

1940.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1940.

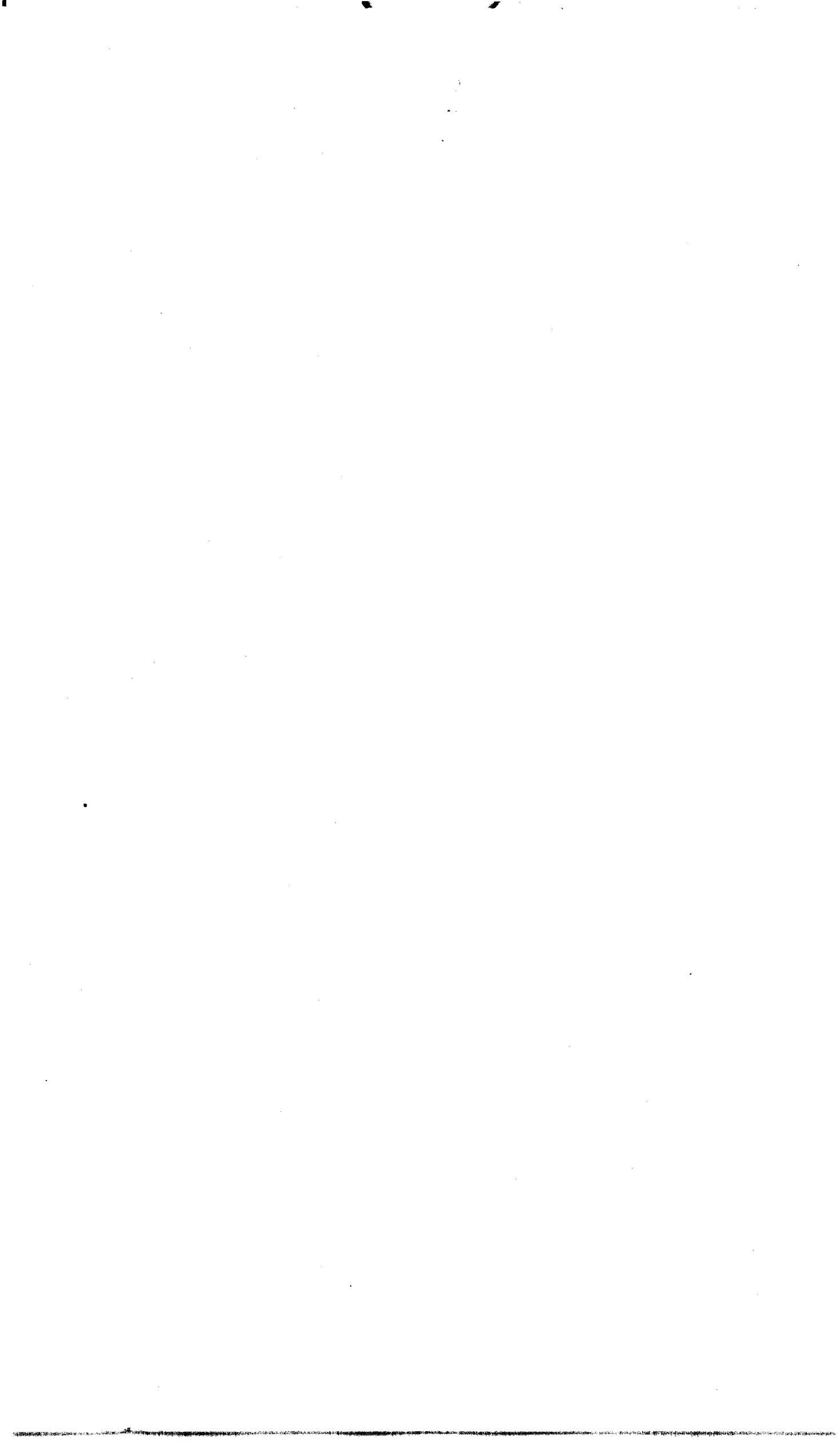
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CONTENTS.

	Page
COMMISSIONERS' REPORT	5
HEADS OF BRANCHES	20
APPENDICES—	Appendix.
Balance Sheet	I 22
Working Expenses, Abstract of	2 24
Working Expenses and Earnings, Comparative Analysis of	3 25
General Comparative Statement for Last Fifteen Years	4 26
Salaries and Wages, Total Amount Paid	5 29
Staff Employed in years ended 30th June, 1939 and 1940	6 29
Total Cost of Each Line (exclusive of Rolling Stock) and the Cost of Rolling Stock, General Offices, &c.	7 30
Mileage: Train, Locomotive and Vehicle	8 33
Locomotives, Coaching Stock, Goods and Service Stock on Books	9 34
Persons Killed or Injured during last Ten Years	10 36
Statistics: Passenger, Goods Traffic, &c.	11 37
Railway Accident and Fire Insurance Fund	12 38
St. Kilda-Brighton and Sandringham-Beaumaris Electric Tramways, Results of Working	13 39
The Chalet, Mt. Buffalo National Park (including Hostel at Mount Hotham), Results of Working, &c.	14 40
Road Motor Coach Passenger Service	15 41
Road Motor Public Goods Service	16 42
Reconciliation of the Railway and Treasury Figures relating to Revenue and Working Expenses	17 43
New Lines Opened for Traffic or under Construction, &c.	18 44
Mileage of Railways and Tracks	19 45
Railways Stores Suspense Account	20 46
Railway Renewals and Replacements Fund	21 46
Accrued Depreciation	22 46
Passenger Traffic and Revenue, Comparative Analysis of	23 47
Goods and Live Stock Traffic and Revenue, Comparative Analysis of	24 48
Capital Expenditure in years ended 30th June, 1939 and 1940	25 49

REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE YEAR ENDED 30TH JUNE, 1940.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 31st August, 1940.

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, 1940.

The financial results for the period under review were:—

	Railways.		Electric Tramways.		Road Motor Public Services.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
GROSS REVENUE ..	9,861,591	10 1	54,145	11 10	26,711	14 2	9,942,448	16 1
WORKING EXPENSES ..	8,494,814	15 10	44,894	3 6	29,871	1 5	8,569,580	0 9
Less Amount Charged to Special Funds*	436,405	18 7	..		..		436,405	18 7
WORKING EXPENSES CHARGED TO RAIL- WAY REVENUE ..	8,058,408	17 3	44,894	3 6	29,871	1 5	8,133,174	2 2
NET REVENUE ..	1,803,182	12 10	9,251	8 4	-3,159	7 3	1,809,274	13 11
INTEREST CHARGES and EXPENSES (in- cluding Loan Conversion Expenses)	1,879,991	3 1	5,733	3 0	689	7 2	1,886,413	13 3
Exchange on Interest Payments and Redemp- tion	196,791	12 5	577	13 0	69	9 2	197,438	14 7
Contribution to National Debt Sinking Fund ..	121,218	16 8	361	0 8	43	8 2	121,623	5 6
TOTAL INTEREST, EXCHANGE, ETC.	2,198,001	12 2	6,671	16 8	802	4 6	2,205,475	13 4
DEFICIT	£394,818	19 4	£2,579	11 8	£3,961	11 9	£396,200	19 5
			Surplus					

* Unemployment Relief Funds, £95,192 10s. 8d.; Commonwealth Defence Works (Unemployment Relief) Account, £8,213 7s. 11d.; Act 4672, Item 5, Deferred Renewals, Replacements, &c., £273,000; Federal Aid Roads and Works Grant, £60,000.

Summary of the Financial Results by Contrast with the Results in the Preceding Year

—	Year 1939-40.			Year 1938-39.			Increase (+), or Decrease (-); in 1939-40.		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue—									
Railways	9,861,591	10	1	9,283,465	12	8	+	578,125	17 5
Electric Tramways.. .. .	54,145	11	10	54,269	14	3	—	124	2 5
Road Motor Public Services	26,711	14	2	22,593	17	2	+	4,117	17 0
Total	9,942,448	16	1	9,360,329	4	1	+	582,119	12 0
Working Expenses—									
Railways	8,494,814	15	10	8,199,029	1	2	+	295,785	14 8
Less Charged to :—									
Unemployment Relief Funds	95,192	10	8	119,301	12	9	+	24,109	2 1
Commonwealth Defence Works (Un- employment Relief) Account	8,213	7	11	..			—	8,213	7 11
Act 4672. Item 5—Deferred Renewals, Replacements, &c.	273,000	0	0	..			—	273,000	0 0
Federal Aid Roads and Works Grant	60,000	0	0	20,000	0	0	—	40,000	0 0
	8,058,408	17	3	8,059,727	8	5	—	1,318	11 2
Electric Tramways	44,894	3	6	49,145	16	1	—	4,251	12 7
Road Motor Public Services	29,871	1	5	28,748	13	8	+	1,122	7 9
Total	8,133,174	2	2	8,137,621	18	2	—	4,447	16 0
Net Revenue	1,809,274	13	11	1,222,707	5	11	+	586,567	8 0
Interest Charges and Expenses (including Loan Conversion Expenses)	1,886,413	13	3	1,866,062	10	9	+	20,351	2 6
Exchange on Interest Payments and Re- demption	197,438	14	7	188,693	6	7	+	8,745	8 0
Contribution to the National Debt Sinking Fund	121,623	5	6	120,017	16	3	+	1,605	9 3
Total Interest, Exchange, &c.	2,205,475	13	4	2,174,773	13	7	+	30,701	19 9
Deficit	£396,200	19	5	£952,066	7	8	—	£555,865	8 3

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

	Year 1939-1940.	Year 1938-1939.	Year 1937-1938.	Year 1936-1937.
Average Mileage of Railways operated	4,759	4,754	4,721	4,721
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	3,286,666	3,592,718	3,391,872	3,313,694
" " Rail Motors	837,316	863,837	873,848	820,075
" Suburban	7,391,527	7,634,439	7,452,910	7,345,897
" " Rail Motors	36,535	35,796	30,856	30,886
Mixed	581,997	614,911	677,543	751,697
Goods (including Live Stock)	4,873,929	5,147,933	5,489,734	4,949,135
Total	17,007,970(a)	17,889,634(a)	17,916,763(a)	17,211,384
Number of Passenger Journeys { Country	6,957,340	6,577,828	5,850,581	6,013,655
{ Suburban	137,691,735	135,545,739	132,044,095	135,329,598
Tonnage of Goods	5,547,022	5,250,166	6,500,786	6,115,298
Tonnage of Live Stock	639,967	725,687	757,583	697,664
REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 1,678,334	£ 1,543,882	£ 1,399,729	£ 1,485,346
" Suburban	2,353,557	2,310,799	2,276,418	2,321,512
Parcels, Horses, Carriages, and Dogs	319,215	331,025	341,075	351,351
Mails	77,403	77,440	77,584	73,403
Miscellaneous	21,632	22,903	24,144	(c)
Goods, &c., Business.	4,450,141	4,286,049	4,118,950	4,231,612
Goods	4,033,314	3,608,945	4,277,092	4,264,660
Live Stock	539,551	606,299	608,265	704,146
Miscellaneous	63,997	60,703	59,449	(c)
Other Services.	4,636,862	4,275,947	4,944,806	5,028,806
Dining Car Services	36,936	32,574	27,844	21,733
Refreshment Services	371,445	338,410	319,018	320,131
Advertising	35,475	38,045	37,876	40,070
Bookstalls	77,478	72,594	68,327	66,494
Sale of Electrical Energy	521,334	481,623	453,065	448,428
Rentals	44,323	41,030	39,454	34,754
General Miscellaneous	144,900	140,052	139,334	136,221
Recoup of the loss resulting from the working of certain lines of railway, &c.	22,032	25,014	29,466	24,896
Recoup of the loss resulting from the reduction in outer suburban fares .. ..	..	..	..	211,461
Guarantees in respect of losses on certain lines	42,000	33,750	..	..
Total	9,861,592	9,283,465	9,735,075	10,135,291
Per mile of Railway worked	2,072	1,953	2,062	2,147
Per traffic train mile	11s. 7.16d.	10s. 4.54d.	10s. 10.40d.	11s. 9.33d.
WORKING EXPENSES.				
Transportation Branch	£ 2,222,354	£ 2,254,293	£ 2,121,588	£ 1,874,436
Way and Works Branch	1,723,649	1,513,563	1,777,119	1,626,953
Rolling-Stock Branch—Operating Expenses	1,428,856	1,411,125	1,337,054	1,154,077
" " Repairs and Renewals	1,249,723	1,164,518	1,300,597	1,238,164
" " Depreciation of Rolling-Stock .. ..	..	..	..	100,000
Contribution to Railway Renewals and Replacements Fund	200,000	225,000	250,000	..
Electrical Engineering Branch	330,263	280,262	248,194	221,943
Miscellaneous Operations	444,782	437,989	403,008	389,862
Stores Branch	125,837	126,564	121,524	106,009
General Expenses	200,902(d)	211,275	200,564	186,624
Payment into Railway Accident and Fire Insurance Fund	35,509	40,762	25,856	18,978
Repayment to Public Account (Act No. 4499)	50,000	50,000	..	..
TOTAL WORKING EXPENSES (exclusive of Pensions.)	8,011,875	7,715,351	7,791,504	6,917,046
Per mile of Railway worked	1,684	1,623	1,650	1,465
Per traffic train mile	9s. 5.06d.	8s. 7.45d.	8s. 8.37d.	8s. 0.45d.
Pensions	482,940	483,678	484,381	503,845
Total Working Expenses	8,494,815(b)	8,199,029(b)	8,275,885(b)	7,420,891
Per mile of Railway worked	1,785	1,725	1,753	1,572
Per traffic train mile	9s. 11.87d.	9s. 1.99d.	9s. 2.86d.	8s. 7.48d.
Less—Expenditure charged to:—				
Unemployment Relief Funds and Federal Aid	155,193	139,302	148,233	162,061
Roads and Works Grant .. ..	..	..	..	..
Commonwealth Defence Works (Unemployment Relief) Account	8,213	..	..	..
Act 4672, Item 5.—Deferred Renewals, Replacements, &c.	273,000	..	..	..
Public Account Advances Act No. 4499 .. ..	..	..	297,400	..
WORKING EXPENSES charged against Railway Revenue	8,058,409	8,059,727	7,830,252	7,258,830
Percentage to Gross Revenue	81.72	86.82	80.43	71.62
Net Revenue	1,803,183	1,223,738	1,904,823	2,876,461
Per mile of Railway worked	379	257	403	609
Per traffic train mile	2s. 1.44d.	1s. 4.42d.	2s. 1.52d.	3s. 4.11d.

(a) For details see Appendix No. 8. (b) For details see Appendix No. 2. (c) Included in passenger, parcels and goods. (d) Includes Superannuation Contributions on behalf of employees serving with Defence Forces (£1,326).

Reconciliation with Treasury Figures.

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

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

Financial Review.

Result of Year's Operations.

The financial result of the year's operations was a deficit of £396,201, compared with £952,066 in the previous year. The improvement of £555,865 was contributed to as follows:—

	£	£
Increase in Revenue	582,120	
Decrease in Working Expenses	4,448	
	<hr/>	586,568
Less increase in Interest, Exchange, Sinking Fund contributions, &c. .. .. .	..	30,703
	<hr/>	<hr/>
<i>Decrease in Deficit</i> .. .. .	..	£555,865

The revenue amounted to £9,942,449, compared with £9,360,329 in 1938-39. Earnings from passengers increased by £177,210 (4.6 per cent.) of which country traffic contributed £134,452 (8.7 per cent.) and suburban traffic £42,758 (1.8 per cent.). This improvement was assisted by military movements, particularly in the latter half of the year.

As a result of the greater volume of passenger traffic, the revenue of the Refreshment and Dining Car Service, Bookstalls, &c., increased by £42,281.

Goods revenue showed an increase of £427,663, but that from live stock traffic fell by £66,748. Both of these variations may be ascribed largely to the effect of drought conditions in 1938-39, when the wheat traffic was only about one-half of that of a normal year, while the live stock was maintained through enforced transfers of stock. In 1939-40 revenue from wheat increased by approximately £224,000, and that from wool by £40,000. Improved economic conditions, reflecting in part the recovery from the drought, resulted in an increase of £130,000 in the revenue from the higher grade traffic, i.e., Classes "A," "B," and "C," 1, 2, and at "Smalls" minimums.

The increase in revenue under all these heads would have been much more substantial but for the necessity to make drastic curtailments in train services during the prolonged coal strike in March, April and May.

The revenue per traffic train mile was 11s. 7.16d.—or 1s. 2.62d. greater than that of the preceding year.

The amount charged to Working Expenses was £8,133,174, or £4,448 less than in 1938-39. In addition there was expended on deferred maintenance and renewals a sum of £333,000, which was provided out of loan and other special funds.

The assistance given by these special funds in overtaking arrears of maintenance, renewals and replacements deferred during the depression has, so far, enabled us to maintain a reasonable standard of service, but it will not be possible to continue to do so unless much greater financial provision is made for such works.

Arbitration Court and other industrial awards made during the year, or operative for only portion of the preceding year, increased the working expenses by approximately £135,000, while a further increase of £45,000 was due to the higher prices obtaining for coal. Twenty thousand pounds was also included towards writing off obsolete plant which is being replaced at the Newport Power House.

As in the previous year, £50,000 was provided as an instalment (the second) towards repayment of the sum of £300,000 which was advanced from the Public Account in 1937-38 under Act No. 4499 for deferred maintenance and renewal works.

The statutory minimum contribution of £200,000 (*vide* Act No. 4429) was again appropriated for the Renewals and Replacements Fund. Credits for depreciation of Rail and Road Motors and for Sundry Sales, &c., made the total payment £297,479, which is less than one-half of the amount necessary to meet the wear and tear that actually occurs each year in giving service. We would reiterate that the effect of this inadequate provision for depreciation is to understate the actual working costs and inevitably lead to recurrence of the overcapitalization from which the railways were relieved in 1937.

We have stressed in our annual reports for several years past the urgent need for making regular provision for a largely increased works programme. This includes the construction of locomotives, country and suburban passenger carriages and truck stock as well as important betterments and renewals of way and works such as the relaying of tracks, the renewing and strengthening of bridges, and the reconditioning and improvement of departmental buildings and structures generally.

The position is particularly acute in connexion with locomotives and other rolling stock. To maintain at a reasonably efficient level even the limited amount of existing locomotive power, at least 20 locomotives should be constructed each year. During the last nine years, however, the total number of locomotives built was only ten. Because of the inadequacy of the construction programme, the average age of locomotives in commission has increased from 18.2 years in June, 1928, to 27.4 years at 30th June last. Beyond the age of about 25 years the continued maintenance of a steam locomotive becomes uneconomic and, in addition, the availability of locomotive power is reduced by extensive withdrawals for major attention at workshops, thus interfering with the proper conduct of the traffic.

A similar position exists in respect of other classes of rolling stock, and the demand for additional country and suburban passenger carriages, vans, and truck stock is increasingly urgent.

In the case of tracks and structures, definite advantages have resulted from the utilization of unemployment relief funds on track strengthening, reconditioning and relaying works, but here also substantially increased provision is essential for replacement and renewals of tracks, bridges, buildings, &c.

We have been advised that an amount of £250,000 is being specially provided towards the cost of carrying out arrears of maintenance, replacements, and renewals. This, however, is only about one-sixth of the amount which we urged in 1938 should be provided during each of the following three years for essential renewals and replacements.

While the provision of a relatively limited amount of special funds has been of some assistance in overtaking arrears, i.e., from the earlier years, it is an inescapable fact that so long as the amount available for current maintenance and renewals is insufficient to do what is needed—and that has been the case for years past—there must be a deterioration of the physical condition of the property, with a detrimental effect on the service to railway patrons and on the financial results.

There cannot be any question as to the paramount importance of maintaining the State's greatest asset in a sound condition from year to year to ensure long term stability and thus enable it to meet normal peaks. This fact is given greater emphasis under present day conditions.

The experience in other countries since the outbreak of war has demonstrated more conclusively than ever the vital necessity for well-equipped railways capable of handling emergency traffic on a large scale. Even the limited experience here under national emergency conditions has shown what an important part the railway systems of Australia will be required to play if hostilities are acutely threatened or take place within our shores. Unless this system is maintained in proper condition—ready for any emergency—there is a grave prospect that military requirements will be seriously hampered and the safety of the community thereby endangered.

Competitive Transport.

During the year under review, road transport continued to carry a large volume of business, both in passengers and goods, over routes which are well served by the railway system.

The chief losses of passenger traffic—apart from those caused by private motor cars—were again attributable to the commercial road services running between the metropolis and popular tourist resorts and to the itinerant operations of numerous large-capacity vehicles, which possess rights to cater for group travel under highly competitive conditions.

Probably owing to the war, no further developments of particular importance occurred in competition by air transport.

In our last report, we reviewed comprehensively the serious position which has been created by road competition for goods. No change, of benefit to the railways, has since occurred. On the contrary, all the evidence points to a growth of the competition. Although no additional licences were issued for the carriage of general merchandise for hire or reward in competition with the railways, there was nevertheless an increase, by comparison with the previous twelve months, of 1,655 in the number of road vehicles holding rights to engage in long-distance carrying. The greatest increase occurred in vehicles authorized to carry the goods of the owners in the course of trade anywhere throughout the State. Under the existing law, licences for this purpose must be granted as a matter of right, as must also licences for the carriage of live stock, primary produce, petrol, fruit and various other commodities which constitute a valuable source of railway revenue.

Our policy of conceding reduced rates to traders who contracted to use the railways for their requirements continued to exercise a substantial check upon the competition of the regular route hauliers, and no doubt it was the means also of dissuading many traders from utilizing their own vehicles for long-distance transport of their goods. Various other forms of the competition for goods, however, are also active, and so long as road transport possesses its present freedom to compete with the railways, a very large volume of the traffic already lost must be regarded as irrecoverable, and further substantial losses are inevitable.

It is desirable that there should be a clear recognition of the important influence exercised by volume of traffic upon railway costs and net revenue. Disregarding altogether administrative and supervisory costs, approximately 27 per cent. of the total railway costs consists of fixed charges, namely, interest and exchange, sinking fund payments, superannuation and pensions.

Many more tons of goods and many more passengers could be carried without adding to these fixed charges, because under present conditions the system is not being used to full capacity. In other words, the effect of increased volume of business upon the present capital investment would be to spread the fixed charges over a wider field and thus increase the net revenue per unit of traffic carried. Conversely, loss of volume decreases the net revenue return per unit. The decrease, however, cannot be offset by imposing higher charges. Such a course could not in present circumstances be adopted in respect of agricultural and other low-grade primary products because of the adverse effect upon already necessitous industries, and obviously it could not be applied to freight vulnerable to road competition without inviting further losses of traffic.

Greater volume of traffic must, therefore, be looked to as the logical means of improving railway net revenue and affording the opportunity for reductions in freight charges which cannot otherwise be made. Meanwhile, since the railways cannot pay their way with the volume of business now carried, the depredations of traffic by road competition will continue to be responsible for a heavy burden of taxation.

It is understood from recent press references that the Government has under consideration the question of dispossessing, on a compensatory basis, certain long-distance hauliers who are now licensed to operate on fixed routes. This action, however, would not necessarily remove existing competition, since the way would still be open, as the law now stands, for the same operations to be continued under other guises, particularly that of carrying "in the course of trade." Amendment of the Transport Regulation Act is therefore an essential corollary of any such proposal.

For years past we have emphasized that satisfactory financial results cannot be expected from railway operation without adequate protection from road motor competition. Confirmation of this view is found in the following opinion of the State Economic Committee :—

“ The Transport Regulation Board gave as ‘ a very conservative estimate ’ an amount of £1,505,000 as the loss caused by the carriage of goods by road and the reduction in freights made by the railways to meet competition. The figure of £1,505,000 is, however, sufficiently great to place motor competition as a leading influence in causing the deterioration of the financial position of the railways ” “ In present circumstances, we do not think it possible to balance the railway budget without better co-ordination of road and rail competition.”

The need for rationalization of transport in this State—where road operations are permitted much greater freedom than in any other State of the Commonwealth—has long been apparent. Not only public finance, but also the stability of business generally, is menaced by the existing over-supply of transport facilities and the chaotic competition arising from it. Legislation alone can provide the remedy, and we again emphasize the necessity for introducing an appropriate measure at the earliest opportunity.

Inquiry of State Economic Committee.

At the direction of the Government an investigation was made by the State Economic Committee into the finances of the Victorian Railways, including the general financial administration and policy affecting revenue and expenditure, particularly in relation to the State Budget.

The Committee presented its report to the Honorable the Premier on 30th October. While it embodied some criticisms of the administration, which we fully traversed in our subsequent report, we again invite attention to its expression of opinion, quoted above, as to the impossibility of balancing the railway budget without better co-ordination of road and rail competition.

Capital Expenditure, Loan Funds, &c.

At 30th June, 1940, the net aggregate Capital expenditure on property and equipment (i.e., excluding stores and materials and after deducting depreciation accrued since 1st July, 1937) was £51,135,416, of which £281,184 (see Appendix No. 25) was incurred during the year.

At the same date £5,786,729 had been provided from funds bearing no interest, the amount made available during the year being as follows :—

	£
National Recovery Loan (for unemployment relief)	86,093
Commonwealth Defence Works Grant	47,112
	133,205

The total Loan liability at the close of the year, after allowing for securities (£2,749,989) purchased from the National Debt Sinking Fund and cancelled, was £45,151,823, representing a net increase during the year of £550,049. The gross increase was £865,701, but this was reduced by payments to the State Loans Repayment Fund (£6,877), the excess (£3,879) of premiums over discounts and expenses, and securities purchased and cancelled from the National Debt Sinking Fund (£304,896).

The Railways and the War.

Regulations made by the Commonwealth Government provide a general basis for controlling the enlistment of employees in key industries. In addition, we have established a close liaison with the various Authorities concerned in order that an appropriate balance may be maintained between the requirements of the armed forces and of essential home efforts.

Up till 30th June, 592 employees had enlisted with the Second A.I.F., or the R.A.A.F., while 85 had enlisted or been mobilized for naval service. Included in these 677 employees were :—

215 Labourers.

160 Employees in operating grades, including Assistant Stationmasters, Porters, Shunters, Signalmen, Guards, Engine Cleaners, Loco. Firemen and Rail Motor Drivers.

75 Repairers.

42 Clerks.

42 Artisans and Apprentices.

In addition, 57 employees had been called up or had enlisted for Home Service of an indefinite duration, while the services of 69 officers and employees had been loaned to Commonwealth Departments to assist in coping with national requirements.

Our activities in the manufacture of munitions and aircraft have absorbed a considerable number of staff. Details as to the nature and extent of such manufactures and of the number of men concerned must be withheld from publication for the present.

On the outbreak of war, special steps were taken to safeguard from possible enemy agents vital features of the railway system.

Detailed plans and instructions are in readiness to govern the operation of the lines in the event of air raids or of air raid alarms.

Our programme of works for the year included the construction of a number of sidings on important lines in order to increase their capability for handling large volumes of traffic. These facilities were provided at the expense of the Defence Department.

Members of the armed forces, when travelling at their own expense on leave, have the benefit of specially low fares, ranging from one-third to one-half of the cheap excursion rate and representing a concession of approximately £250,000 per annum.

Reduction of Train Services Through Strike in Coal Mines.

A strike which commenced at Wonthaggi on 19th February and at practically all the New South Wales mines on 11th March, and continued until 21st May, deprived us of all but a negligible portion of our supplies. Despite the constant endeavour which had been made since the prolonged coal strike in 1938 to build up reserves to adequate dimensions, the stocks on 11th March amounted to only 81,000 tons.

When it appeared likely that the dispute would be protracted, we took prompt action to curtail both passenger and goods services, the changes being made as gradually as possible and in such order as would create the least hardship.

The initial steps in the reduction of train services (to the extent of approximately 11,000 train miles per week) consisted of the cancellation of—

- (1) A number of main and branch line goods and passenger trains as from 14th March ;
- (2) Special country picnic and race excursion trains after 16th March ;
- (3) All Sunday country excursion trains as from 17th March ; and of—
- (4) A reduction in the frequency of suburban services between 9.30 a.m. and 4 p.m. and 8 p.m. and midnight as from 18th March, and the cancellation of suburban Sunday trains after 10.30 p.m. as from 31st March.

Further cancellations of country services to the extent of 14,000 train miles per week were made as from 1st April, and still more drastic curtailments, representing 24,000 train miles per week, as from 29th April.

The nature of the service to be rendered by the remaining trains necessitated the withdrawal of various special cars—Buffet, parlor, &c., for different periods.

The purchase of power from the State Electricity Commission, through the medium of a frequency changer, enabled curtailments of the suburban electric services to be limited to those already outlined, except for a reduction of 7-car trains to 6 cars during the busier periods of the day.

The strike extended over the busy superphosphate season, and arrangements were made to avoid the extreme "peak" in the traffic by limiting truck supplies on the basis of the average weekly output during the period from 15th March to 31st May in the three preceding years.

As from 18th April restrictions were imposed on general goods traffic, loading in the "down" direction being limited to certain classes, while the number of trucks so utilized governed the "up" traffic. Preference was given to various classes of traffic in the "up" direction when the volume of loading offering exceeded the truck supply.

In the case of live stock, it was decided in the first place not to accept orders for cross-country movements. As from 1st April, the traffic was restricted to fat stock consigned to regular markets or bona fide butchers, and to store stock moving in the "down" direction by ordinary trains in trucks required for return loading.

Through the co-operation of the Melbourne City Council the Thursday sheep sales at Newmarket were discontinued after 18th April.

Under the initial curtailments the consumption of large coal was reduced from approximately 8,000 tons to 5,500 per week. By the gradual extension of the restrictions, coupled with the use of firewood as soon as weather conditions permitted, and of an admixture of slack with the large coal, the weekly consumption was reduced to 2,000 tons per week at the period of maximum reduction.

Special contracts were entered into for 100,000 tons of firewood, of which 53,000 tons have been delivered. In addition, 87,000 second-hand sleepers were cut up for locomotive use. The consumption of wood for this purpose at one stage amounted to approximately 10,000 tons per week.

The consumption of slack coal was reduced from 3,000 to 1,500 tons per week, including a total quantity of 2,500 tons which was used in locomotives in conjunction with large coal.

When the terms of settlement were announced, arrangements were made for a partial restoration of country train services as from 22nd May, together with a partial removal of the restriction on the carriage of goods as from the same date and of live stock as from 27th May. The Thursday sheep sales at Newmarket were recommenced on 30th May.

The purchase of power from the State Electricity Commission to assist with the suburban train services was discontinued on 31st May, and the full suburban services were restored as from 3rd June.

After partial restorations, normality in the country services was resumed on 18th June, but on a few branch lines the original schedule was considered to be unwarranted by the patronage, and was not fully restored.

The extensive lowering of the standard of service and interruption in normal communications which were caused by the traffic restrictions were neither convenient to our patrons nor in the interests of the Department, but it was obvious that continuance of normal services in the hope of an early settlement of the dispute would have led to the complete exhaustion of our coal supplies, and the practical cessation of services, long before finality was reached.

Suburban Traffic Requirements.

The suburban passenger traffic, though it has steadily increased in volume since the depression period of 1929-1932, is still substantially below the maximum reached in 1926-27, when it was less subject to competitive influences.

The problems associated with the handling of the traffic, however, are related not to its total volume, but to its periods of maximum density in the morning and evening. Actually, the "peak" traffic today is heavier than in 1926-27.

On the Frankston-Dandenong and Box Hill groups, in particular, difficulty has for some time past been experienced in providing for the "peak" requirements, to meet which adequately it will be necessary to have additional tracks as well as additional platforms at Flinders Street.

In approaching this problem with regard to the needs of the future, it must be assumed that growth of population will continue to intensify the undesirable effects of present limitations. In view of this position, a departmental committee was appointed in 1938, under the chairmanship of Mr. J. M. Ashworth (then Chief Engineer of Way and Works) to make an exhaustive study of the situation, with a view to ensuring that all works which might be undertaken would harmonize with and form part of a comprehensive long-range scheme.

The report of the committee, which we received during the year, embodies proposals for works which would provide transport facilities sufficient for many years to come, and would involve an expenditure of several million pounds.

Any such expenditure would necessarily be spread over a long period—not merely for reasons of finance, but also because, unless traffic is to be seriously dislocated, works of this kind must be carried out in limited stages.

It is essential in the near future to have additional platforms at the Flinders Street-Princes Bridge terminal, involving tracks on two levels, and it is equally essential as soon as possible to have additional tracks in the Flinders Street-South Yarra and Flinders Street-Hawthorn sections, involving a new station at Richmond.

In modifying Flinders Street and Princes Bridge Stations it is proposed to provide connections to an underground City railway designed to distribute passengers much nearer their points of work. Incidentally this will have the important effect of minimising congestion of pedestrian traffic in city streets near the present terminal.

The scheme also provides for subways at some or all of the Flinders Street and Princes Bridge station exits, and facility for extensive roofing of the Jolimont yard in conjunction with possible future bridges which may be constructed by other authorities in extension of Russell-street and perhaps Spring-street.

Growth of settlement on the Glen Iris, Ashburton, and Heidelberg lines emphasizes the impossibility of providing a satisfactory train service without further duplication of the sections of these lines where there is now only a single track.

Due consideration has been given to the existence and potentialities of other forms of transport. There can be no question, however, as to the relatively greater capacity of railways for handling mass traffic. Regard must also be paid to the steady development of Melbourne's outer suburban area. For such development the factor of travelling time is of great importance, and in this respect the railways have a marked superiority, as is indicated by the following table:—

Distance.				Normal time taken by—	
				Railway.	Tram or Bus.
Miles.				Mins.	Mins.
4	..	..	..	11	20
6	..	..	..	16	30
8	..	..	..	22	40
10	..	..	..	27	50

The plan submitted by the committee not only, in our opinion, makes admirable provision for traffic requirements, but has the highly practical feature that it renders possible of accomplishment an idea of many years' standing for roofing over portion of the Jolimont yards, thus creating valuable rental sites which will contribute towards the cost of the scheme. It harmonizes with aesthetic considerations in providing a more roomy and dignified entry to the city from the South.

We are hopeful that this scheme may be adopted as a means of post-war rehabilitation. Fuller details of the proposals will be presented at an early date.

In the meantime, in order to provide a measure of relief in peak periods, a movement has been initiated for the staggering of hours of work in the city. In the Railway administrative offices the times for commencing and finishing have been advanced 15 minutes in order to reduce the load of "peak" trains. Other establishments have already co-operated, and there are prospects that still further relief will be achieved by this means.

The Wheat Harvest.

The Victorian wheat yield amounted to 45,054,592 bushels from 2,827,417 acres, compared with 18,104,369 bushels from 2,748,362 acres in the preceding year, when severe drought conditions were experienced. The average yield per acre increased from 6.59 to 15.93 bushels.

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

Year.	Number of Bushels Produced in Victoria.	Number of Bags of Wheat Carried by Rail from Country Districts including New South Wales and South Australia (approximately 3 bushels per bag).
1935-36	37,552,062	11,748,878
1936-37	42,844,816	13,653,222
1937-38	48,173,191	14,950,528
1938-39	18,104,369	6,593,840
1939-40	45,054,592	11,003,675*
Record years	(1915-16) 58,521,706	(1916-17) 18,461,822

* Includes the equivalent of 2,011,333 bags of bulk wheat from country silos.

Due to the effects of the war, the quantity of wheat exported during the year amounted to only 1,828,438 bags compared with 1,522,674 bags in 1938-39, the low figure in the latter case being the result of drought conditions.

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

	Number of Bags of Wheat stacked at 30th June—			
	1937.	1938.	1939.	1940.
At Williamstown	662,446	623,205	4,967	1,197,407
At Geelong	826,011	1,077,995	21,700	2,073,344*
At Country stations	2,666,091	2,297,539	920,693	4,260,640†
Totals	4,154,548	3,998,739	947,360	7,531,391

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

† Includes the equivalent to 932,649 bags of bulk wheat in country silos.

The retarding of wheat truckings from country stations during the coal strike was a contributory factor in the comparatively heavy "carry-over" at country stations at 30th June last.

Rolling Stock Construction.

The construction of fifteen "K" class locomotives was commenced. One was completed prior to the close of the year, and the balance were well advanced.

Four sitting cars for country service (three first class and one second class) were constructed, as well as one composite sitting and buffet car. This stock is all-steel, and the design of the four country cars follows that of the units of "Spirit of Progress".

At the close of the year there were 33 air-conditioned cars in service.

Truck construction consisted of 285 open wagons specially equipped for the carriage of wheat in bulk, and four oil tanks.

Improvements at Level Crossings.

Present day conditions, with the higher speeds of road motor vehicles, have necessitated the provision at certain crossings of warning signals which in the past were unnecessary.

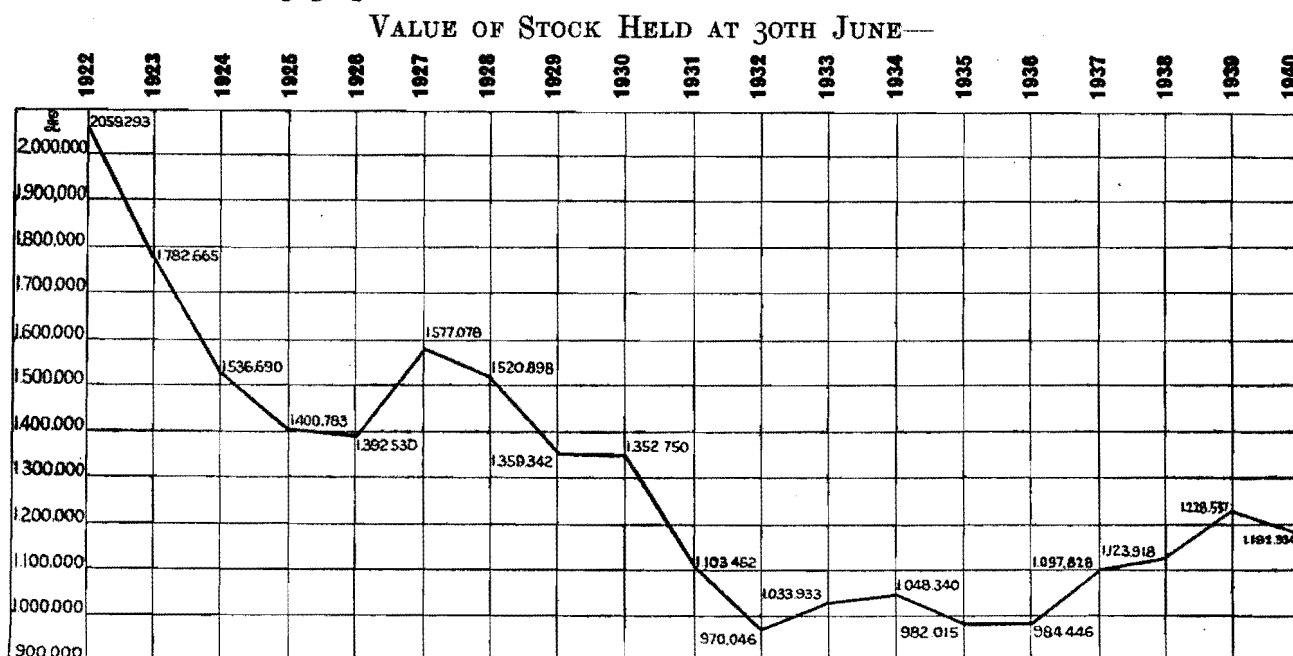
In our last Report we expressed the opinion that the cost of providing and maintaining such signals should be shared with us by the Country Roads Board and municipal authorities. We have been unable to secure their agreement in this respect, but a sum of £5,000 has been allocated from the Federal Aid Roads and Works grant towards meeting the cost of installations of this character during 1940-41.

During the year flashing light signals, which are the present standard for use in such cases, were installed at five crossings, making a total of forty-six protected by means of either flashing light or wig-wag signals.

The programme for 1940-41 includes the equipment of six additional crossings.

Stores and Materials.

At 30th June, 1940, the value of the stock held was £1,182,334. Due to the exhaustion of coal stocks on account of the strike, this was £46,203 less than at the close of the previous year. A comparison over a period of nineteen years is afforded by the following graph:—



On an average the stock was turned over 2.29 times during the twelve months. If "insurance" stocks were excluded, the turnover would be 2.56.

The departmental Committee which is reviewing all stocks, with a view to simplifying the range of items, dealt with a further 8,414 items during the year, making a total of 82,198 which have been reviewed. Since the outbreak of war, very useful and profitable work has been done by the Committee in connexion with the provision of substitutes for and the salvage and reclamation of materials in which a shortage might be anticipated.

The war has considerably accentuated the difficulty of obtaining certain classes of materials, particularly imported items, but fortunately we had taken the precaution early to build up stocks of some of the "key" items, such as lubricating oils, tool steels, machine and hand tools, special bearing metals, electric lamps, insulating materials, &c., in order to meet emergencies. So far we have been able to obtain essential supplies or fairly satisfactory substitutes.

Suppliers who held contracts at the outbreak of hostilities, and who were faced with increased expenditure covering extra manufacturing costs, additional sea freight, commodity tax, and war risk insurance which were not anticipated when the contracts were entered into, have asked that they be reimbursed portion of the extra costs. After careful inquiry, a reasonable portion of such extra costs has been allowed in a number of cases.

Coal Supplies.

In a separate section reference has been made to the effects of the strike which commenced at the State Coal Mine on 19th February, and at New South Wales mines on 11th March, and continued in each case until 21st May.

The quantities of coal purchased during the year are shown hereunder:—

				From State Coal Mine.	From Other Victorian Mines.	From New South Wales.	Total.
				Tons.	Tons.	Tons.	Tons.
Large Coal	..	..	..	94,802	48	200,677	295,527
Small Coal	..	..	..	63,948	5,487	56,039	125,474
Total	..	..	..	158,750	5,535	256,716	421,001

Consumption of large coal for all purposes amounted to 344,961 tons, and that of slack coal to 145,022 tons.

Substantial increases have occurred in the price of coal. Fresh commitments made in October and February, for the supply of New South Wales coal, involved an increase of 1s. 11.72d. per ton for large coal under one contract, and 2s. 0.63d. per ton under another. In the case of slack coal, the increase was 1s. 5.72d. per ton. The prices of Wonthaggi coal, which are equated according to relative efficiency on the basis of Maitland rates, were raised appropriately.

By reason of such increases, the average cost of all large coal rose from 22s. 11.3d. in 1938-39 to 24s. 4.12d. in 1939-40, and that of small coal from 17s. 7d. to 20s. 4.4d. per ton. These rates have been computed on the basis of the price in trucks at Victoria Dock or Geelong in the case of New South Wales coal, and in trucks at the mine in the case of Victorian coal.

The Staff.

The total permanent and supernumerary staff (including butty gang workers) at the commencement of the year was 23,860. In addition, casual labour was employed to the equivalent of 479 men working full time, representing a total staff of 24,339. At 30th June, 1940, the comparable figures were 23,994 and 366 respectively, making a total of 24,360. The average number (excluding butty gang workers) employed full time for the year was 24,264, compared with 24,403 for the preceding year.

Provision was made for the training of future artisans by the appointment of 89 apprentices to various trades.

Salaries and Wages.

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

	£				
1937-38	..	..	..	..	.. 5,871,451
1938-39	..	..	..	..	.. 6,064,800
1939-40	..	..	..	..	.. 6,177,177

Pensions.

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

	1939-40.	1938-39.	Increase (+) or Decrease (-) in 1939-40.
	£	£	£
Pensions under Superannuation Act	379,885	370,363	+ 9,522
Pensions to officers and employees who were in the Service on 1st November, 1883	103,649	113,921	- 10,272
Total	483,534	484,284	- 750

Sick Pay to Daily-paid Staff.

Act No. 4724, which was passed on 13th May, authorizes the Governor in Council to make regulations with respect to the granting of sick (as distinct from accident) pay to daily-paid employees with not less than two years' service.

The concession will commence as from 1st July, 1940, and will consist of six days per annum, on a cumulative basis.

Data are not available to enable an accurate estimate of the cost to be made, but provision to the extent of £40,000 is being made in the estimates for 1940-41.

Wage Fixing Tribunals.

Consequent upon an increase in the cost of living, the basic wage under awards of the Arbitration Court was adjusted from 13s. 2d. to 13s. 4d. per day as from 4th February, involving additional expenditure by the Department to the extent of approximately £60,200 per annum.

The Railways Classification Board, acting as a State Industrial Authority under the provisions of the Commonwealth Conciliation and Arbitration Act, continued its investigation into the claims on behalf of grades covered by Arbitration Court Awards. Two awards were made during the year, covering approximately 4,000 officers and employees in 136 grades. Increased rates of payment equivalent to £12,300 per annum were granted.

Amended Wages Board Determinations involved a further addition of approximately £2,600 per annum.

Ambulance.

The interest of the staff in ambulance work was well maintained, enrolments in the various classes of instruction reaching 3,132. Of this number, 1,392 were examined, and 1,061 passed the tests either in the first or in a higher course.

The district competitions at the various centres and the final tests at Mt. Evelyn revealed a satisfactory standard of proficiency. Competitors at the district events comprised 58 ambulance corps and 329 individuals, whilst 12 corps competed in the final events. These figures represent a gratifying increase of 20 per cent. upon the number of competitors last year.

Education and Recreation.

For the benefit of employees desirous of improving their knowledge of railway working, the Victorian Railways Institute's educational classes, in country centres as well as in the metropolis, were continued. The total number of students enrolled was 2,926, including a number taking courses by correspondence.

Always of value, the activities of the Institute as the medium of education in safeworking, &c., assume a special importance at a time such as the present, as it is essential that qualified men should be available to replace those who enlist for war service.

The success of the Institute in its educational, social, and athletic spheres may be judged from the fact that 1,651 new members were enrolled, and that the net increase in membership brought the total at 30th June to 15,255—a new record in the history of the organization.

Country centres and sub-centres continued their programmes of expansion. A new Institute building was opened at Dimboola, while that at Hamilton was extended.

Tourist Services.

The effect of the war upon tourist services has been diverse. The reasons which diminished the growing stream of visitors from overseas, operated similarly to prevent departures of Australians for tourist trips abroad, and to divert to Australia tourists from the East who previously visited other portions of the world.

Very satisfactory results were obtained from the publicity programme, the receipts of the Victorian Government Tourist Bureau being substantially greater than in the previous year.

A contributory factor in this result was the transfer of the Bureau to new premises, secured on a twenty-year lease on the termination of the tenancy of the building previously occupied. The present location not only provides superior and more spacious accommodation, but is much more convenient to the public. The reaction on the business of the Bureau was noticeable from the outset, and we consider it fortunate that we were able to secure a commodious site which is virtually ideal for the purpose.

Increased revenue was also obtained from the branches of the Bureau in other States, as well as from the new branch offices which were opened at Ballarat and Bendigo, and are being operated at the joint expense of this Department and local organizations.

The Chalet, Mt. Buffalo National Park.

Although The Chalet has usually been well patronized during the snow season and at popular holiday periods such as Christmas and Easter, the load factor at other times has been uneven, and the number of guests frequently so low as to have a serious effect upon the financial results.

With the object of improving the latter condition, a popular tariff during the slacker periods was first introduced in September last. The result, assisted by the localizing effect which the war has had upon travel, has been an entire success. Patronage was maintained at a high level throughout the year, and the daily average number of guests was 118, compared with 70 in 1938-39.

The financial result of operating The Chalet (including its adjunct at Mt. Hotham) was a profit of £1,550, after providing for interest on the capital investment, and for depreciation of the plant and equipment, but not of the buildings. Further details are incorporated in Appendix No. 14.

State Coal Mine.

After the payment of working expenses, loan redemption and interest charges, and allowing £10,000 for depreciation, the operation of the Mine resulted in a loss of £86,380, as compared with £125,584 in the preceding year.

The quantity of coal won was 220,587 tons, the saleable output being 203,870 tons, of which 33,641 tons were sold to the general public.

The aggregate time lost as the result of strikes, stopwork meetings, &c., was 116 days, as compared with 37 days in the previous year.

An interruption of a fortnight followed the Award of His Honor Judge Drake-Brockman, operative as from 23rd July. The matters in dispute, including certain submissions by the colliery proprietors, principally as to hours, were referred to the Full Court of Conciliation and Arbitration for determination.

The Award of the Full Court proved unacceptable to the three main groups of employees in the industry. A further strike occurred, work being suspended from 19th February until 20th May, when the matters in dispute were referred to the Chief Judge of the Court of Conciliation and Arbitration for hearing. Although His Honor's Judgment has been issued, his award has not yet been made.

The amount disbursed in wages was £233,796, and the net average earnings of contract miners were 23s. 2.29d. per shift.

The number of persons employed at 30th June, 1940, was 1,352.

Acknowledgment of Services of Staff.

We desire to place on record our sincere appreciation of the efforts of those who, by their diligent and efficient co-operation, assisted the department to maintain a high standard of service during the year.

In particular, we were most gratified at the response during the coal strike of all sections concerned—including the train crews, station staffs, track force and stores officers. All cheerfully and unhesitatingly played their part in meeting the novel and difficult conditions of that period.

Changes in Personnel.

The vacancy caused by the retirement of Mr. Harold W. Clapp (referred to in our last Report) was filled as from 26th January by the appointment as Chairman of Commissioners of Mr. N. C. Harris, who had occupied a Commissionership since 1933.

Mr. R. G. Wishart, Assistant General Superintendent of Transportation, was appointed on 1st May to the vacancy thus caused in the position of Commissioner.

The services of Mr. H. S. Sergeant, Comptroller of Stores, were loaned for a period of twelve months to the Commonwealth in order that he might assist in the organization of the supply section of the new Aircraft Construction branch. His place was capably filled by Mr. L. C. Stewart, Assistant Comptroller of Stores.

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 (Acting)	Mr. L. C. Stewart.
Superintendent of Refreshment Services	Mr. A. W. Keown.

Appendices, &c.

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

We have the honour to be,

Sir,

Your obedient servants,

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



APPENDIX

BALANCE-SHEET AT

LIABILITIES.		£	s.	d.	£	s.	d.
Face value of stocks and bonds allocated to the Railways		47,901,811	17	4			
<i>Less</i> securities purchased and cancelled by the National Debt Sinking Fund		2,749,989	4	6			
					45,151,822	12	10
Contribution from Revenue, &c., and the National Recovery Loan for Capital purposes—							
Proceeds of sale of State Lands		2,825,740	6	1			
Consolidated Revenue		1,377,782	15	4			
Developmental Railways Account		108,489	16	11			
		£	s.	d.			
National Recovery Loan	2,556,561		2	0			
Unemployment Relief Fund	2,761		0	0			
Commonwealth Defence Works Unemployment Relief Fund	55,325		13	4			
					2,614,647	15	4
<i>Less</i> expenditure on other than Capital Works		1,139,931	5	3			
					1,474,716	10	1
Advances from Public Account (Act No. 3341) for Capital purposes					5,786,729	8	5
Advances from Public Account (Act No. 4499) for Working purposes					189,147	11	9
National Debt Sinking Fund Reserve					2,884,489	13	1
Railway Accident and Fire Insurance Reserve					100,000	0	0
Creditors—							
Sundry Accounts					593,549	1	0
Consolidated Revenue—							
For Income payments from Revenue Debtors		179,841	14	1			
For deficits financed since 1st July, 1937		1,590,220	8	3			
					1,770,062	2	4
Accrued Depreciation—							
1st July, 1937, to 30th June, 1939		671,445	11	6			
For year ended 30th June, 1940		327,137	16	6			
					998,583	8	0
Total Accrued Depreciation to 30th June, 1940. (Assets reduced accordingly)					998,583	8	0

£56,675,800 9 5

E. A. PEVERILL,
Auditor-General.
28th August, 1940.

No. 1.

30TH JUNE, 1940.

ASSETS.

	£	s.	d.	£	s.	d.	£	s.	d.
Railways—									
Way, Works, Buildings and Equipment ..	44,146,922	1	10						
Rolling Stock	6,573,175	18	1						
							50,720,097	19	11
Electric Tramways—									
Way, Works, Buildings and Equipment ..	125,088	17	11						
Rolling Stock	14,745	8	8						
Road Motor Public Services—									
Buildings and Equipment	7,134	15	8				139,834	6	7
Rolling Stock	11,009	7	6						
							18,144	3	2
Railways under construction							224,278	5	11
Bridges for Railways not yet constructed ..							33,661	2	7
							51,135,415	18	2
Stores and Materials	1,187,830	18	3						
Stores and Equipment at Refreshment Rooms ..	129,793	0	2						
Materials in course of manufacture	68,883	1	7						
							1,386,507	0	0
							52,521,922	18	2
Deferred Renewals, Replacements and Maintenance Works from Loan Funds							273,000	0	0
Discounts and Expenses on Loans, less premiums							1,950	13	11
Expenditure charged to Public Account Advances Act No. 4499 ..							200,000	0	0
Cash at stations and in transit							91,228	3	7
Cash at Treasury—									
Trust Fund Surplus Railway Land							820	0	0
Railway Accident and Fire Insurance Fund							100,000	0	0
Railway Renewals and Replacements Fund							89,129	2	8
Railway Charges in Suspense							182,719	16	5
Railways Stores Suspense Account							132,879	15	7
Railways Repayment Fund							13,537	10	11
National Debt Sinking Fund							134,500	8	7
Unexpended balance of Loan Moneys							201	6	10
							653,788	1	0
Trust Securities							38,315	10	8
Sundry Debtors—									
Revenue Debtors to Consolidated Revenue							88,613	10	6
Other Debtors							218,177	15	4
							306,791	5	10
Depreciation accrued since 1st July, 1937, not provided for by cash appropriations							998,583	8	0
Railway Renewals and Replacements Account							1,087,712	10	8
Less Renewals and Replacements Reserve							89,129	2	8
Accumulated Deficit since 1st July, 1937							1,194,019	8	10
Deficit for the year 1939-40							396,200	19	5
							1,590,220	8	3
							£56,675,800	9	5

L. J. WILLIAMSON,
Comptroller of Accounts.
22nd August, 1940.

APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1940 AND 1939
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1940.	1939.		1940.	1939.
Average Miles of Single Track Open, including Sidings	6,141	6,131			
A.—MAINTENANCE OF WAY AND WORKS.	£	£	F.—TRANSPORTATION AND TRAFFIC.	£	£
Superintendence	170,005	163,715	General Superintendence	164,246	162,502
Stationery, Printing and Advertising	8,120	7,439	Stationery, Printing and Advertising	64,611	72,803
Maintenance and Renewals of the Permanent Way	861,498	652,065	Station Yard and Signal Service—		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..	52,290	53,168	Salaries, Wages, &c., of Staff ..	1,460,536	1,450,565
Slips and Flood Repairs	3,197	16,591	Fuel and Light	37,347	38,462
Bridges, Tunnels, Culverts, Retaining Walls and Drains	59,848	48,462	Uniforms for Staff	12,170	12,186
Piers and Wharfs	17	48	Other Supplies	48,718	49,442
Weighbridges, Scales, Lifting Cranes, &c.	17,228	17,031	Other Expenses	14,582	10,443
Electric Power Station Buildings ..	8,372	6,402	Gatekeeping	34,003	32,918
Other Buildings, Platforms and Fixtures	218,398	197,015	Guards and Conductors—		
Stock Yards	13,493	14,283	Wages and Expenses	224,570	230,821
Water Services	19,865	23,648	Uniforms and Supplies	3,946	3,937
Machinery, Tools and Supplies ..	72,111	77,480	Cleaning, Icing, &c., of Carriages ..	82,521	80,823
Signals and Interlocking, Signal Boxes and Track Bonds	150,142	156,325	Supplies, &c., for Carriages	19,667	18,126
Telegraph and Telephone Lines and Instruments	32,408	33,799	Light for Carriages	12,192	10,626
Injuries to Employees or others ..	5,712	6,630	Repairs and Renewals of Tarpaulins and Lashings	25,048	61,463
Betterments	18,805	34,285	Rail Motor Operation	5,590	5,662
Other Expenses	12,140	5,177	Operation of Grain Elevators and Grain Conveyors	6	..
	1,723,649	1,513,563	Operation of Coal Shipping Plants ..	..	..
ROLLING STOCK.			Injuries to Employees	5,654	6,786
B.—GENERAL SUPERINTENDENCE, ETC.			Loss and Damage to Property and Goods	3,149	2,707
General Superintendence	34,884	36,558	Compensation, Personal .. ..	..	6
Stationery, Printing and Advertising	810	2,800	Other Expenses	3,798	4,015
	35,694	39,358		2,222,354	2,254,293
C.—MAINTENANCE OF ROLLING STOCK.			G.—ELECTRICAL ENGINEERING BRANCH.		
Motive Stock—			General Superintendence	18,935	20,582
Steam Locomotives	646,317	539,242	Stationery, Printing and Advertising	915	825
Electric Locomotives	3,147	2,806	Power Station	233,371	214,399
Electrical Equipment of Electric Coaching Stock	33,077	33,582	Transmission, Distribution Systems and Sub-Stations	99,529	89,241
Coaching Stock, excluding Electrical Equipment	304,234	324,738	Injuries to Employees or others ..	321	352
Goods Stock	217,475	208,005	Other Expenses	2,470	Cr. 11
Rail Motors	35,516	37,409	Other Operations	Cr. 48,754	Cr. 45,126
	1,239,766	1,145,782	Electrical Energy Purchased	23,476	..
D.—MOTIVE POWER.				330,263	280,262
Superintendence	54,133	51,762	H.—MISCELLANEOUS OPERATIONS.		
Running Sheds, Labour and Supplies	81,286	80,199	Dining Car Service	37,208	33,132
Drivers and Firemen	480,742	487,432	Refreshment Rooms Service	324,032	324,048
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c.	485,840	474,938	Advertising Service	15,119	15,953
Oil, Tallow, Waste and other running supplies	22,484	22,187	Bookstalls Service	68,423	64,856
Water	24,652	28,924		444,782	437,989
Electric Motormen, including Superintendence, Uniforms, and Supplies	138,703	133,804	I.—STORES BRANCH.		
Rail Motor Operation	36,007	33,849	Salaries and Wages	119,471	118,919
Other Expenses	3,378	3,071	Charges for Services rendered by other Branches	13,916	14,130
Injuries to Employees or others ..	3,404	3,581	Printing	933	941
	1,330,629	1,319,747	Motor Transport	4,494	4,547
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.			Office Requisites and Stores	3,832	3,178
Excluding Electrical Equipment ..	63,132	62,131	Other Expenses	1,403	1,757
Electrical Equipment	9,358	8,625	Proportion of Percentage added to cost of Works charged to Capital, &c. ..	Cr. 18,212	Cr. 16,908
	72,490	70,756		125,837	126,564
			J.—GENERAL EXPENSES.		
			Commissioners' and Secretary's Offices	30,657	33,670
			Accountancy Branch	107,459	106,956
			Legal and Medical Expenses	13,554	14,673
			Stationery, Printing and Advertising	14,074	16,910
			Municipal and Shire Rates	787	820
			Sundry other General Charges	34,371	38,246
				200,902	211,275
			K.—OTHER EXPENDITURE		
			Contribution to the Railway Accident and Fire Insurance Fund	35,509	40,762
			Pensions	482,940	483,678
			Contribution to Railway Renewals and Replacements Fund	200,000	225,000
			Repayment to Public Account (Act No. 4499)	50,000	50,000
				768,449	799,440
			Total	8,494,815	8,199,029
			Less maintenance expenditure charged to :—		
			Unemployment Relief Funds	Cr. 95,193*	Cr. 119,302†
			Commonwealth Defence Works (Unemployment Relief) Account ..	Cr. 8,213‡	..
			Act 4672 Item 5—Deferred Renewals, Replacements, &c.	Cr. 273,000§	..
			Federal Aid Roads and Works Grant	Cr. 60,000‡	Cr. 20,000†
			Working expenses charged against Railway Revenue	8,058,409	8,059,727

* Maintenance of Ways and Works, £95,165, Transportation and Traffic, £28.

† Maintenance of Way and Works.

‡ Maintenance of Way and Works, £3,704, Transportation and Traffic, £1,196, Rolling Stock, £3,313.

§ Maintenance of Way and Works, £218,000, maintenance of Rolling Stock, £55,000.

APPENDIX No. 3.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1940, AND 1939 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—							
	1940.				1939.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
	Traffic Train Mileage—		4,759		Traffic Train Mileage—		4,754	
	Passenger—		4,414,578		Passenger—		4,763,440	
	Country		7,423,464		Country		7,670,805	
	Suburban		5,164,923		Suburban		5,455,339	
	Goods		17,007,970		Goods		17,889,634	
	Total		17,007,970		Total		17,889,634	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
	Journeys.	£	£	d.	Journeys.	£	£	d.
COUNTRY.								
First Class Passengers	723,943	423,602	91 04	23 30	657,122	395,447	84 00	19 92
Second Class Passengers	4,529,436	1,163,947	247 23	63 28	4,231,008	1,057,818	224 69	53 30
Season Tickets—								
First Class	569,642	50,535	10 73	2 75	501,753	55,050	11 69	2 77
Second Class	864,691	28,338	6 02	1 54	927,058	28,723	6 10	1 45
Workmen's Weekly Tickets—Second Class ..	264,628	6,912	1 47	37	260,887	6,839	1 45	35
Total Country	6,957,340	1,678,334	356 49	91 24	6,577,828	1,543,882	327 93	77 79
SUBURBAN.								
First Class Passengers	21,529,918	494,736	2,206 64	15 99	21,295,673	485,619	2,167 94	15 19
Second Class Passengers	44,946,965	857,299	3,827 23	27 70	45,219,109	861,028	3,843 88	26 94
Season Tickets—								
First Class	25,330,638	389,768	1,740 04	12 59	24,258,502	370,959	1,656 07	11 61
Second Class	34,928,200	439,869	1,963 70	14 21	33,213,772	410,019	1,830 44	12 83
Workmen's Weekly Tickets—Second Class ..	10,956,014	171,885	767 34	5 55	11,558,683	183,174	817 74	5 73
Total Suburban	137,691,735	2,353,557	10,506 95	76 04	135,545,739	2,310,799	10,316 07	72 80
Total Passenger	144,649,075	4,031,891	847 21	81 71	142,123,567	3,854,681	810 83	74 40
Parcels, Horses, Carriages, &c. .. .. .	..	319,215	87 08	6 46	..	331,025	69 63	6 39
Mails .. .. .	..	77,403	16 26	1 57	..	77,440	16 29	1 50
Miscellaneous .. .. .	..	21,632	4 55	44	..	22,903	4 82	44
Total Parcels, &c. .. .. .	..	418,250	87 89	8 47	..	431,368	90 74	8 33
Total Coaching .. .. .	..	4,450,141	935 10	90 18	..	4,286,049	901 57	82 73
General Merchandise								
Tons	5,101,970	3,710,272	779 63	172 41	4,778,177	3,319,579	698 27	146 04
Wool	96,103	206,144	43 32	9 58	81,701	165,908	34 90	7 30
Live Stock	639,967	539,551	113 37	25 07	725,687	606,299	127 53	26 67
Minerals—								
Coal, Coke and Shale	189,833	61,422	12 91	2 85	199,581	63,564	13 37	2 80
Stone, Gravel and Sand	159,116	45,476	11 66	2 58	190,707	59,894	12 60	2 63
Miscellaneous .. .. .	..	63,997	13 45	2 97	..	60,703	12 77	2 67
Total Goods	6,186,989	4,636,862	974 34	215 46	5,975,853	4,275,947	899 44	188 11
Sale of Electrical Energy .. .. .	..	44,323	9 31	..	..	41,030	8 63	..
Rents .. .. .	..	144,900	30 45	..	..	140,052	29 46	..
General Miscellaneous .. .. .	..	22,032	4 63	..	..	25,014	5 26	..
Total Power, Rents, and Miscellaneous ..	..	211,255	44 39	..	..	206,096	43 35	..
Dining Cars .. .. .	..	36,936	7 76	..	..	32,574	6 85	..
Refreshment Rooms .. .. .	..	371,445	78 05	..	..	338,410	71 19	..
Advertising .. .. .	..	35,475	7 46	..	..	38,045	8 00	..
Bookstalls .. .. .	..	77,478	16 28	..	..	72,594	15 27	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls ..	..	521,334	109 55	..	..	481,623	101 31	..
Recoup of the loss resulting from the reduction in outer Suburban fares ..	..	42,000	8 82	..	..	33,750	7 10	..
Total Earnings .. .. .	..	9,861,592	2,072 20	139 16	..	9,283,465	1,952 77	124 54
WORKING EXPENSES.								
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.
WORKING EXPENSES.	£	£	d.	£	£	d.	£	£
Maintenance of Way and Works	1,723,649	362 19	24 32	1,513,563	318 38	20 30	1,513,563	318 38
Rolling Stock—								
General Superintendence, &c.	35,694	7 50	51	39,358	8 28	53	39,358	8 28
Maintenance of Rolling Stock	1,239,766	260 51	17 49	1,145,782	241 02	15 37	1,145,782	241 02
Locomotive Power	1,330,629	279 60	18 78	1,319,747	277 61	17 71	1,319,747	277 61
Examination and Lubrication of Coaching and Goods Vehicles	72,490	15 23	1 02	70,756	14 88	95	70,756	14 88
Contributions to Railway Renewals and Replacements Fund	200,000	42 02	2 82	225,000	47 33	3 02	225,000	47 33
Transportation and Traffic	2,222,354	466 98	31 36	2,254,293	474 19	30 24	2,254,293	474 19
Electrical Engineering Branch	330,263	69 40	4 66	280,262	58 95	3 76	280,262	58 95
Miscellaneous Operations	444,782	93 46	6 28	437,989	92 13	5 87	437,989	92 13
Stores Branch	125,837	26 44	1 78	126,564	26 62	1 70	126,564	26 62
General Expenses	200,902	42 22	2 83	211,275	44 44	2 88	211,275	44 44
Pensions	482,940	101 48	6 81	483,678	101 74	6 49	483,678	101 74
Contribution to the Railway Accident and Fire Insurance Fund	35,509	7 46	50	40,762	8 57	55	40,762	8 57
Repayment to Public Account (Act No. 4499)	50,000	10 51	71	50,000	10 52	67	50,000	10 52
Less—	8,494,815	1,785 00	119 87	8,199,029	1,724 66	109 99	8,199,029	1,724 66
Expenditure charged to Unemployment Relief Funds	95,193	20 00	1 34	119,302	25 09	1 60	119,302	25 09
Commonwealth Defence Works (Unemployment Relief) Account	8,213	1 73	12	..	..	..	..	..
Act 4672, Item 5—Deferred Renewals, Replacements, &c.	273,000	57 36	3 85	..	..	..	..	..
Federal Aid Roads and Works Grant	60,000	12 61	85	20,000	4 21	26	20,000	4 21
Total Working Expenses charged to Railway Revenue	8,058,409	1,693 30	113 71	8,059,727	1,695 36	108 13	8,059,727	1,695 36
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.								
Divisions of Expenditure.	Year ended 30th June—							
	1940.		1939.					
Maintenance of Way and Works*	20 29	18 46						
Rolling Stock—								
General Superintendence, &c.	42	48						
Maintenance of Rolling Stock*	14 59	13 98						
Locomotive Power	15 67	16 10						
Examination and Lubrication of Coaching and Goods Vehicles	85	86						
Contributions to Railway Renewals and Replacements Fund	2 35	2 74						
Transportation and Traffic*	26 16	27 49						
Electrical Engineering Branch	3 89	3 42						
Miscellaneous Operations	5 24	5 34						
Stores Branch	1 48	1 54						
General Expenses	2 36	2 58						
Pensions	5 60	5 90						
Contribution to the Railway Accident and Fire Insurance Fund	42	50						
Repayment to Public Account (Act No. 4499)	59	61						
	100 00	100 00						

* Including amounts charged to Unemployment Relief and other funds.

APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1925, TO 30TH JUNE, 1940 (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.
1925-26	4,625	4,526	69,643,388	15,058	704	2,033	19,662	966	17,575,547	168,051,308	8,728,496	7,105,610	5,565,451	12,671,061	2,800	14/5·03
1926-27	4,634	4,627	70,938,554	15,308	687	2,004	19,864	978	18,030,749	169,237,648	9,234,923	7,308,338	6,344,096	13,652,434	2,951	15/1·72
1927-28	4,697	4,661	72,523,192	15,440	663	1,983	19,946	1,012	17,694,928	164,574,870	8,117,961	7,057,358†	5,763,701	12,821,059	2,751	14/5·89
1928-29	4,699	4,698	73,723,412	15,689	653	1,957	20,470	1,037	17,979,219	161,002,267	8,187,088	6,913,291†	6,251,682	13,164,973	2,802	14/7·73
1929-30	4,713	4,708	74,849,542	15,882	647	1,931	20,674	1,028	17,670,565	157,119,071	7,513,606	6,402,624	5,599,182	12,001,806	2,549	13/7·01
1930-31	4,717	4,710	74,609,228	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

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

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1925, TO 30TH JUNE, 1940 (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.	£	d.	£
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	£	s. d.																	
1925-26	2,701,124	3/0·88	21·32	1,929,938	426	2/2·35	15·23	1,821,763	2/0·88	14·37	£1,770,727	2/0·18	13·98	238,621	3·26	1·88	466,770	80,162	452,755	65,945	0·90	0·52	..	..	..	..
1926-27	2,822,524	3/1·57	20·67	2,277,359	492	2/6·31	16·68	1,914,543	2/1·48	14·02	£1,832,378	2/0·39	13·42	256,214	3·41	1·88	410,671	90,180	484,281	62,757	0·84	0·46	..	..	..	..
1927-28	2,673,941	3/0·27	20·86	2,119,124	455	2/4·74	16·53	1,812,107	2/0·58	14·13	£1,848,364	2/1·07	14·42	248,374	3·37	1·94	346,808	111,706	493,011	31,301	0·42	0·24	..	..	..	..
1928-29	2,605,790	2/10·78	19·79	1,926,157	410	2/1·71	14·64	1,738,142	1/11·20	13·20	£1,841,478	2/0·58	13·99	240,212	3·21	1·82	349,566	141,094	481,537	31,724	0·42	0·24	..	(A) 16,066	..	..	
1929-30	2,536,635	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	345,506	133,922	464,777	44,417	0·60	0·37	..	(A) 16,067	..	..	
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) 16,067	..	..	
1931-32	1,690,542	2/2·42	17·88	1,110,987	235	1/5·35	11·75	1,066,778	1/4·66	11·28	£1,103,374	1/6·64	12·62	168,571	2·63	1·78	187,805	88,636	305,561	18,926	0·30	0·20	..	..	..	..
1932-33	1,628,237	2/1·51	17·24	£1,464,041	310	1/10·93	14·77	988,674	1/3·49	10·47	£1,242,974	1/7·47	13·16	166,023	2·60	1·76	192,941	85,389	313,993	28,284	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	94,853	346,162	13,501	0·21	0·14	..	..	..	..
1935-36	1,797,996	2/2·33	18·56	£1,516,786	321	1/10·21	14·23	1,069,742	1/3·66	11·04	£1,263,884	1/6·50	13·04	173,454	2·54	1·79	201,471	98,824	364,012	18,807	0·28	0·19	..	..	..	..
1936-37	1,874,436	2/2·14	18·49	£1,626,953	345	1/10·69	14·45	1,154,077	1/4·10	11·39	£1,338,164	1/6·66	13·20	186,624	2·60	1·84	221,943	100,009	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	248,104	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	..	..	

* Includes amounts charged to—Unemployment Relief Funds 1937-38, £50; 1939-40, £28; Commonwealth Defence Works (Unemployment Relief) Account 1939-40, £1,196.
† Includes amounts charged to—Commonwealth Defence Works (Unemployment Relief) Account, £3,313, and Act 4672, Item 5—Deferred Renewals and Replacements, &c., £55,000.
‡ Includes £250,000 for each of the years 1926-27, 1927-28, 1928-29, 1929-30, and 1930-31, and £100,000 for each of the years 1931-32, 1932-33, 1933-34, 1934-35, 1935-36, and 1936-37 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; Commonwealth Grant Rehabilitation (Storms and Floods)—1934-35, £20,800; 1935-36, £2,320; Commonwealth Defence Works (Unemployment Relief) Account 1939-40, £3,704; Public Account Advances Act No. 4499—1937-38, £222,400; Federal Aid Roads and Works Grant—1938-39, £20,000; 1939-40, £80,000; Act 4672, Item 5—Deferred Renewals and Replacements, &c., 1939-40, £218,000.
|| Calculated on the net expenditure of the Branch after deducting amounts charged against other Funds.
¶ Includes payment into Rolling Stock Replacement Fund of £200,000.
In the year 1937-38 the amount for 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, 1925, TO 30TH JUNE, 1940 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	TOTAL WORKING EXPENSES. (exclusive of Pensions, &c.).			PEN- SIONS.	Adjust- ments. — Border Railways and State Coal Mine.	TOTAL WORKING EXPENSES. (Including Pensions, &c.).			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED AGAINST RAIL- WAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines, (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EX- PENSES (including Loan Con- version ex- penses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBU- TION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SURPLUS.
	Amount.	Per Average Mile Open.	Per Traffic Train Mile.			Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per cent. on Railway Loans. †					
	£	£	s. d.	£	£	£	£	s. d.	£	£	Per Cent.	£	£	s. d.		£	£	£	£	
1925-26	9,527,805	2,105	10/10·11	238,108	1,630	9,767,543	2,158	11/1·38	..	9,767,543	77·09	2,903,518	642	9/3·65	4·16	4·17	3,077,656	..	174,138	..
1926-27	10,150,907	2,194	11/3·11	293,680	Cr. 35,901*	10,408,686	2,250	11/6·55	..	10,408,686	76·24	3,243,748	701	3/7·17	4·52	4·57	3,269,628	..	25,880	..
1927-28	9,684,736	2,078	10/11·95	335,950	6,156	10,026,842	2,151	11/4·00	..	10,026,842	78·21	2,794,217	600	3/1·89	3·80	3·85	3,321,727	..	527,510	..
1928-29	9,372,366	1,995	10/5·10	366,899	2,662	9,741,927	2,074	10/10·04	..	9,741,927	74·00	3,423,046	729	3/9·69	4·63	4·64	3,473,575	..	50,529	..
1929-30	9,114,548	1,936	10/3·79	394,187	4,684	9,513,419	2,021	10/9·21	..	9,513,419	79·27	2,488,387	529	2/9·80	3·80	3·82	3,568,658	..	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	138,868	1,467,407	..
1931-32	5,831,180	1,235	7/7·09	424,602	84,760	6,340,542	1,343	8/3·05	..	6,340,542	67·06	3,113,762	660	4/0·64	4·12	4·17	3,641,109	440,938	968,235	..
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	3/9·98	3·88	3·90	3,223,873	402,706	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	354,385	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	300,801	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	500,692	..
1936-37	6,917,046	1,465	8/0·45	503,845	..	7,420,891	1,572	8/7·48	162,061	7,258,830	71·62	2,876,461	609	3/4·11	3·77	3·75	3,005,341	299,632	428,512	..
1937-38	7,791,504	1,650	8/8·37	484,381	..	8,275,885	1,753	9/2·86	445,633	7,830,252	80·43	1,904,823	403	2/1·52	4·08	2·46	1,840,531	303,034	236,742	..
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	..

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

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

APPENDIX No. 5.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1940, AND 30TH JUNE, 1939 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	Year ended 30th June—					
	1940.			1939.		
	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	199,761	1,308,497	1,508,258	215,229	1,231,014	1,446,243
Rolling Stock	390,801	1,781,379	2,172,180	323,723	1,805,204	2,128,927
Transportation	47,177	1,792,383	1,839,560	45,588	1,800,024	1,845,612
Electrical	14,718	193,569	208,287	23,239	184,111	207,350
Other Branches	12,808	523,435	536,243	10,716	518,128	528,844
Total	665,265	5,599,263*	6,264,528	618,495	5,538,481	6,156,976

* Includes £197,450 provided partly from Loan Funds for Deferred Renewals, Replacements, &c., and partly from Federal Aid Roads and Works Grant for track maintenance.

APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30TH JUNE, 1940, AND 30TH JUNE, 1939 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	1940.			1939.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	127	116	243	103	128	231
Accountancy	449	150	599	396	185	581
Stores	140	480	620	132	489	621
Way and Works	409	5,417	5,826	389	5,535	5,924
Rolling Stock	462	7,742	8,204	422	7,709	8,131
Transportation	1,893	5,150	7,043	1,872	5,323	7,195
Electrical	117	588	705	116	600	716
Other Branches	32	862	894	30	863	893
Total	3,629	20,505	24,134	3,460	20,832	24,292

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

CONSTRUCTION BRANCH (Board of Land and Works).

YEAR ENDED 30TH JUNE.

1940.			1939.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
24	41	65	27	42	69

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF CONSTRUCTION BRANCH AND BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL EMPLOYED HAD WORKED FULL TIME (ORDINARY HOURS) DURING THE YEARS ENDED 30TH JUNE, 1940, AND 30TH JUNE, 1939.

How Employed.	1940.	1939.
On Working Expenses	21,743*	21,989
On Capital and Other Funds (including Electric Tramways and Road Motor Services) ..	2,521	2,414
Total	24,264	24,403

* Includes 760 men employed on Deferred Renewals, Replacements, &c., charged to Loan Funds under Act 4672, Item 5, and on track maintenance charged to Federal Aid Roads and Works Grant.

APPENDIX No. 7.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), AND ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1940.

LINES OPEN FOR TRAFFIC.		£	s.	d.	LINES OPEN FOR TRAFFIC—continued.		£	s.	d.
Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..	4,828,431	0	6	Brought forward	10,468,306	18	6		
Bendigo to Echuca (including cost of Bendigo Cattle yards and wharf at Echuca) ..	584,450	15	11	Kerang to Murrabit	86,794	10	9		
*Deniliquin to Moama	168,068	6	11	†Murrabit to Stony Crossing (including portion of cost of Bridge over River Murray)	208,913	4	8		
†Moama to Echuca (including portion of cost of Echuca Bridge used for Railway purposes only)	11,868	0	0	Swan Hill to Piangil	51,985	12	2		
†Echuca Bridge over the River Murray (exclusive of portion of cost of bridge used for Railway purposes)	22,001	7	10	Piangil to Kooloonong	61,633	16	0		
Barnes to Balranald	556,635	17	4	Kooloonong to Yungera	32,325	17	4		
Clarkefield to Lancefield	48,688	10	7	Elmore to Cohuna	95,612	12	1		
Heathcote Junction to Bendigo (including cost of Cattle Siding)	291,249	17	7	Albion to Broadmeadows	427,867	11	5		
Carlsruhe to Daylesford	152,248	17	1	Footscray to Williamstown (including cost of tracks on piers at Williamstown) ..	196,170	10	2		
Daylesford Junction to North Creswick ..	145,795	0	4	§Newport to Sunshine	18,775	19	2		
Redesdale Junction to Redesdale	65,509	0	0	Newport to Geelong (including cost of Williamstown Racecourse Branch and tracks on Geelong Pier)	1,360,546	3	5		
Castlemaine to Dunolly	334,461	7	4	|| Williamstown Racecourse Junction to Altona Beach	8,471	1	0		
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ..	140,961	13	3	Geelong to Colac	350,580	11	3		
St. Arnaud to Donald	91,012	12	3	Colac to Alvie	47,055	15	2		
Donald to Birchip	80,267	0	10	Colac to Camperdown	138,881	16	1		
Birchip to Woomelang	76,775	1	6	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	351,773	12	2		
Woomelang to Mildura	402,362	19	11	Warrnambool to Koroit	72,053	18	9		
Mildura to Merbein	12,937	2	7	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ..	92,772	13	3		
Merbein to Yelta	30,511	0	4	Geelong (Queenscliff Junction) to Queenscliff	96,798	12	1		
Red Cliffs to Werrimull	114,823	16	1	Moriac to Wensleydale	27,205	14	4		
Werrimull to Meringur	54,312	3	0	Birregurra to Forrest	100,406	1	2		
Meringur to Morkalla	29,481	14	3	Irrewarra to Beac	35,716	17	0		
Dunolly to Inglewood	58,742	15	5	Beac to Newtown	76,087	14	3		
Ouyen to Cowangie	108,070	0	2	¶Colac to Beech Forest	41,242	13	9		
Cowangie to Murrayville	22,356	9	2	¶Beech Forest to Crowes	28,274	16	5		
Castlemaine (Maldon Junction) to Maldon	44,886	10	2	Timboon Junction to Timboon	83,049	6	7		
Maldon (Laanecoorie Junction) to Shelbourne	51,610	6	11	Terang to Mortlake	45,869	15	7		
Maryborough to Ballarat	270,108	17	11	North Geelong to Ballarat (including cost of North Geelong Loop Line)	1,705,241	16	4		
Waubra Junction to Ballarat Racecourse ..	5,854	3	4	North Geelong to Fyansford	3,056	4	6		
Waubra Junction to Waubra	54,251	19	10	Ballarat to Ararat	485,272	14	5		
Maryborough to Avoca	48,402	8	0	Ararat to Stawell	240,222	15	8		
Avoca to Ararat	110,336	10	9	Stawell to Horsham	376,884	4	4		
Ben Nevis (Crowlands) to Navarre	41,950	3	4	§Stawell to Grampians	130,773	13	10		
Bendigo to Inglewood	172,995	19	9	Horsham to Dimboola	404,069	7	9		
Inglewood to Charlton	197,657	13	6	Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton)	270,377	8	9		
Charlton to Wycheproof	80,329	14	11	Sunshine to Parwan	348,306	17	0		
Wycheproof to Sea Lake	76,652	15	7	Parwan to Gordon	127,367	17	0		
Sea Lake to Nandaly	36,478	7	6	§Bungaree Junction to Racecourse Reserve	2,209	17	7		
Nandaly to Kulwin	64,508	8	9	Gheringhap to Maroona	398,535	2	6		
Wedderburn Junction to Wedderburn ..	11,334	4	0	§Lal Lal Racecourse Branch	8,108	12	4		
Korong Vale to Boort	68,313	12	3	Ballarat East to Buninyong	55,190	13	9		
Boort to Quambatook	59,197	9	4	§Ballarat Cattle-yards Branch	10,448	6	10		
Quambatook to Ultima	51,339	4	11	Scarsdale Junction to Scarsdale	44,155	15	4		
Ultima to Chillingollah	29,252	5	5	Scarsdale to Linton	61,218	1	11		
Chillingollah to Manangatang	27,161	9	9	Linton to Skipton	42,642	15	0		
Manangatang to Annuello	58,919	8	2	§Burumbet Racecourse Junction to Burumbet Racecourse	2,281	11	4		
Annuello to Robinvale	83,064	9	1	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	382,270	12	1		
Eaglehawk to Kerang	256,394	14	9	Carried forward	19,703,808	2	9		
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ..	135,283	10	5						
Carried forward	10,468,306	18	6						

* Taken over by this Department on 1.12.1923.

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

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

§ Trains run only as required for traffic.

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

¶ 2-ft. 6-in. gauge.

APPENDIX No. 7—continued.

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

LINES OPEN FOR TRAFFIC—continued.		£	s.	d.	LINES OPEN FOR TRAFFIC—continued.		£	s.	d.	
Brought forward		19,703,808	2	9	Brought forward		26,499,162	17	4	
Hamilton to Portland (including cost of sidings to piers at Portland)		261,724	7	6	Benalla to Tatong		29,159	0	8	
Penshurst to Koroit		89,809	10	7	§Wangaratta to Whitfield		17,773	17	0	
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant)		55,234	16	11	Bowser to Beechworth		135,383	4	2	
Hamilton (Coleraine Junction) to Coleraine		81,454	15	2	Beechworth to Yackandandah		79,813	1	6	
Hamilton to Cavendish		34,160	4	3	Everton to Myrtleford		62,760	16	9	
Cavendish to Toolondo		153,649	1	10	Myrtleford to Bright		72,630	2	11	
Branxholme to Casterton		122,294	9	11	Springhurst to Wahguppah		57,284	8	9	
Heywood to Puralka (Mumbannar)		102,511	2	9	Wodonga to Tallangatta		86,494	3	0	
*Railways from Mumbannar and Murrayville to South Australian Border in connexion with Victorian and South Australian Railways to Mount Gambier and Pinnaroo		58,159	16	2	Tallangatta to Cudgewa		223,159	0	3	
Lubeck to Rupanyup		31,411	5	10	Spencer-street to Flinders-street		205,045	12	3	
Rupanyup to Marnoo		14,915	9	0	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne)					
Marnoo to Bolangum		30,361	6	0	†Flinders-street to St. Kilda	Hobson's Bay Lines				
Murtoa to Warracknabeal		171,285	19	3	Prince's-bridge to Richmond					
Warracknabeal to Beulah		52,157	11	7	Richmond to Cremorne			1,279,936	19	10
Beulah to Hopetoun		34,466	0	5	†Richmond to Picnic Station					
Hopetoun to Patchewollock		97,744	9	10	Cremorne to Windsor					
Horsham to Noradjuha		64,940	3	3	†Picnic Station to Hawthorn					
Noradjuha to Toolondo		22,314	14	11	North Brighton to Brighton Beach					
East Natimuk to Goroke		37,674	2	11	Prince's-bridge to Collingwood			164,057	17	6
Goroke to Carpolac		43,450	12	2	†Collingwood to Heidelberg			213,195	19	5
Dimboola to Jeparit		34,486	16	3	†Heidelberg to Eltham			45,918	12	11
Jeparit to Rainbow		24,050	16	8	†Eltham to Hurst's Bridge		50,150	17	6	
Rainbow to Yaapeet		19,977	4	5	Brighton Beach to Sandringham		67,255	17	8	
Jeparit to Lorquon		21,615	13	7	South Yarra to Oakleigh		594,565	1	1	
Lorquon to Yanae		32,875	5	10	†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)		1,224,524	19	10	
†Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)		157,694	12	1	Sale to Stratford Junction		34,784	9	6	
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)		2,565,104	10	5	Oakleigh to Fairfield Park (from Ashburton to East Kew, including the Riversdale Loop, and from Fairfield Park to 30 chains 48 links)		198,752	18	5	
Bowser to Peechelba		54,980	9	6	†Caulfield to Frankston		273,389	5	10	
†Wodonga to River Murray (including portion of cost of Bridge over River Murray)		35,561	13	11	Frankston to Stony Point (including cost of sidings to pier at Stony Point)		86,663	0	3	
†North Melbourne to Coburg		172,792	4	2	Baxter to Mornington		58,098	5	9	
Coburg to Somerton		71,147	14	2	Bittern to Red Hill		66,687	3	7	
Royal Park Junction to Clifton Hill		156,600	8	6	Spring Vale Cemetery Line		6,496	4	7	
Fitzroy Branch		72,476	6	7	Dandenong Junction to Port Albert		691,678	4	6	
†Whittlesea Junction to Whittlesea		255,796	8	10	Koo-wee-rup to Triholm		157,253	4	7	
Northcote Loop Line		8,897	3	5	Nyora to Woolamai		64,413	0	6	
Tallaroek to Yea		123,157	18	1	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi)		149,031	4	7	
Yea to Mansfield and Koriella		206,160	11	4	Korumburra to Coal Creek		5,114	7	11	
Koriella to Alexandra		22,530	9	0	Black Diamond Junction to Black Diamond		6,223	17	6	
Mangalore to Shepparton		217,103	14	2	Korumburra (Jumbunna Junction) to Jumbunna		17,706	4	0	
Shepparton to Numurkah		63,867	8	1	Jumbunna to Outtrim		22,852	19	6	
Numurkah to Cobram		56,840	3	9	§Welshpool to Welshpool Jetty		1,629	19	2	
Murchison East to Rushworth		43,393	18	3	Alberton to Won Wron		84,039	12	8	
Rushworth to Colbinabbin		28,377	4	10	Won Wron to Woodside		40,457	0	10	
Rushworth to Girgarre		36,955	0	4	Warragul to Neerim South		104,068	13	6	
Toolamba to Tatura		34,267	12	11	Neerim South to Noojee		102,253	0	1	
Tatura to Echuca		180,937	19	4	Moe to Thorpdale		93,147	13	10	
Shepparton to Dookie		44,165	1	0	§Moe to Walhalla		67,697	3	8	
Dookie to Katamatite		32,051	2	8	Morwell to North Mirboo		125,072	5	9	
Numurkah to Nathalia		36,135	8	3	Traralgon to Heyfield		71,839	0	1	
Nathalia to Picola		10,392	10	3	Carried forward		33,737,621	10	2	
Strathmerton to 8 miles 23 chains		20,247	7	4						
8 miles 23 chains to Tocumwal		17,781	3	11						
Benalla to St. James		68,750	15	10						
St. James to Yarrawonga		83,439	9	9						
Yarrawonga to Oaklands		225,022	6	11						
Carried forward		26,499,162	17	4						

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

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

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

§ 2-ft. 6-in. gauge.

APPENDIX No. 7—continued.

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

LINES OPEN FOR TRAFFIC—continued.		£	s.	d.	LINES OPEN FOR TRAFFIC—continued.		£	s.	d.
Brought forward		33,737,621	10	2	Brought forward		52,106,604	19	11
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)		168,951	19	2	ELECTRIC TRAMWAYS.				
Bairnsdale to Orbost		301,240	17	9	Way, Works, Buildings and Equipment.				
Maffra to Briagolong		41,441	1	1	St. Kilda to Brighton		86,433	11	3
¶ Burnley to Darling		179,279	10	8	¶ Sandringham to Black Rock		38,655	6	8
Darling (near) (cost of bridge over Winton-road and associated works)		8,971	7	6	Total		125,088	17	11
¶ Darling (near) to Glen Waverley		138,246	2	6	Rolling-stock				
¶ Hawthorn to Lilydale		627,531	8	0	St. Kilda to Brighton		9,441	18	0
Lilydale to Healesville		175,617	3	1	Sandringham to Black Rock		5,303	10	8
¶ Hawthorn to Kew		67,000	19	3	Total		14,745	8	8
¶ Ringwood to Upper Ferntree Gully		93,234	9	3	Total Electric Tramways		139,834	6	7
* Upper Ferntree Gully to Gembrook		50,222	15	7	ROAD MOTOR PUBLIC SERVICES.				
Lilydale to Warburton		102,217	0	9	Garage Buildings and Equipment		7,134	15	8
South Kensington to West Footscray		570,868	8	8	Road Motor Coaches and Trucks		11,009	7	6
¶ Melbourne to Essendon Junction		1,862,300	3	6	Total		18,144	3	2
Railway Offices, Spencer-street		200,650	11	9	LINES UNDER CONSTRUCTION.				
Newport Workshops:—Buildings, plant and equipment		836,347	2	6	Nowingi to Millewa South		91,291	19	11
Country Workshops:—Buildings, plant and equipment		149,040	17	0	§ Euston to Lette (including portion of cost of bridge over River Murray)		132,986	6	0
Refreshment Services Buildings		198,028	6	8	Total		224,278	5	11
General Construction Account (Capital Expenditure common to all lines)		1,759,075	4	6	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.				
† Electrification Melbourne Suburban Lines		3,482,185	19	6	§ Mildura and Abbotsford—Portion of cost of bridges over River Murray		23,803	14	7
Total cost of Way, Works, Buildings and Equipment (Railways)		44,750,072	18	10	† Orbost—Snowy River bridge		9,257	8	0
Less depreciation to be allocated to the various sections detailed above		603,150	17	0	Total		33,061	2	7
		44,146,922	1	10	TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services		52,521,922	18	2
ROLLING-STOCK—									
Broad-gauge		6,544,248	5	3					
Narrow-gauge		28,927	12	10					
Total Rolling-stock (Railways)		6,573,175	18	1					
Stores and Materials on hand and in transit		1,187,830	18	3					
Stores and Equipment on hand at Refreshment Rooms		129,793	0	2					
Materials in course of Manufacture		68,883	1	7					
Total cost of Construction of Open Lines, including Rolling-stock, Stores, and Materials (Railways) Carried forward		52,106,604	19	11					

* 2-ft. 6-in. gauge.

† Does not include certain expenditure since 1st July, 1923.

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

|| 4-ft. 8½-in. gauge, 2.42 miles.

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

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

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

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

APPENDIX No. 8

STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

	Year ended 30th June—			Year ended 30th June—	
	1940.	1939.		1940.	1939.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light—Electric Locomotive ..	688	1,539
Country—Steam ..	3,286,666	3,592,718	" Steam ..	309,445	333,657
" Fordson Tractor ..	..	..	Ballast—Steam ..	155,972	213,517
" Rail Motor ..	837,316	863,837	" Electric Locomotive ..	1,815	521
Suburban—Steam ..	29,564	28,198	" Fordson Tractor ..	271	823
" Rail Motor ..	36,535	35,796	Electric Motor ..	6,530	6,607
" Electric Motor ..	7,361,941	7,606,241	Inspection ..	4,341	7,008
" Electric Locomotive ..	22	..	Water ..	4,080	18,089
MIXED—			Departmental Coal ..	297,452†	291,294†
Country—Steam ..	581,193	613,771	Casualty and Doubling ..	4,528	3,769
Suburban—Electric ..	804	1,140	Miscellaneous ..	4,219	6,891
GOODS—			Rail Motor ..	37,278	33,850
Steam ..	4,775,324	5,040,235	Total Departmental Miles	826,619	917,565
Electric Locomotive ..	86,150	96,758	SHUNTING.		
Electric Motor ..	4,603	4,724	Steam Locomotive ..	2,352,677	2,417,951
Fordson Tractor ..	7,852	6,216	Electric Locomotive ..	77,010	85,978
Total Traffic Train Miles	17,007,970	17,889,634	" Motor ..	2,864	2,749
ASSISTANT MILEAGE—			Fordson Tractor ..	2,993	2,465
Country Passenger—			Rail Motor ..	7,469	7,253
Steam ..	251,432	280,987	Total Shunting Miles	2,443,013	2,516,396
Mixed—Steam ..	728	155	LOCOMOTIVE MILEAGE.		
Goods—Steam ..	135,795	120,465	Steam ..	12,549,593	13,295,873
" Electric Locomotive ..	11,554	13,474	Electric Locomotive ..	186,353	207,560
Total Assistant Miles	399,509	415,081	" Motor ..	7,376,849	7,621,595
LIGHT MILEAGE—			Fordson Tractor ..	12,053	10,110
Country Passenger—			Rail Motor ..	918,598	940,736
Steam ..	27,049	20,203	Total Locomotive and Motor Miles	21,043,446	22,075,874
Mixed—Steam ..	2,155	2,645	PASSENGER VEHICLE MILEAGE.		
Goods—Steam ..	326,973	304,320	Country—Steam ..	20,191,318	21,050,991
" Electric Locomotive ..	9,114	9,290	" Fordson Tractor ..	..	707
" Electric Motor ..	107	134	" Rail Motor ..	1,384,682	1,340,928
" Fordson Tractor ..	937	606	Suburban—Steam ..	108,629	100,648
Total Light Miles	366,335	337,198	" Electric ..	37,021,604	38,214,656
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES	17,773,814*	18,641,913*	" Rail Motor ..	46,154	44,536
			Total Passenger Vehicle Miles	58,752,387	60,752,466
			GOODS VEHICLE MILEAGE.		
			Loaded ..	106,766,807	111,059,042
			Empty ..	47,352,202	47,145,518
			Total Goods Vehicle Miles	154,119,009	158,204,560
			Total Vehicle Miles	212,871,396	218,957,026
			GROSS TON MILEAGE.		
			Passenger Trains—Steam	730,671,470	744,040,386
			" " Electric	1,400,853,872	1,440,477,509
			Rail Motor and Fordson Tractor ..	34,284,678	33,700,699
			Mixed Trains ..	135,431,784	142,385,469
			Goods Trains ..	2,384,050,559	2,374,300,302
			Total Gross Ton Miles	4,685,292,363	4,734,904,365

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, 1940.

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 ..	555	lb. 13,494,635	lb. 24,315	15	lb. 208,724	lb. 13,915	570	lb. 13,703,359	lb. 24,041
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES	16	..	..	..	..	..	16	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
STEAM COACHING STOCK.		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class	193	10,936	57	..	..	..	193	10,936	57
2nd Class	359	25,705	71	41	1,275	31	400	26,980	67
Composite	180	9,677	54	..	..	..	180	9,677	54
Sleeping Cars—									
1st Class	21	420	20	..	..	..	21	420	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars	6	145	24	..	..	..	6	145	24
Parlor Cars	3	98	32	..	..	..	3	98	32
Dining Cars	5	228	45	..	..	..	5	228	45
Buffet Cars	5	134	27	..	..	..	5	134	27
Mail Vans	4	..	..	..	..	..	4	..	..
Luggage Vans	597	..	..	6	..	..	603	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes	58	..	..	..	..	..	58	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans .. ..	..	..	..	..	..	..	..	..	..
Other Vehicles	3	..	..	..	..	..	3	..	..
(Included in Luggage Vans.)	..	..	..	..	..	..	..	..	..
Total	1,440	47,343	..	47	1,275	..	1,487	48,618	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
2nd Class	26	589	23	..	..	..	26	589	23
Composite	15	825	55	..	..	..	15	825	55
Trailers—									
2nd Class	23	564	24	..	..	..	23	564	24
Composite	7	458	65	..	..	..	7	458	65
Luggage	3	..	..	..	..	..	3	..	..
Motor Trolleys (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class	2	24	12	..	..	..	2	24	12
Total	77	2,465	..	..	..	..	77	2,465	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	375	33,850	90	..	..	..	375	33,850	90
2nd Class	432	35,566	82	..	..	..	432	35,566	82
Composite	43	3,934	91	..	..	..	43	3,934	91
Parcels Vans	6	..	..	..	..	..	6	..	..
Total	856	73,350	..	..	..	..	856	73,350	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	8	340	42
Double Bogie Cars .. ..	..	..	..	..	..	..	20	1,040	52
Total .. ..	..	..	..	..	..	..	28	1,380	..

APPENDIX No. 9—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock (continued).	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS STOCK.									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Wagons	27	569	21·1	1	10	10·0	28	579	20·7
Coal Wagons	334	5,085	15·2	..	..	..	334	5,085	15·2
Open Goods Wagons	15,319	263,615	17·2	203	2,233	11·0	15,522	265,848	17·1
Cattle Wagons	651	7,010	10·8	15	150	10·0	666	7,160	10·8
Sheep Wagons	1,354	14,142	10·4	..	..	..	1,354	14,142	10·4
Louved Wagons	1,340	19,368	14·4	13	130	10·0	1,353	19,498	14·4
Refrigerator Wagons	415	5,658	13·6	1	10	10·0	416	5,668	13·6
Powder Vans	20	100	5·0	..	..	..	20	100	5·0
Flat Wagons	195	4,228	21·7	..	..	..	195	4,228	21·7
Bolster Wagons	} (Included in Steam Coaching Stock.)								
Brake Vans									
Other Vehicles									
Total	19,655	319,775	16·3	233	2,533	10·9	19,888	322,308	16·2
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks	44	..	..	..	..	..	44	..	..
Water Trucks	192	..	..	..	..	..	192	..	..
Loco. Coal Trucks	(Included in Coal Wagons—Goods Stock.)								
Ballast Wagons	162	..	..	..	..	..	162	..	..
Gas Vehicles	6	..	..	..	..	..	6	..	..
Workmen's Sleeping Cars	329	..	..	..	..	..	329	..	..
Store Van	1	..	..	..	..	..	1	..	..
Cranes (not locomotives) on trucks	12	..	..	..	..	..	12	..	..
Plough Van	1	..	..	..	..	..	1	..	..
Motor Inspection Car (Petrol)	1	..	..	..	..	..	1	..	..
Other Vehicles	150	..	..	..	..	..	150	..	..
Total	898	..	..	..	..	..	898	..	..
ROAD MOTOR VEHICLES.									
Coaches (Passenger) .. .. .	..	..	..	..	..	..	23	501	22
								T. C. Q.	T. C. Q.
Trucks (Goods) .. .. .	..	..	..	..	..	..	21	68 3 0	3 5 0
Trailers (Goods) .. .. .	..	..	..	..	..	..	15	71 0 0	4 14 2
Service Stock (Cars) .. .. .	..	..	..	..	..	..	8	..	..
Service Stock (Trucks) .. .. .	..	..	..	..	..	..	44	..	..

APPENDIX No. 10.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1930 TO 30TH JUNE, 1940.

Year.	Train Accidents.						Accidents on Line (Other than Train Accidents).						Shunting Accidents.						Employees proceeding to and from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Passengers.		Employees.		Number of Passengers Killed and Injured per Million Carried.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.										
1930-31	..	4	..	..	..	.029	11	146	2	34	1	..	..	..	4	68	1	6	2	..	12	38	24	7	..	..	57	303
1931-32	..	45	..	..	..	.357	4	148	4	57	..	4	..	1	3	75	2	4	..	..	20	27	26	16	..	..	59	377
1932-33	..	15	..	..	..	.115	6	163	2	52	..	..	..	..	3	67	..	2	1	..	19	28	22	11	..	..	53	338
1933-34	1	..	.000	4	147	3	43	..	..	..	..	1	90	2	6	2	..	15	29	22	6	..	..	49	322
1934-35	1	..	.000	8	150	6	26	..	..	..	..	1	93	..	5	..	..	7	20	19	5	..	..	41	300
1935-36	..	8	1	..	..	.057	4	195	1	54	1	1	..	..	2	81	1	3	4	..	17	29	15	6	..	..	46	377
1936-37000	8	184	3	27	..	1	..	1	4	120	..	8	..	1	20	31	21	3	..	..	56	376
1937-38	..	25	..	2	..	.181	4	196	3	62	..	..	..	1	7	129	1	7	2	..	14	16	17	4	..	..	48	442
1938-39	..	7	1	2	..	.040	5	222	..	39	..	..	..	2	3	142	..	5	..	1	24	37	15	9	..	..	48	466
1939-40	4	..	.000	1	173	3	91	..	..	..	..	..	76	1	4	..	..	13	21	18	4	..	..	36	373

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

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

APPENDIX No. 11.

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

Particulars.	Year 1939-40.	Year 1938-39.
1. Average Mileage of Railways open for Traffic	4,759	4,754
PASSENGER TRAFFIC.		
2. Passenger Train Mileage		
Country	4,414,578	4,763,440
Suburban	7,428,464	7,670,805
3. Earnings from Passengers Carried		
Country	£1,678,334	£1,543,882
Suburban	£2,353,557	£2,310,799
4. Number of Passengers Carried		
Country	6,957,340	6,577,828
Suburban	137,691,735	135,545,739
5. Number of Passengers Carried One Mile		
Country	430,528,570	391,109,618
Suburban	937,067,533	901,733,122
6. Average Miles each Passenger was Carried		
Country	61.88	59.46
Suburban	6.81	6.65
7. Average Number of Passengers per Car		
Country	20	17
Suburban	25	24
8. Average Earnings from each Passenger Journey		
Country	1s. 10.01d.	4s. 8.33d.
Suburban	4.19d.	4.09d.
9. Average Earnings per Passenger Mile		
Country .. .. .	.94d.	.95d.
Suburban .. .. .	.62d.	.62d.
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried		
Country	1,478	1,397
Suburban	614,095	605,115
11. Number of Passengers Carried One Mile		
Country	91,446	83,073
Suburban	4,183,337	4,025,594
12. Passenger Train Mileage		
Country	938	1,012
Suburban	33,163	34,245
13. Earnings from Passengers Carried		
Country	£356.49	£327.93
Suburban	£10,506.95	£10,316.07
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers		
Country	98	82
Suburban	126	118
15. Average Number of Cars		
Country	5	5
Suburban	5	5
16. Average Earnings from Passengers Carried		
Country	7s. 7.24d.	6s. 5.79d.
Suburban	9s. 4.04d.	6s. 0.30d.
GOODS AND LIVE STOCK TRAFFIC—PAYING.		
17. Goods Train Mileage	5,164,928	5,455,389
18. Earnings from Goods and Live Stock	£4,636,862	£4,275,947
19. Number of Tons Carried	6,186,989	5,975,853
20. Number of Tons Carried One Mile	818,637,083	760,484,713
21. Average Haul per Ton of Goods (Miles)	132.32	127.26
22. Average Tonnage per Loaded Truck	8.91	8.25
23. Average Train Load (Tons)	176	159
24. Average Earnings per Goods Train Mile	17s. 11.46d.	15s. 8.11d.
25. Average Earnings per Ton	14s. 11.87d.	14s. 3.73d.
26. Average Earnings per Ton Mile	1.36d.	1.35d.
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic)	1,300	1,257
28. Number of Tons Carried One Mile (Paying Traffic)	172,019	159,967
29. Goods Train Mileage	1,085	1,148
30. Earnings from Goods and Live Stock	£974	£899
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Truck	18.80	18.60
32. Average Train Load (Tons)	459	435
33. Average Number of Vehicles per Train—Loaded	19	19
34. Average Number of Vehicles per Train—Empty	9	8

APPENDIX No. 12.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1940.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1939	100,000 0 0	By Expenditure for the year ended 30th June, 1940—	
„ Payment to Fund during the year ended 30th June, 1940, included in the Working Expenses of the Year—		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	1,496 19 10
Railways .. £35,508 10 0		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	969 8 6
Electric Tramways 195 0 0	35,703 10 0	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	13 2 6
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees	12,428 6 9
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	8,805 6 10
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	7,155 1 5
		(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.	4,835 4 2
		„ Balance at 30th June, 1940	100,000 0 0
	£135,703 10 0		£135,703 10 0

APPENDIX No. 13.

DETAILED STATEMENT OF RESULTS OF WORKING THE ST. KILDA TO BRIGHTON
AND THE SANDRINGHAM TO BEAUMARIS* ELECTRIC TRAMWAYS.

	ST. KILDA AND BRIGHTON.		SANDRINGHAM TO BEAUMARIS.	
	Year 1939-40.	Year 1938-39.	Year 1939-40.	Year 1938-39.
Average Mileage of Tramway Worked	5.18	5.18	2.42	2.42
Car Mileage	503,144	516,477	117,742	121,883
Number of Passengers carried	4,417,948	4,355,624	1,060,221	1,054,269
Average Fare paid per Passenger	2.38d.	2.42d.	2.24d.	2.28d.
GROSS REVENUE—				
Passengers	£43,902	£43,902	£9,882	£9,999
Parcels	9	15	26	25
Miscellaneous	220	220	106	109
TOTAL GROSS REVENUE	£44,131	£44,137	£10,014	£10,133
Per Passenger Car Mile	21.05d.	20.51d.	20.41d.	19.95d.
Per Mile of Single Track	£4,260	£4,260	£2,163	£2,189
ORDINARY WORKING EXPENSES—				
Transportation Account	£18,363	£18,139	£3,065	£3,029
Way and Works Account	4,507	7,501	794	2,776
Rolling stock Account	6,982	6,814	1,389	2,172
Power Account	5,916	5,346	2,189	1,619
General Expenditure	708	714	192	192
Payment into Railway Accident and Fire Insurance Fund	159	194	36	44
Pensions	594	606	..	..
TOTAL WORKING EXPENSES	£37,229	£39,314	£7,665	£9,832
Per cent. of Gross Revenue	84.36	89.07	76.54	97.03
Per Passenger Car Mile	17.76d.	18.27d.	15.62d.	18.82d.
Per Mile of Single Track	£3,594	£3,795	£1,656	£2,123
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£6,902	£4,823	£2,349	£301
INTEREST CHARGES	£3,812	£3,749	£1,921	£1,943
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	384	369	193	191
CONTRIBUTION TO NATIONAL DEBT SINKING FUND	240	246	121	128
	£4,436	£4,364	£2,235	£2,262
PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	Profit £2,466	Profit £459	Profit £114	Loss £1,961*

* The line from Black Rock to Beaumaris was closed for traffic on 31st August, 1931. The loss in respect of the section since operated, viz. Sandringham to Black Rock, was £1,882 in 1938-39. The balance (£79 in 1938-39) is accounted for by expenditure for maintenance of the roadway and for patrolling the track, &c., on the Black Rock to Beaumaris Line.

APPENDIX No. 14.

THE CHALET, MT. BUFFALO NATIONAL PARK.

(Including Hostel at Mt. Hotham).

CAPITAL EXPENDITURE AT 30TH JUNE, 1940.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation)	18,900	0	0			
Additions and improvements	74,482	7	6	93,382	7	6
Equipment	37,306	0	9			
Stock	3,584	8	6	40,890	9	3
				£134,272	16	9

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1940.

	£	s.	d.		£	s.	d.
Stores, Freight, and Cartage ..	13,243	5	3	Accommodation and Buffet Sales	39,922	12	5
Salaries (including Superintendence), Wages and materials for operation and maintenance	26,951	18	9	Hire of Sports Material ..	2,365	3	3
Interest, &c., on Capital Expendi- ture—				Motor Services	5,594	3	11
Buildings, &c. £4,287 0 6							
Equipment and Stock .. £1,849 19 4							
	6,136	19	10				
Profit	1,549	15	9				
	£47,881	19	7		£47,881	19	7

APPENDIX No. 15.

ROAD MOTOR COACH PASSENGER SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1940.

Coaches and Garages £5,454 16 5

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE—

	1940.			1939.				1940.			1939.		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
Working Expenses—													
Superintendence, Printing, Advertising, &c.	717	18	2	809	7	0	Revenue	11,756	12	9	9,646	2	10
Operating Expenses, Accident Compensation, Licence and Registration Fees and Tyres.. .. .	9,477	5	10	8,174	9	2	Loss	4,615	10	11	6,867	0	11
Repairs and Renewals, Tools, Maintenance of Garages, &c.	3,576	9	2	4,477	3	8							
	13,771	13	2	13,460	19	10							
Depreciation	2,351	9	10	2,861	1	6							
Interest	213	19	11	164	3	5							
Exchange on Interest Payments and Redemption	21	11	3	16	3	5							
Contribution to National Debt Sinking Fund	13	9	6	10	15	7							
	£16,372	3	8	£16,513	3	9		£16,372	3	8	£16,513	3	9

APPENDIX No. 16.

ROAD MOTOR PUBLIC GOODS SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1940.

Trucks, Trailers, Containers, and Garages £12,689 6 9

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE—

	1940.		1939.			1940.		1939.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Working Expenses—					Revenue				
Superintendence, Printing, Advertising, &c. ..	961	18 6	1,002	10 6	.. .. .	14,955	1 5	12,947	14 4
Operating Expenses, Licence and Registration Fees and Tyres	8,859	4 3	8,006	9 9					
Repairs and Renewals, Tools, Maintenance of Garages, &c.	2,777	13 2	1,807	10 1					
	12,598	15 11	10,816	10 4					
Depreciation	1,149	2 6	1,610	2 0					
Interest	475	7 3	427	6 8					
Exchange on Interest Payments and Redemption ..	47	17 11	42	1 8					
Contribution to National Debt Sinking Fund ..	29	18 8	28	1 2					
Profit	653	19 2	23	12 6					
	£14,955	1 5	£12,947	14 4		£14,955	1 5	£12,947	14 4

APPENDIX No 17.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE,
WORKING EXPENSES, INTEREST, EXCHANGE, ETC., AND DEFICIT
FOR THE YEAR 1939-40.

REVENUE.

	£	s.	d.	£	s.	d.
Revenue shown by the Railways	9,942,448	16	1			
To bring this amount into agreement with the Treasury figures deduct outstandings at 30th June, 1940, not included in the Treasury figures	179,841	14	1			
	9,762,607	2	0			
and add outstandings at 30th June, 1939, collected in 1939-40 and therefore included by the Treasury in that year	93,173	12	2			
Revenue as shown by the Treasury				9,855,780	14	2

WORKING EXPENSES.

Working Expenses as shown by the Railways	8,133,174	2	2			
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	218	10	3			
(2) Exchange on Redemption Payments in London	6,000	0	0			
Working Expenses as shown by the Treasury				8,139,392	12	5
Net Revenue on the Treasury basis of Accounts				1,716,388	1	9

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	2,205,475	13	4			
To bring this amount into agreement with the Treasury figures deduct—						
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	£218	10	3			
(2) Exchange on Redemption Payments in London	6,000	0	0			
	6,218	10	3			
Interest, Exchange, &c., Charges as shown by the Treasury				2,199,257	3	1
Deficit as shown by the Treasury				£482,869	1	4

RAILWAY POSITION SUMMARIZED.

	£	s.	d.
Revenue	9,942,448	16	1
Working Expenses	8,133,174	2	2
Net Revenue	1,809,274	13	11
Interest, Exchange, &c.	2,205,475	13	4
Deficit	£396,200	19	5

APPENDIX No. 18.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1940.

Section.	Miles.	Date Opened.
Nil.	—	—

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1940.

Section.	Miles.
Nowingi to Millewa South (construction suspended)	35½
*Euston to Lette	30¼

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1940.

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

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

APPENDIX No. 19.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 20th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1939-1940.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4332.01	4637.12	4971.07	1039.04	6010.11
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.90	131.88
	Total ..	3.30	6.57	2.5	292.95	4453.57	4758.89	5093.05	1048.94	6141.99
	Electric Tramway, 5' 3" gauge ..	..	..	..	5.18	..	5.18	10.36	1.14	11.50
	Electric Tramway, 4' 8½" gauge ..	..	..	..	2.21	.21	2.42	4.63	.26	4.89
	Grand Total	3.30	6.57	2.5	300.34	4453.78	4766.49	5108.04	1050.34	6158.38
Year 1938-1939.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4332.09	4637.20	4971.15	1033.61	6004.76
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.90	131.88
	Total ..	3.30	6.57	2.5	292.95	4453.65	4758.97	5093.13	1043.51	6136.64
	Electric Tramway 5' 3" gauge ..	..	..	..	5.18	..	5.18	10.36	1.14	11.50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2.21	.21	2.42	4.63	.26	4.89
	Grand Total	3.30	6.57	2.5	300.34	4453.86	4766.57	5108.12	1044.91	6153.03
		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 1939-1940.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4332.05	4637.16	4971.11	1037.99	6009.10
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.90	131.88
	Total ..	3.30	6.57	2.5	292.95	4453.61	4758.93	5093.09	1047.89	6140.98
	Electric Tramway 5' 3" gauge ..	..	..	..	5.18	..	5.18	10.36	1.14	11.50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2.21	.21	2.42	4.63	.26	4.89
	Grand Total	3.30	6.57	2.5	300.34	4453.82	4766.53	5108.08	1049.29	6157.37
Year 1938-1939.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4327.38	4632.49	4966.44	1032.60	5999.04
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.90	131.88
	Total ..	3.30	6.57	2.5	292.95	4448.94	4754.26	5088.42	1042.50	6130.92
	Electric Tramway 5' 3" gauge ..	..	..	..	5.18	..	5.18	10.36	1.14	11.50
	Electric Tramway 4' 8½" gauge ..	..	..	..	2.21	.21	2.42	4.63	.26	4.89
	Grand Total	3.30	6.57	2.5	300.34	4449.15	4761.86	5103.41	1043.90	6147.31

APPENDIX No. 23.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1940, AND 1939.

	Year ended 30th June, 1940.						Year ended 30th June, 1939.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
COUNTRY—				£	£	£				£	£	£
Single tickets	133,153	901,448	1,034,601	148,497	372,649	521,146	123,242	785,503	908,745	138,891	310,106	448,997
Return tickets	595,790	3,627,988	4,223,778	280,105	791,298	1,071,403	533,880	3,445,505	3,979,385	256,556	747,712	1,004,268
Periodical tickets	569,642	864,691	1,434,333	50,535	28,338	78,873	501,753	927,058	1,428,811	55,050	28,728	83,778
Workmen's weekly tickets .. ..	..	264,628	264,628	..	6,912	6,912	..	260,887	260,887	..	6,839	6,839
Total	1,298,585	5,658,755	6,957,340	479,137	1,199,197	1,678,334	1,158,875	5,418,953	6,577,828	450,497	1,093,385	1,543,882
METROPOLITAN (within 20 miles of Melbourne)—												
Single tickets	5,984,094	9,362,287	15,346,381	138,141	195,463	333,604	5,896,216	9,117,348	15,013,564	133,905	187,779	321,684
Return tickets	15,243,488	34,996,328	50,239,816	343,941	645,005	988,946	15,076,018	35,448,919	50,524,937	338,199	654,967	993,166
Race and special picnic tickets	302,336	588,350	890,686	12,654	16,831	29,485	323,439	652,842	976,281	13,515	18,282	31,797
Periodical tickets	25,330,638	34,928,200	60,258,838	389,768	439,869	829,637	24,258,502	33,213,772	57,472,274	370,959	410,019	780,978
Workmen's weekly tickets .. ..	..	10,956,014	10,956,014	..	171,885	171,885	..	11,558,683	11,558,683	..	183,174	183,174
Total	46,860,556	90,831,179	137,691,735	884,504	1,469,053	2,353,557*	45,554,175	89,991,564	135,545,739	856,578	1,454,221	2,310,799*
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	48,159,141	96,489,934	144,649,075	1,363,641	2,668,250	4,031,891*	46,713,050	95,410,517	142,123,567	1,307,075	2,547,606	3,854,681*
ROAD MOTOR PUBLIC SERVICES .. ..	..	..	1,152,683	..	..	11,625	..	..	1,009,784	..	..	9,490
ST. KILDA-BRIGHTON ELECTRIC TRAMWAY .. ..	..	..	4,417,948	..	..	43,902	..	..	4,355,624	..	..	43,902
SANDRINGHAM-BLACK ROCK ELECTRIC TRAMWAY .. ..	..	..	1,060,221	..	..	9,882	..	..	1,054,269	..	..	9,999

* Excluding the sum of £33,750 for 1938-39 and £42,000 for 1939-40 paid by the Treasury in recon of the loss sustained by the reduction of periodical fares between outer suburban stations and Melbourne, under direction by the Governor-in-Council.

APPENDIX No. 24.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS ENDED 30TH JUNE, 1940, AND 30TH JUNE, 1939
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES).

Class of Goods.	Year ended 30th June, 1940.							Year ended 30th June, 1939.	
	Total Tons Carried.	Percentage to Paying Total.	Revenue.		Ton Miles.	Average Haulage Miles per Ton.	Average Rate per Ton Mile.	Total Tons Carried.	Revenue.
			Total.	Percentage to Total.					
			£			d.		£	
2nd Class	284,789	5.13	603,715	14.75	40,052,237	140.64	3.618	268,438	562,370
1st Class									
"Smalls"									
"C" Class	205,060	3.70	337,928	8.25	25,992,944	126.76	3.120	191,416	319,899
"B" Class	180,709	3.20	217,037	5.30	23,687,322	131.08	2.199	164,196	193,760
"A" Class	507,401	9.15	486,627	11.89	67,828,903	133.68	1.721	456,663	438,706
Miscellaneous	105,284	1.90	54,513	1.33	9,796,559	93.05	1.335	119,438	58,870
Fish	2,855	.05	4,283	.10	485,752	170.14	2.116	2,491	3,716
Fruit	114,097	2.06	122,325	2.99	23,676,341	207.51	1.240	120,441	128,835
Butter	66,590	1.20	76,691	1.87	8,690,882	130.51	2.118	50,295	59,084
Other Dairy Produce	18,817	.34	33,324	.81	2,517,214	133.77	3.177	16,334	28,573
Wine	7,150	.13	9,560	.23	1,381,428	193.21	1.661	6,432	8,438
Wool	96,103	1.73	206,144	5.04	15,311,978	159.33	3.231	81,701	165,908
Flour, Bran, Pollard, and Sharps	267,080	4.81	130,293	3.18	33,450,401	125.24	.935	285,930	148,307
Wheat	923,749	16.65	549,784	13.43	176,106,852	190.64	.749	634,314	326,020
All other Agricultural Produce	414,228	7.47	245,568	6.00	64,062,670	154.66	.920	365,237	217,930
Hay, Straw, and Chaff	124,722	2.25	60,031	1.47	14,654,714	117.50	.983	219,182	117,322
Fertilizers	391,514	7.06	143,249	3.50	63,683,029	162.66	.540	431,960	159,587
Minerals (including Coal, Coke, Ores, &c.)	189,833	3.42	61,422	1.50	11,918,395	62.78	1.237	199,581	63,564
Firewood and Briquettes	854,180	15.40	409,121	10.00	108,950,468	127.55	.901	759,145	365,609
Timber	210,211	3.79	135,541	3.31	24,673,381	117.37	.938	188,263	118,349
Stone, Gravel, and Sand	159,116	2.87	55,476	1.36	10,460,129	65.74	1.273	190,707	59,894
All other Goods	423,534	7.63	87,421	2.13	6,052,197	14.29	2.467	498,002	89,746
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading and Weighing, and other Miscellaneous Items .. .. .	..	..	63,997	1.56	..	..	..	..	60,703
Total Tonnage of Paying Goods carried, and Revenue derived therefrom	5,547,922	..	4,094,050	..	733,433,796	132.22	1.340	5,250,166	3,695,190
Live Stock	639,967	..	539,551	..	85,203,287	133.14	1.520	725,687	606,299
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	6,186,989	..	4,633,601	..	818,637,083	132.32	1.358	5,975,853	4,301,489
Departmental Traffic (Free Truck Loads)	966,685	..	..	..	61,568,183	63.69	..	1,155,546	..

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

NUMBER OF LIVE STOCK.

	Year Ended—		Year Ended—	
	30th June, 1940.	30th June, 1939.	30th June, 1940.	30th June, 1939.
Calves	147,863	178,148	Pigs	311,851
Cattle	494,241	541,855	Sheep	9,280,858
Horses	29,286	42,273		10,678,647

APPENDIX No. 25.

STATEMENT OF CAPITAL EXPENDITURE.

(Excludes Depreciation Written off Assets but not provided by Cash).

	Year ended 30th June, 1940.	Year ended 30th June, 1939.
	£	£
New Lines and Surveys—		
Gross Expenditure	1,182	1,095
Credits	63	316
Net Expenditure	1,119	779
Additions and Improvements on Existing Lines—		
Gross Expenditure	419,311	459,395
Credits	53,091	22,347
Net Expenditure	366,220	437,048
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	361,944	409,401
Credits	15,893	16,501
Net Expenditure	346,051	392,900
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	124,793	6,961
Credits	29,914	3,759
Net Expenditure	94,879	3,202
Total Railways—		
Gross Expenditure	907,230	876,852
Credits	98,961	42,923
Net Expenditure	808,269	833,929
Electric Tramways (including Rolling Stock)—		
Gross Expenditure	108	696
Credits .. .. .	..	3
Net Expenditure	108	693
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	4,659	6,380
Credits	4,714	4,741
Net Expenditure	Cr. 55	1,639
Total—		
Gross Expenditure	911,997	883,928
Credits	103,675	47,667
Net Expenditure	808,322	836,261
Non-interest Bearing Funds	272,018	503,479
Interest Bearing Funds	536,304	332,782
	Year ended 30th June, 1940.	Year ended 30th June, 1939.
Net Expenditure	808,322	836,261
Less depreciation written off assets but not provided by cash	527,138	568,116
Net increase in Capital Account	281,184	268,145