars—									
1st Class .. ..	361	32,580	90	..	..	..	361	32,580	90
2nd Class .. ..	453	37,484	83	..	..	..	453	37,484	83
Composite .. ..	36	3,276	91	..	..	..	36	3,276	91
Parcels Vans .. ..	6	..	..	..	..	..	6	..	..
<b>Total .. ..</b>	<b>856</b>	<b>73,340</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>856</b>	<b>73,340</b>	<b>..</b>
<b>ELECTRIC TRAMWAY STOCK.</b>									
Single Truck Cars .. ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. ..	..	..	..	..	..	..	23	1,184	51
<b>Total .. ..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>31</b>	<b>1,484</b>	<b>..</b>

## APPENDIX No. 9—continued.

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

Rolling Stock.	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 .. ..	333	5,074	15·2	..	..	..	333	5,074	15·2		
Open Goods Wagons .. ..	15,206	265,336	17·4	203	2,233	11·0	15,409	267,569	17·3		
Cattle Wagons .. ..	617	6,670	10·8	15	150	10·0	632	6,820	10·8		
Sheep Wagons .. ..	1,354	14,142	10·4	..	..	..	1,354	14,142	10·4		
LouFred Wagons .. ..	1,339	19,357	14·4	13	130	10·0	1,352	19,487	14·4		
Refrigerator Wagons .. ..	415	5,658	13·6	1	10	10·0	416	5,668	13·6		
Powder Vans .. ..	17	85	5·0	..	..	..	17	85	5·0		
Flat Wagons .. ..	282	8,431	29·5	..	..	..	282	8,431	29·5		
Bolster Wagons .. ..				..	..	..	..	..	..	..	..
Brake Vans .. ..				(Included in Steam Coaching Stock.)			..	..	..	..	..
Other Vehicles .. ..	..	..	..	..	..	..	..	..	..		
<b>Total .. ..</b>	<b>19,590</b>	<b>325,314</b>	<b>16·6</b>	<b>233</b>	<b>2,533</b>	<b>10·9</b>	<b>19,823</b>	<b>327,847</b>	<b>16·5</b>		
<b>SERVICE STOCK.</b>											
Casualty or Breakdown Vans and Trucks .. ..	42	..	..	..	..	..	42	..	..		
Water Trucks .. ..	191	..	..	..	..	..	191	..	..		
Loco. Coal Trucks .. ..	(Included in Coal Wagons—Goods Stock.)										
Ballast Wagons .. ..	162	..	..	..	..	..	162	..	..		
Gas Vehicles .. ..	5	..	..	..	..	..	5	..	..		
Workmen's Sleeping Cars .. ..	329	..	..	..	..	..	329	..	..		
Store Van .. ..	1	..	..	..	..	..	1	..	..		
Cranes (not locomotives) on trucks .. ..	13	..	..	..	..	..	13	..	..		
Plough Van .. ..	1	..	..	..	..	..	1	..	..		
Motor Inspection Cars (Petrol) .. ..	5	..	..	..	..	..	5	..	..		
Other Vehicles .. ..	153	..	..	..	..	..	153	..	..		
<b>Total .. ..</b>	<b>902</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>902</b>	<b>..</b>	<b>..</b>		

## ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Producer Gas.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger) .. ..	7	86	6	167	..	..	13	253
		(seating)		(seating)				(seating)
Cars (Domestic Service) .. ..	3	15	..	..	5	25	8	40
		(seating)				(seating)		(seating)
Trucks (Goods) .. ..	5	215 cwt.	4	309 cwt.	22	1,731 cwt.	31	2,255 cwt.
Trucks (Domestic Service) .. ..	12	337 "	..	..	24	1,281 "	36	1,618 "
Trailers—Goods .. ..	..	..	..	..	..	..	15	1,420 "

## APPENDIX No. 10.

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

Particulars.	Year 1942-43.	Year 1941-42.
1. Average Mileage of Railways open for Traffic .. .. .	4,758	4,746
<b>PASSENGER TRAFFIC.</b>		
2. Passenger Train Mileage .. .. .	4,233,440	4,760,558
	7,829,147	7,786,497
3. Earnings from Passengers Carried .. .. .	*	*
	*	*
4. Number of Passengers Carried .. .. .	*	*
	*	*
5. Number of Passengers Carried One Mile .. .. .	*	*
	*	*
6. Average Miles each Passenger was Carried .. .. .	*	*
	*	*
7. Average Number of Passengers per Car .. .. .	*	*
	*	*
8. Average Earnings from each Passenger Journey .. .. .	*	*
	*	*
9. Average Earnings per Passenger Mile .. .. .	*	*
	*	*
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried .. .. .	*	*
	*	*
11. Number of Passengers Carried One Mile .. .. .	*	*
	*	*
12. Passenger Train Mileage .. .. .	899	1,014
	34,952	34,761
13. Earnings from Passengers Carried .. .. .	*	*
	*	*
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers .. .. .	*	*
	*	*
15. Average Number of Cars .. .. .	6	7
	*	5
16. Average Earnings from Passengers Carried .. .. .	*	*
	*	*
<b>GOODS AND LIVE STOCK TRAFFIC—PAYING.</b>		
17. Goods Train Mileage .. .. .	6,373,946	5,701,658
18. Earnings from Goods and Live Stock .. .. .	£8,140,617	£6,573,152
19. † Number of Tons Carried .. .. .	*	7,502,640
20. Number of Tons Carried One Mile .. .. .	*	*
21. Average Haul per Ton of Goods (Miles) .. .. .	*	*
22. Average Tonnage per Loaded Truck .. .. .	9.47	8.90
23. Average Train Load (Tons) .. .. .	199	183
24. Average Earnings per Goods Train Mile .. .. .	25s. 6.52d.	23s. 0.68d.
25. Average Earnings per Ton .. .. .	*	17s. 6.27d.
26. Average Earnings per Ton Mile .. .. .	*	*
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic) .. .. .	*	1,581
28. Number of Tons Carried One Mile (Paying Traffic) .. .. .	*	*
29. Goods Train Mileage .. .. .	1,340	1,201
30. Earnings from Goods and Live Stock .. .. .	£1,711	£1,385
<b>GOODS AND LIVE STOCK TRAFFIC—GROSS.</b>		
31. Average Tonnage per Loaded Truck .. .. .	*	18.97
32. Average Train Load (Tons) .. .. .	491	471
33. Average Number of Vehicles per Train—Loaded .. .. .	21	20
34. Average Number of Vehicles per Train—Empty .. .. .	7	8

\* Records temporarily suspended.

† The number of tons of goods (excluding live stock) carried was—1942-43, 8,017,601; 1941-42, 6,765,413. Estimated tonnage of live stock in 1942-43 was 741,512. Actual tonnage in 1941-42 was 737,227.

APPENDIX No. 11.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1943.

Receipts	Amount	Expenditure	Amount
	£   s.   d.		£   s.   d.
To Balance at 30th June, 1942 .. .. .	100,000   0   0	By Expenditure for the year ended 30th June, 1943—	
„ Payment to Fund during the year ended 30th June, 1943, 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 .. .. .	512   0   0
Railways .. .. . £47,685   9   3		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	1,542   14   6
Electric Tramways .. .. .     236   0   0	47,921   9   3	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) .. .. .	42   19   6
		(d) Amount paid as compensation to employees of the Com- missioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	13,003   0   1
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners .. .. .	1,305   5   11
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c. .. .. .	31,367   0   2
		(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.	148   9   1
		„ Balance at 30th June, 1943 .. .. .	100,000   0   0
	£147,921   9   3		£147,921   9   3

## APPENDIX No. 12.

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

	ST. KILDA-BRIGHTON.		SANDRINGHAM-BLACK ROCK.	
	Year 1942-43.	Year 1941-42.	Year 1942-43.	Year 1941-42.
Average Mileage of Tramway Worked ..	5.18	5.18	2.42	2.42
Car Mileage .. .. .	527,693	523,148	124,361	122,306
Number of Passengers carried .. ..	6,720,346	5,920,978	2,095,896	1,671,620
Average Fare paid per Passenger ..	2.32d.	2.40d.	2.14d.	2.21d.
<b>GROSS REVENUE—</b>				
Passengers .. .. .	£64,921	£59,087	£18,710	£15,417
Parcels .. .. .	6	5	30	26
Miscellaneous .. .. .	291	275	138	131
<b>TOTAL GROSS REVENUE .. .. .</b>	<b>£65,218</b>	<b>£59,367</b>	<b>£18,878</b>	<b>£15,574</b>
Per Passenger Car Mile .. .. .	29.66d.	27.24d.	36.43d.	30.56d.
Per Mile of Single Track .. .. .	£6,295	£5,730	£4,077	£3,364
<b>ORDINARY WORKING EXPENSES—</b>				
Transportation Account .. .. .	£23,635	£20,818	£4,640	£3,926
Way and Works Account .. .. .	5,805	12,091	1,697	1,161
Rolling Stock Account .. .. .	9,157	7,836	2,580	1,677
Power Account .. .. .	6,453	5,218	1,632	1,416
General Expenditure .. .. .	710	714	190	194
Payment into Railway Accident and Fire Insurance Fund .. .. .	183	180	53	47
Pensions .. .. .	647	652	..	..
Child Endowment Payroll Tax .. ..	827	823	194	147
<b>TOTAL WORKING EXPENSES .. .. .</b>	<b>£47,417</b>	<b>£48,332</b>	<b>£10,986</b>	<b>£8,568</b>
Per cent. of Gross Revenue .. .. .	72.71	81.41	58.19	55.01
Per Passenger Car Mile .. .. .	21.57d.	22.17d.	21.20d.	16.81d.
Per Mile of Single Track .. .. .	£4,577	£4,665	£2,373	£1,851
<b>NET REVENUE AFTER PAYMENT OF WORKING EXPENSES .. .. .</b>	<b>£17,801</b>	<b>£11,035</b>	<b>£7,892</b>	<b>£7,006</b>
<b>INTEREST CHARGES .. .. .</b>	<b>£3,598</b>	<b>£3,364</b>	<b>£1,611</b>	<b>£1,678</b>
<b>EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. .. .</b>	<b>391</b>	<b>366</b>	<b>176</b>	<b>183</b>
<b>CONTRIBUTION TO NATIONAL DEBT SINKING FUND .. .. .</b>	<b>228</b>	<b>213</b>	<b>102</b>	<b>106</b>
	<b>£4,217</b>	<b>£3,943</b>	<b>£1,889</b>	<b>£1,967</b>
<b>PROFIT AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION .. .. .</b>	<b>£13,584</b>	<b>£7,092</b>	<b>£6,003</b>	<b>£5,039</b>

## APPENDIX No. 13.

## THE CHALET, MT. BUFFALO NATIONAL PARK.

(Including Hostel at Mt. Hotham.)

CAPITAL EXPENDITURE AT 30TH JUNE, 1943.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) .. .. .	18,900	0	0			
Additions and improvements .. .. .	71,438	7	6			
				90,338	7	6
Equipment .. .. .	28,444	6	11			
Stock .. .. .	2,344	13	7			
				30,789	0	6
				£121,127	8	0

## WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1943.

	£	s.	d.		£	s.	d.
Stores, Freight, and Cartage ..	15,075	11	3	Accommodation and Buffet Sales	40,664	9	1
Salaries (including Superintendence), Wages and materials for operation and maintenance .. .. .	28,066	3	4	Hire of Sports Material .. .. .	3,309	0	6
Depreciation—Buildings .. .. .	2,179	0	0	Motor Services .. .. .	4,488	18	6
Interest and Exchange—Buildings	3,299	11	1	Loss .. .. .	157	17	7
	£48,620	5	8		£48,620	5	8



## APPENDIX No 14.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE,  
WORKING EXPENSES, INTEREST, EXCHANGE, ETC.,  
FOR THE YEAR 1942-43.

## REVENUE.

	£	s.	d.	£	s.	d.
Revenue shown by the Railways .. .. .				17,120,223	7	11
To bring this amount into agreement with the Treasury figures deduct—						
Outstandings at 30th June, 1943, not included in the Treasury figures .. .. .				834,437	8	1
				16,285,785 19 10		
and add—						
Outstandings at 30th June, 1942, collected in 1942-43 and therefore included by the Treasury in that year .. .. .	784,561	16	1			
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses .. .. .	47	18	2			
				784,609 14 3		
Revenue as shown by the Treasury .. .. .				17,070,395	14	1

## WORKING EXPENSES.

Working Expenses as shown by the Railways .. .. .	14,118,940	17	6			
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 .. .. .	212	10	10			
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses .. .. .	47	18	2			
(3) Payment included by the Treasury in 1942-43 and by the Railways in 1943-44 .. .. .	5	0	0			
				14,119,206 6 6		
Working Expenses as shown by the Treasury .. .. .				14,119,206	6	6
Net Revenue on the Treasury basis of Accounts .. .. .				2,951,189	7	7

## 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 .. .. .	2,213,579	17	3			
To bring this amount into agreement with the Treasury figures deduct—						
Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn .. .. .	212	10	10			
				2,213,367 6 5		
Interest, Exchange, &c., Charges as shown by the Treasury .. .. .				2,213,367	6	5
Surplus as shown by the Treasury .. .. .				£737,822	1	2

## RAILWAY POSITION SUMMARIZED.

	£	s.	d.
Revenue .. .. .	17,120,223	7	11
Working Expenses .. .. .	14,118,940	17	6
Net Revenue .. .. .	3,001,282	10	5
Interest, Exchange, &c. .. .. .	2,213,579	17	3
Surplus .. .. .	£787,702	13	2

## APPENDIX No. 15.

## NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1943

Nil.

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1943.

Section.	Miles.
*Euston to Lette .. .. .	30½

## NEW LINES AUTHORIZED BUT NOT COMMENCED AT 30TH JUNE, 1943.

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.	

## LINES CLOSED FOR TRAFFIC AT 30TH JUNE, 1943.

Nil.

\* Construction beyond Koorakee (14½ miles) suspended and haulage of traffic on constructed portion discontinued.

## APPENDIX No. 16.

## 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 1942-43.	5' 3" gauge ..	3.30	6.57	2.5	294.34	4329.02	4635.73	4971.28	1031.69	6002.97
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.52	131.50
	Total ..	3.30	6.57	2.5	294.55	4450.58	4757.50	5093.26	1041.21	6134.47
	Electric Tramway*..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total..	3.30	6.57	2.5	301.94	4450.79	4765.10	5108.25	1042.61	6150.86
Year 1941-42.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4338.97	4644.08	4978.03	1036.38	6014.41
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.52	131.50
	Total ..	3.30	6.57	2.5	292.95	4460.53	4765.85	5100.01	1045.90	6145.91
	Electric Tramway*..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total..	3.30	6.57	2.5	300.34	4460.74	4773.45	5115.00	1047.30	6162.30
		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 1942-43.	5' 3" gauge ..	3.30	6.57	2.5	294.34	4329.02	4635.73	4971.28	1030.58	6001.86
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.52	131.50
	Total ..	3.30	6.57	2.5	294.55	4450.58	4757.50	5093.26	1040.10	6133.36
	Electric Tramway*..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total..	3.30	6.57	2.5	301.94	4450.79	4765.10	5108.25	1041.50	6149.75
Year 1941-42.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4318.73	4623.84	4957.79	1031.09	5988.88
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.67	131.65
	Total ..	3.30	6.57	2.5	292.95	4440.29	4745.61	5079.77	1040.76	6120.53
	Electric Tramway*..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total..	3.30	6.57	2.5	300.34	4440.50	4753.21	5094.76	1042.16	6136.92

\* Of the electric tramway mileage, 5.18 miles of double track and 1.14 miles of siding were of 5' 3" gauge; the balance was of 4' 8½" gauge.

## APPENDIX No. 17.

## RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	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 ..	1,506,631	11	9
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ..	50,000	0	0				Sundry Debtors ..	29,364	19	1
				509,440	16	2	Cash in Treasury and with Agent-General at 30th June, 1943 ..	108,829	18	9
Advances from Loan Account subsequent to 30th June, 1896 ..										
Sundry Creditors—				840,559	3	10				
Stock Creditors ..	259,826	9	7							
Commonwealth Govt. Deposit lodged 1940-41 ..	35,000	0	0							
				294,826	9	7				
				£1,644,826	9	7				
								£1,644,826	9	7

## APPENDIX No. 18.

## RAILWAY RENEWALS AND REPLACEMENTS FUND.

	£	s.	d.		£	s.	d.
Balance at 30th June, 1942 ..	2,112,767	14	5	Renewals and Replacements during the year—			
Funds specially appropriated under Act No. 4429	200,000	0	0	Rolling Stock ..	200,827	19	6
Additional funds authorized for 1942-43 by Parliament ..	1,600,000	0	0	Way and Works ..	32,080	9	11
Rail Motor and Road Motor, &c., depreciation	46,150	15	7	Electrical Engineering ..	820	16	10
Sundry sales and abolitions, &c. ..	208,613	11	7	Balance held in Treasury at 30th June, 1943 ..	3,961,302	15	4*
Interest on Investment ..	27,500	0	0				
	£4,195,032	1	7		£4,195,032	1	7

\* Includes £1,850,000 at credit of Treasury Sundry Investments Interest Account.

## APPENDIX No. 19.

## DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1943.		Period 1st July, 1937 to 30th June, 1943.			During the Year ended 30th June, 1943.		Period 1st July, 1937 to 30th June, 1943.		
	£	s.	d.	£	s.	d.	£	s.	d.	
Special Appropriations ..	200,000	0	0	1,200,000	0	0	Normal Depreciation—			
Additional funds authorized by Parliament ..	1,600,000	0	0	3,300,000	0	0	Way, Works, Buildings, &c. ..	170,716	17	3
Sundry depreciation provided in Working Expenses ..	46,150	15	7	217,987	14	6	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ..	354,279	11	11
Sundry sales, abolitions, &c. ..	208,613	11	7	510,755	16	1	Electrical Engineering Plant and Equipment	120,676	12	4
Interest on Investment ..	27,500	0	0	31,875	0	0	Electric Tramways, Rail Motors and Road Motors ..	13,727	14	1
							Balance at 30th June, 1943	1,422,863	11	7
								£2,082,264	7	2
								£2,082,264	7	2
								£5,260,618	10	7
								£5,260,618	10	7

\* Includes Interest on Investment £27,500; Sales, &c., £208,613 11s. 7d.

## APPENDIX No. 20.

## STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1943.	Year ended 30th June, 1942.
	£	£
<b>New Lines and Surveys—</b>		
Gross Expenditure .. .. .	351	Cr. 3,334
Credits .. .. .	..	..
Net Expenditure .. .. .	351	Cr. 3,334
<b>Additions and Improvements on Existing Lines—</b>		
Gross Expenditure .. .. .	220,966	457,079
Credits .. .. .	246,642	101,548
Net Expenditure .. .. .	Cr. 25,676	355,531
<b>Rolling Stock (exclusive of Electric Tramways Rolling Stock)—</b>		
Gross Expenditure .. .. .	300,004	446,920
Credits .. .. .	9,821	10,581
Net Expenditure .. .. .	290,183	436,339
<b>Electrification of Melbourne Suburban Lines—</b>		
Gross Expenditure .. .. .	166,897	162,657
Credits .. .. .	481	92,277
Net Expenditure .. .. .	166,416	70,380
<b>Total Railways—</b>		
Gross Expenditure .. .. .	688,218	1,063,322
Credits .. .. .	256,944	204,406
Net Expenditure .. .. .	431,274	858,916
<b>Electric Tramways (including Rolling Stock)—</b>		
Gross Expenditure .. .. .	22,009	8,642
Credits .. .. .	4,038	..
Net Expenditure .. .. .	17,971	8,642
<b>Road Motor Public Service (including Garage Accommodation)—</b>		
Gross Expenditure .. .. .	Cr. 327	4,334
Credits .. .. .	1,380	1,796
Net Expenditure .. .. .	Cr. 1,707	2,538
<b>Total—</b>		
Gross Expenditure .. .. .	709,900	1,076,298
Credits .. .. .	262,362	206,202
Net Expenditure .. .. .	447,538	870,096
<b>Non-interest Bearing Funds</b> .. .. .	14,694	198,574
<b>Interest Bearing Funds</b> .. .. .	432,844	671,522