

1945.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1945.

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

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CONTENTS.

		Page.
COMMISSIONERS' REPORT		5
HEADS OF BRANCHES		19
List of Officers and Employees who have lost their lives whilst on Active Service		20-21
		Appendix.
APPENDICES		
Balance Sheet	1	22-23
Working Expenses, Abstract of	2	24
Working Expenses and Earnings, Comparative Analysis of	3	25-26
General Comparative Statement for Last Fifteen Years	4	27-29
Salaries and Wages, Total Amount Paid	5	30
Staff Employed in years ended 30th June, 1945 and 1944	6	30
Total Cost of each Line and of Rolling Stock, &c.	7	31-33
Mileage: Train, Locomotive and Vehicle	8	34
Locomotives, Coaching Stock, Goods and Service Stock on Books	9	35-36
Statistics: Passenger, Goods Traffic, &c.	10	37
Railway Accident and Fire Insurance Fund	11	38
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, Results of Working	12	39
The Chalet, Mt. Buffalo National Park (including Hostel at Mt. Hotham), Results of Working, &c.	13	40
Reconciliation of Railway and Treasury Figures relating to Revenue and Working Expenses	14	41
New Lines Opened for Traffic or under Construction, &c.	15	42
Mileage of Railways and Tracks	16	43
Railways Stores Suspense Account	17	44
Railway Renewals and Replacements Fund	18	44
Depreciation—Provision and Accrual	19	44
Capital Expenditure in years ended 30th June, 1945 and 1944	20	45



REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDED 30TH JUNE, 1945.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne.
29th November, 1945.

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, 1945.

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

		£	s.	d.
GROSS REVENUE .. .. .	..	15,352,493	6	2
		£	s.	d.
WORKING EXPENSES .. .. .	..	12,917,328	8	0
Less Amount charged to Special Funds*	..	3,239	18	9
WORKING EXPENSES CHARGED TO RAILWAY REVENUE ..	..	12,914,088	9	3
NET REVENUE .. .. .	..	2,438,404	16	11
		£	s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	..	1,902,592	4	10
Exchange on Interest Payments and Redemption	..	200,026	9	7
Contribution to National Debt Sinking Fund ..	..	128,772	16	9
TOTAL INTEREST, EXCHANGE, ETC. .. .. .	..	2,231,391	11	2
SURPLUS .. .. .	..	207,013	5	9

* For details see page 6.

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

—	Year 1944-45.			Year 1943-44.			Increase (+) or Decrease (-) in 1944-45.			
—	£	s.	d.	£	s.	d.	£	s.	d.	
Gross Revenue—										
Railways	15,258,317	5	2	15,881,887	13	2	—	623,570	8	0
Electric Tramways	88,138	0	3	86,798	19	7	+	1,339	0	8
Road Motor Public Services	6,038	0	9	5,947	15	6	+	90	5	3
Total	15,352,493	6	2	15,974,634	8	3	—	622,141	2	1
Working Expenses—										
Railways	12,835,545	5	4	13,232,025	6	10	—	396,480	1	6
Less Charged to Special Funds :—										
Trust Fund Railway Works (Defence Purposes)	1,126	11	7	721	19	0	+	404	12	7
Surplus Revenue Act	2,113	7	2	17,886	12	10	—	15,773	5	8
	12,832,305	6	7	13,213,416	15	0	—	381,111	8	5
Electric Tramways	64,093	2	5	62,702	14	5	+	1,390	8	0
Road Motor Public Services	17,690	0	3	19,776	3	9	—	2,086	3	6
Working Expenses charged to Railway Revenue	12,914,088	9	3	13,295,895	13	2	—	381,807	3	11
Net Revenue	2,438,404	16	11	2,678,738	15	1	—	240,333	18	2
Interest Charges and Expenses (including Loan Conversion Expenses)	1,902,592	4	10	1,901,656	6	7	+	935	18	3
Exchange on Interest Payments and Redemption	200,026	9	7	201,321	8	11	—	1,294	19	4
Contribution to the National Debt Sinking Fund	128,772	16	9	127,624	11	1	+	1,148	5	8
Total Interest, Exchange, &c.	2,231,391	11	2	2,230,602	6	7	+	789	4	7
Surplus	£207,013	5	9	£448,136	8	6	—	£241,123	2	9

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

	Year 1944-45.	Year 1943-44.	Year 1942-43.	Year 1941-42.
Average Mileage of Railways operated	4,748	4,751	4,758	4,746
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,210,743	2,222,641	3,327,691	3,813,653
" " Rail Motors	575,672	485,787	598,288	594,338
" " Suburban	7,632,076	7,647,582	7,779,963	7,738,070
" " Rail Motors	48,477	48,662	48,378	47,770
Mixed	503,606	494,825	616,535	706,448
Goods (including Live Stock)	5,366,566	5,513,909	6,065,678	5,348,434
Total	16,337,140 (a)	16,413,406 (a)	18,436,533	18,248,713
Number of Passenger Journeys	195,697,963	194,137,624	195,830,057	180,981,900
Tonnage of Goods	7,275,005	7,564,442	8,017,601	6,765,413
Tonnage of Live Stock	Est. 788,586	Est. 729,784	Est. 741,512	737,227
REVENUE.				
Passenger, &c., Business.				
Passengers	£ 6,589,787	£ 6,583,267	£ 7,065,635	£ 6,298,527
Parcels, Horses, Carriages, and Dogs	447,180	443,060	460,101	407,455
Mails	95,979	111,560	78,104	78,285
Miscellaneous	38,130	36,505	43,225	36,169
Total	7,171,076	7,174,392	7,647,065	6,820,436
Goods, &c., Business.				
Goods	Est. 6,065,778	Est. 6,710,349	Est. 7,382,881	5,847,163
Live Stock	Est. 660,441	Est. 611,194	Est. 621,016	617,940
Miscellaneous	136,812	163,588	136,720	108,049
Total	6,863,031	7,485,131	8,140,617	6,573,152
Other Services.				
Dining Car Services	45,273	48,162	47,099	64,366
Refreshment Services	703,034	695,889	719,068	610,066
Advertising	40,615	37,974	34,568	35,842
Bookstalls	133,864	123,191	113,588	108,580
Total	922,786	905,216	914,323	818,854
Sale of Electrical Energy	64,001	60,856	59,820	57,939
Rentals	169,674	177,530	186,914	171,861
General Miscellaneous	40,407	44,531	45,313	41,597
Recoups by Treasury of loss resulting from—				
Reduction in outer suburban fares	27,000	30,000	33,000	36,000
Working of certain lines of railway, &c.	342	4,232	2,608	..
Concession fares to members of Defence Forces	(b)	(b)	(b)	(b)
Total	15,258,317	15,881,888	17,029,660	14,519,839
WORKING EXPENSES.				
Transportation Branch	£ 3,995,073	£ 2,959,544	£ 2,930,640	£ 2,556,197
Way and Works Branch	2,394,901	2,588,394	2,455,343	1,988,309
Rolling Stock Branch—Operating Expenses	2,147,519	2,158,278	2,250,920	1,855,054
" " Repairs and Renewals	1,861,950	1,718,908	1,500,907	1,312,853
Contribution to Railway Renewals and Replacements Fund	700,000	1,050,000	1,800,000	1,500,000
Electrical Engineering Branch	512,352	536,741	482,702	501,217
Stores Branch	170,362	172,598	156,346	136,196
General Expenses	251,606 (c)	239,804 (c)	225,390 (c)	214,508 (c)
Miscellaneous Operations	762,196	747,451	746,137	663,872
Payment into Railway Accident and Fire Insurance Fund	62,806	99,453	47,685	43,964
Repayment to Public Account (Act No. 4499) .. .. .	..	..	..	100,000
Child Endowment Pay-roll Tax	202,838	201,494	194,643	163,761
War Damage Insurance .. .. .	..	33,918	68,904	30,521
Air Raid Precautions	Cr. 5,076	11,943	51,064	113,221
Long Service Leave	35,689	33,559	12,970	..
Provision for Deferred Ordinary Way and Works Maintenance .. .. .	..	54,000	400,000	..
Provision for Accrued Leave	184,000	167,771	285,000	..
Total Working Expenses (exclusive of Pensions)	12,376,216	12,773,856	13,608,651	11,179,673
Pensions	459,329	458,169	462,668	471,455
Total Working Expenses	12,835,545 (d)	13,232,025 (d)	14,071,319	11,651,128
Less Expenditure charged to Special Funds	3,240 (c)	18,608 (e)	31,281	51,548
WORKING EXPENSES charged to Railway Revenue	12,832,305	13,213,417	14,040,038	11,599,580
Percentage to Gross Revenue	84.10	83.20	82.44	79.89
Net Revenue	2,426,012	2,668,471	2,989,622	2,920,259
Interest Charges and Expenses (including Loan Conversion Expenses)	1,896,872	1,895,527	1,883,943	1,942,912
Exchange on Interest Payments and Redemption	199,426	200,683	197,064	208,886
Contribution to National Debt Sinking Fund	128,398	127,234	126,006	123,911
TOTAL INTEREST, EXCHANGE, ETC.	2,224,696	2,223,444	2,207,013	2,275,709
SURPLUS	201,316	445,027	782,609	644,550

(a) For details see Appendix No. 8. (b) Included in Passenger Revenue (1944-45, £235,338; 1943-44, £279,500; 1942-43, £357,000; 1941-42, £198,000). (c) Includes Superannuation Contributions on behalf of employees serving with Defence Forces (1944-45, £15,875; 1943-44, £17,064; 1942-43, £16,925; 1941-42, £10,866). (d) For details see Appendix No. 2. (e) For details see page 6.

Financial Review—1944-45.

The year's operations resulted in a surplus of £207,013, a decrease of £241,123 by comparison with the previous year's result. The main variations in earnings and expenditure were as follows—

	£	£
Decreased Revenue	622,141	
Increased Sinking Fund Charges	1,148	
„ Loan Conversion Expenses	3,023	
	<hr/>	626,312
<i>Less—</i>		
Decreased Working Expenses	381,808	
„ Interest Charges	2,087	
„ Exchange Charges	1,294	
	<hr/>	385,189
<i>Reduction in Surplus</i>		<hr/> <hr/> 241,123

The decrease of £622,141 in revenue, which occurred almost wholly in goods business, was largely the result of active operations in the Pacific war zone moving progressively away from Australia. Other factors were the almost complete failure of the wheat harvest, and the restrictions that had to be imposed on goods traffic because of the coal shortage and of the priority necessarily given to the removal of live stock, at reduced charges, from drought stricken areas.

The volume of passenger business was slightly greater than in the previous year, the falling off in war traffic having been more than offset by an increase in travel by the general public as a result of the easing of travel restrictions and the restoration of certain passenger services.

Working expenses amounted to £12,914,088, or £381,807 less than in the previous year. This reduction occurred principally under the following headings—

<i>Decreases—</i>	£	£
Contribution to the Railway Renewals and Replacements Fund	350,000	
Railway Accident and Fire Insurance Fund ..	36,827	
Expenditure on air raid precautions, &c. ..	7,368	
Provision for arrears of leave and deferred maintenance	37,771	
Way and works maintenance	187,776	
War Damage Insurance	33,918	
One day less in year	25,000	
Lower average fuel prices	24,000	
Value of abolished assets written off ..	20,000	
	<hr/>	722,660
<i>Increases—</i>		
Rolling Stock Branch maintenance	143,042	
Increased supplies of tarpaulins	108,000	
Miscellaneous operations (increased business) ..	14,745	
Wages awards, &c.	114,000	
	<hr/>	379,787
<i>Net Decrease under these headings</i>		<hr/> <hr/> 342,873

The balance of the decrease in expenditure (approximately £39,000) is more than accounted for by the reduced volume of goods business. Although the reduction in operating costs was disproportionate to the fall in revenue, the fact that the abnormal increases in traffic in the earlier years of the war were handled with relatively small additional expenditure now precludes operating costs being reduced in anything like the same ratio as the downward trend of revenue.

The total contribution to the Railway Renewals and Replacements Fund was £700,000, as compared with £1,050,000 in 1943-44. While the former amount might be sufficient to take care of wear and tear in a normal year, the business of the year under review was more than normal. Apart from that fact it was very desirable that advantage be taken of the buoyant revenue to make additional provision for arrears of renewals and replacements which will have to be undertaken, at costs greatly exceeding original costs, immediately the necessary man power and materials are available.

Arrears of leave which accrued during the year, including a proportion of the future long service leave liability, were provided for by charging an amount of £184,000 to working expenses and crediting it to the leave reserve, which now amounts to £636,771.

The total amount charged to working expenses for maintenance of way and works in 1944-45 was £242,000 less than in the previous year. The provision in 1943-44, however, included an amount of £54,000 which was charged against working expenses and credited to the reserve fund to take care of ordinary maintenance that was not undertaken in that year. In 1944-45 the amount of maintenance work charged to the Railway Renewals and Replacements Fund increased by £150,000, while overtime (involving penalty payments), which operated throughout 1943-44 and was responsible for approximately £100,000, was entirely eliminated early in 1944-45. Actually, therefore, the provision for way and works maintenance under all headings in 1944-45 closely approximated the effective provision in the previous year.

The working expenses again contain provision for the arbitrary allowance of 5s. per ton for coal obtained from the State Mine owing to the influence of the higher costs involved in overlanding New South Wales coal to which reference is made under the heading "Coal Supplies". We have previously drawn attention to the inequity of our having to bear the heavy expense involved in overlanding coal to safeguard essential railway service, giving other users the benefit of better coal carried by sea at much lower total prices. With the buoyant revenues that have prevailed in recent years, we have been able to absorb these heavy additional costs without embarrassment, but the retrogression which is taking place in the financial position, due to the downward revenue trend and the maintenance of a high level of wages and material costs, will soon make it impossible to provide for such charges without entailing a deficit in the railway finances. We would again urge that strong representations be made to the Commonwealth Authorities with a view to our being allotted a much greater proportion of the cheaper sea-borne coal and of the output of the State Coal Mine at Wonthaggi, and that a more equitable distribution be made of the heavy overlanding costs.

The coal position throughout the year was a source of constant anxiety. For some months we had to use firewood as fuel in locomotives in order to eke out our scanty reserve, and although we decided to restore a limited number of passenger services in April last in order to afford railway patrons some measure of relief from the difficult conditions under which they had for so long been obliged to travel, it has latterly been possible to retain the additional trains only by again resorting to the use of firewood on goods trains and shunting engines. No other State has felt obliged to make use of firewood as fuel in locomotives to any appreciable extent.

It is extremely disappointing that, on the cessation of hostilities, the severely curtailed coal supplies should prevent us from providing adequate and satisfactory train services.

We have referred in previous reports to the unsatisfactory position which exists throughout the State in relation to freight charges arising from pre-war competition. These rates, which were necessarily related to intensity of road competition at each particular place, are not only a very costly means of protecting the State's greatest asset, but have resulted in serious rating anomalies causing irritation and dissatisfaction on the part of railway users.

It will be our aim to correct these anomalies by reverting to a rational and reasonably uniform rating structure based, not upon the lowest of the very low rates forced from us at some places by the selective competition, but upon fair charges that will enable the system to show a reasonable return. Before action of the kind can be taken, however, an assurance of effective protection from competition is necessary. Without this, stabilized railway rates would merely play into the hands of our competitors, and result in the loss of much of the business that was conserved by our ability to meet them, as to rates, upon their own ground.

Post-War Works.

The serious depletion of our technical staff, and our inability to secure the release of any appreciable number of men, precluded our making the progress that we desired with the planning of post-war works.

Nevertheless, a considerable amount of preparatory work has been done in that behalf, and certain of the works for which approval has been indicated by the Commonwealth Co-ordinator General of Works can be commenced as soon as men and materials are available.

An important factor in connexion with post-war works that has given us a great deal of concern is the supply of sleepers. Track reconditioning and strengthening represent a fundamental part of our post-war improvement plans, and re-sleepering constitutes a large portion of this work. Sleeper supplies during recent years have averaged about 350,000 per annum, but nearly three times this number will be required in each of the next 10 years for post-war works and for renewals and replacements that had necessarily to be deferred during the war years.

It is obvious, therefore, that a large increase in the number of sleeper hewers will be essential if our programme of track rehabilitation is to be carried out. Moreover, to enable this Department's post-war programme to be of any real value in absorbing ex-servicemen it is important that the requisite approval be given to assemble plant (including camp equipment) and materials in anticipation of formal legislative and financial authority for the works for which they are required. Otherwise, a prompt commencement will not be practicable. We have made suitable representations in this regard to the appropriate authorities.

Competition.

Land transport continued to be subject to National Security Regulations, and duplication of services was, generally, discouraged by the ruling of the Commonwealth Authorities that long-distance road motor operations should not be permitted except in cases of "inescapable necessity".

Considerable relaxation of this rule was evident, notably in respect of goods traffic between Melbourne and Geelong, and of perishable products for the metropolitan markets. In addition, unauthorized road operations persisted to some extent, mainly in connexion with the cartage of wool from the country to Melbourne and Geelong. However, the volume of traffic so diverted from the railways was again small when compared with the losses due to competitive services, both authorized and unauthorized, in pre-war years.

An immediate increase in competition can be expected when National Security Regulations are withdrawn. Under the State law many opportunities exist for road transport in opposition to railway services. No restriction may be imposed, for example, upon the carriage by road of live stock, fruit, vegetables, and other perishable commodities, which constitute valuable sources of revenue.

Similarly, extensive rights are possessed by primary producers, who may carry their own or their neighbours' goods without limitation as to commodities, tonnage, or distance. Since the terms "primary producer" and "neighbour" are both capable of a very broad interpretation, the distinction between such operations and those of a general haulier of goods is more apparent than real.

No logical reason has been disclosed, after many years' experience of transport regulation, why these particular sections of road transport should enjoy a special immunity from control. On the contrary, there has been much evidence, particularly in relation to the carriage of live stock, fruit and vegetables, of their disruptive influence upon the regulatory system and also, in many instances, of a lowered standard of working conditions where the operations are over long distances.

We are strongly of opinion that the law should be amended to provide that all such activities beyond a reasonable prescribed radius should be subject to the same principles of control as are generally applicable to commercial road operations, i.e., the public interest should be the main consideration in determining whether the operations should or should not be permitted.

We would further recommend that provision be made at the same time to bring intrastate air transport—in which important expansions may be expected, but in respect of which there is no statutory provision for control by this State—within the ambit of existing transport legislation.

The need for more comprehensive control of transport is emphasized by the already clear indications of a fresh influx of individual operators into the industry. Amongst these will no doubt be many men released from the defence services who will seek to rehabilitate themselves by purchasing motor vehicles and, in some way or other, entering into competition with the railways as well as with existing road operators. Numbers of young airmen, also, will look for their future to the calling in which they have experience.

No one could wish to deny to returned servicemen the best future that the country can offer them. Nevertheless, it is clearly undesirable, in their own as well as the general interest, that there should be a repetition of past experience, when the surplus of transport not only constituted a serious threat to the financial stability of the State, but also resulted, in the case of many individual operators, in financial loss and bankruptcy. The desirable course will be to ensure that new transport services are established only where they will serve a necessary or useful purpose without burdening the national economy.

We fully recognize that there is much future scope for the expansion of both road and air services, but their real value to the community can be realized only in their development as complementary, and not as competitive, services.

There can be no question of the railways being supplanted, or of their major functions being undertaken, by other forms of transport. With the further development of the country, and in the light of the lessons of the war, their role must become increasingly important. The need to maintain them in a healthy, vigorous state cannot therefore be over-emphasized. This condition can be assured only by public support of the system, including effective statutory control of specialized competition which threatens its lucrative sources of revenue.

Capital Expenditure, Loan Funds, &c.

At 30th June, 1945, the aggregate expenditure on property and equipment (excluding stores and materials), after writing off the amount transferred to the State's general account as from 1st July, 1937, by Act No. 4429, and after providing for depreciation and replacements since the latter date, was £51,179,623, which represents a decrease of £11,359 during the year. This decrease was brought about as follows:—

Excess of Depreciation, Sales, Repayments, &c., over replacements and new capital expenditure during the year ..	£	3,550
Assets provided from non-interest bearing funds (excluding the Railway Renewals and Replacements Fund) were credited during the year by various amounts totalling ..		7,809

The total loan liability at the close of the year, after deducting £4,540,357 for securities purchased by the National Debt Sinking Fund and cancelled, was £45,802,379, representing a net decrease for the year of £436,772 as a result of the following transactions:—

Further securities purchased and cancelled by the National Debt Sinking Fund	£	385,550
Excess of loan liability credits over new raisings		51,222

Operating Results.

Particulars are given below of operating performances in some respects in each of the last three years:—

	1944-45.	1943-44.	1942-43.
Tonnage per loaded truck mile	9.35	9.50	9.47
Average truck miles per day	28.32	29.40	30.8
Ton miles per truck per day	196.68	205.69	216.2
Gross ton miles per train hour (goods)	5,318	5,414	5,183
Contents load per goods train mile (tons)	204	209	199

In normal times, statistics of this description are some guide as to efficiency of working. In recent years, however, the enforced adoption of arbitrary methods of curtailing traffic has vitiated any comparison of the kind.

A further factor in this respect in 1943-44, and to a much greater extent in 1944-45, was the failure of the wheat harvest. Normally this commodity—which is carried in truck loads—forms a substantial proportion of the goods tonnage. The poor harvest in 1943-44, and almost total failure in 1944-45, naturally had an adverse effect on the figures quoted.

Control by Commonwealth under National Security Act.

The Commonwealth Order restricting interstate passenger travel was in January last declared by a West Australian Court to be invalid, on the ground that it conflicted with the provision of Section 92 of the Constitution that intercourse among the States shall be absolutely free. This decision was subsequently confirmed unanimously by the High Court of Australia. In the meantime a new Order (No. 20) had been made, which substantially modified the travel restrictions, as follows:—

- (1) Irrespective of the reason for travel, permits (No. 5) could be obtained, from 9 a.m. on the day before the commencement of the journey, to the extent of the accommodation available. (Booking by other permit holders opened a fortnight before the day of travel);
- (2) A permit was no longer required for interstate travel by road by commercial passenger vehicle.

From the time of the new order in April until 30th June, an average of 68 No. 5 permits per day was issued for travel to New South Wales, and of 22 for travel to South Australia.

With the main interstate rail routes open for general travel to this extent, the withdrawal of the permit restrictions upon interstate road travel was not seriously regarded from the competitive aspect. It was, however, anomalous that although no permit was necessary to travel from Melbourne to Adelaide by rail and road routes, e.g., via Mildura or Warrnambool, a permit was required for the completion of a trip to Melbourne from Adelaide via Mildura or Warrnambool. (Since the close of the year, i.e., as from 12th August, the restrictions upon interstate rail travel have been withdrawn by the revocation of Order No. 20.)

The serious coal shortage contributed to the continued exercise of the Commonwealth powers of control in other respects, e.g., the limitation of extra train services at holiday periods, the embargo upon the running of special steam trains, and the withdrawal from 5th September till 9th April of sleeping cars from the Overland express between Melbourne and Adelaide.

In some instances, directions of the Commonwealth transport authorities were associated with the requirements of Federal departments exercising other wartime controls, such as the Deputy Controller of Meat Supplies in connexion with the movement of live stock to markets.

The restrictions upon the transport of racehorses, greyhounds, circus animals and equipment, &c., remained in operation throughout the year, and Commonwealth control was maintained over interstate movements of stud stock, fodder, and certain food supplies.

Towards the end of May the arrangement was discontinued under which manufactured articles of various kinds could not be carried to interstate capital areas without the approval of the Department of War Organization of Industry.

Restriction in Services Because of Coal Shortage.

Coal supplies continued to be inadequate in quantity, and the inferior quality of most of the available supplies caused bad timekeeping and interfered with efficiency.

In the early months of the year, the severe drought gave rise to abnormal demands for the transport of livestock, and thus added a new complication. Conditions in the Northern areas of the State were so acute that it became essential to provide for the removal of most of the stock to Newmarket or elsewhere. This included store stock for sale, the transport of which had for some time previously been discontinued because of the coal shortage, as well as stock moving for agistment or consigned to abattoirs or freezing works.

The position was of such concern that in September the Federal Cabinet caused a direction to be issued that livestock and fodder be given priority, and carried to the full extent of the trucks available.

This extremely heavy demand, frequently requiring special trains, naturally reduced the quantity of coal available for goods traffic, truck supplies for which had therefore to be curtailed very considerably. The classes of goods mainly concerned were firewood, wheat, cement, pulpwood, and timber, as well as some kinds of general loading. With the easing of the livestock situation in January, it became possible to relax these restrictions.

An improvement in coal supplies enabled us, as from 9th April, to restore some of the passenger train services, which, although they had been slightly increased in July, had for a period of nineteen months been less than half of normal. The restorations of July and April brought the scheduled mileage of steam passenger trains up to about 43,000 per week, compared with 29,000 during the period of heaviest restriction. The scheduled mileage prior to December, 1941, was 68,000, so that although some very welcome relief has been given, these services are still only about two-thirds of normal. In addition, special steam trains have been eliminated, except to a comparatively minor extent at Christmas and Easter.

With the improvement in the regular services, we were able to discontinue (except at holiday periods) the system under which passengers had been required, since September, 1943, to have their tickets endorsed for a particular train and date for travel from Melbourne. In addition, the easing of the strain upon the accommodation of the trains admitted of the restoration of a limited amount of seat booking, which during the period of heavier restriction had been confined to the interstate expresses and to two cars on the Mildura line trains.

The electric suburban services were maintained throughout almost at normal level, although reductions in Sunday services, that had commenced in June, 1944, were continued until 10th December. Commencing in January, however, the State Electricity Commission found itself unable to supply any current to supplement that generated at our Newport Power House, causing an increase of about 500 tons per week in the consumption of small coal. With a falling off in deliveries, our meagre stocks of this coal became almost depleted towards the end of the year, and the possibility of drastic curtailments of the suburban services—though fortunately not yet realized—was a matter of much concern.

The Railway Staff and the War.

The total number of officers and employees who had been released to the armed forces at 30th June, 1945, was 3,287, an increase of 179 for the year. It is regretfully recorded that 115 are known to have lost their lives. A list of their names appears elsewhere in this Report.

The number of officers and employees who have been discharged from the armed forces and resumed duty in the Department is 686—299 of them during the year.

There were at the close of the year 376 officers and employees on loan to other Government Departments, and of these 122 were employed with the Commonwealth Railways and 10 with the Queensland Railways. Since 30th June the employees who were on loan to the Queensland Railways have resumed duty in this Department.

In addition, time equivalent to an average of approximately 767 employees was worked on munitions and other defence requirements, including work done in departmental shops on aircraft tooling and parts, but excluding that done in the Aircraft Annexe at Newport Workshops.

A marked shortage continued in manpower, particularly in operating grades, necessitating appreciable overtime working, as well as a limitation on the extent of annual leave granted.

Our labour needs were frequently brought under the notice of the Transport and Manpower Directorates, and a limited number of experienced employees from the armed forces were released. Many more will be needed to correct the prevailing situation.

Since its inauguration in September, 1940, the Victorian Railways Patriotic Fund Committee has raised (up till 30th June, 1945) a total amount of £60,326 for distribution, mainly to the Red Cross and Comforts Funds. One further auxiliary was formed, and further substantial donations made. The Committee carries on without any overhead expenditure for salaries, honoraria, &c., and was successful in raising over £13,000 during the year, largely by voluntary contributions from the staff.

The Wheat Harvest.

Climatic conditions in the wheat-producing areas resulted in one of the worst failures in the harvest that has ever been experienced. Although 2,141,729 acres were sown in Victoria, the yield was only 3,497,677 bushels, or equivalent to 1.63 bushels per acre. In 1943-44—another bad year—an average of 11.00 bushels per acre produced a yield of 19,733,428 bushels. In the preceding year there was a record average yield per acre (19.49 bushels), with a harvest of 41,803,107 bushels.

The quantities for which transport is required do not depend solely upon the Victorian crop, as this system also receives wheat grown in adjacent portions of South Australia and New South Wales.

Comparative figures are given below of the wheat produced and railed during the last five years:—

Year.	Number of Bushels Produced in Victoria.	Number of Bushels of Wheat Carried by Rail from Country Districts in Victoria, New South Wales, or South Australia.		
		In Bags.*	In Bulk.	Total.
1944-45	3,497,677	1,272,030	2,144,100	3,416,130
1943-44	19,733,428	7,099,632	17,499,300	24,598,932
1942-43	41,803,107	13,190,708	22,054,432	35,245,140
1941-42	46,953,840	8,205,249	12,555,456	20,760,705
1940-41	13,521,422	12,147,246	5,691,795	17,839,041
Record years (1915-16 for production; 1916-17 for carriage)	58,521,706	55,385,466	.. .. .	55,385,466

* Calculated at 3 bushels to the bag.

Exports amounted to only 119,016 bushels, while, owing to the drought, 6,901,560 bushels were received by sea—an occurrence without precedent for many years. In the previous year the wheat exported had amounted to 3,939,672 bushels.

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

	At 30th June, 1945.			At 30th June, 1944.		
	In Bags.	In Bulk.	Total.	In Bags.	In Bulk.	Total.
			Bushels.			Bushels.
At Williamstown	540	..	540	299,937	..	299,937
At Geelong .. .. .	..	200,000	200,000	1,667,457	4,572,030	6,239,487
At Country Stations	404,524	4,506,650	4,911,174†	4,287,120	19,042,647	23,329,767*
	405,064	4,706,650	5,111,714	6,254,514	23,614,677	29,869,191

† Includes wheat (in bushels) at Country Depots—Bagged, 156,069; bulk, 4,006,650

* Includes wheat (in bushels) at Country Depots—Bagged, 1,801,965; bulk, 15,280,647.

Rolling Stock Construction.

Our own programme was again set aside because of national war-time requirements, to assist in meeting which our activities in this section of work were devoted mainly to the construction of Australian Standard Garratt locomotives and ocean-going tugs for the Commonwealth Government.

Other new rolling stock completed during the year consisted of fifteen workmen's sleepers, three Z vans, and 129 trucks equipped for the carriage of wheat in bulk.

The workmen's sleepers were of an improved type. An individual cubicle is provided for each employee, and each car is equipped with a shower, and a cabinet for drying clothes.

Way and Works Branch.

A great deal of special work in designing and constructing sidings to serve defence establishments was again carried out, in addition to the normal activities of the branch.

Much progress has been made in the reconstruction of the Cremorne bridges over the River Yarra, referred to in last year's report. The sub-structure, which involves the provision of deep foundations in difficult conditions, is approximately 60 per cent. complete; the alterations to trackwork, signalling, and overhead electrical equipment are also well advanced. A contract has been let for the fabrication of steelwork for the superstructure to the value of £75,320.

In continuation of our programme of bridge reconstruction, a number of timber bridges in the Northern and North-Eastern districts were replaced by permanent structures of steel and concrete.

To provide much needed accommodation for staff at Seymour, eight new departmental residences were built by contract during the year.

Suburban Electrification Equipment.

The new generating plant, the installation of which (as reported last year) represented the first stage of modernization of Newport "A" Power Station, has given satisfactory results. Owing to the age of the remaining original plant, and to the failure of one of the turbines, arrangements have been made to embark on the second stage. Tenders for two new boilers and one turbo-alternator, of similar capacity to those recently installed, will shortly be received.

A programme for the provision of tie stations and high speed circuit breakers, to increase the electrical protection of the overhead equipment system, had to be retarded during the war. Steps have now been taken for completion of the scheme.

It has also been decided to improve the electrical protection of the power supply for signalling, and preliminary detailed work is now in progress.

Stores and Materials.

The value of stocks held at 30th June (excluding Railway Construction Branch and Refreshment Services stocks) was £1,861,613, compared with £1,748,691 a year earlier. The increase, £112,922, was mainly attributable to the purchase of stocks of materials for construction and maintenance works, some of which have been delayed.

Issues amounted to £4,044,258, or £293,835 more than in 1943-44, and represented a turnover of 2.15. Excluding the value of emergency reserve stocks, the rate of turnover was 2.27.

The value of materials reclaimed for departmental purposes or for sale was £109,035.

War-time difficulties necessitated close contact with controlling Directorates of the Ministry of Munitions in regard to priorities and substitute materials. Sufficient stocks were maintained generally to meet essential demands, but there was a shortage of sawn timber, owing to the restricted manpower available and the heavy demand for defence purposes.

The production of sleepers continued to be limited, but steps have been taken in conjunction with the manpower authorities to increase the number of hewers. The co-operation of other Federal Directorates was also enlisted to maintain supplies of tools and other requirements for these contractors.

Coal Supplies.

Coal—or the lack of it—has been a source of constant anxiety. Not only has it enforced the drastic restrictions of steam services referred to in another paragraph, but there has always been a fear that even the curtailed supplies might cease on short notice.

The situation would have been a great deal worse had we not overlanded a substantial portion of our supplies, at a net additional cost during the past two years (after deducting a small Commonwealth subsidy) of £324,000.

We regret that the view has been expressed on behalf of the Commonwealth Government that we preferred to pay this cost rather than lose revenue, as if that were the main consideration. In the past two years no less than 58 per cent. of our large coal had to be obtained overland, and as even then the services had to be greatly restricted, it is obvious that but for our action not only this Department, but industry generally, and the life of the Victorian community, would have been in sore straits. The coal was a vital national want, and we consider that it would have been only equitable for the Commonwealth to relieve us of a much greater share of the cost, especially as the allocation of the overlanded coal to us enabled other users to receive more Maitland or Victorian State Mine coal, at prices far below those paid by the Department.

In addition, our action has operated to our detriment in the allocation of the seaborne Maitland coal, without which our passenger trains cannot maintain their schedules. Compared with 273,100 tons (large coal) in 1940-41, our Maitland supplies amounted only to 67,853 tons in 1943-44, and 121,860 tons in 1944-45. This severe limitation causes not only extra expense, but also loss of operating efficiency.

These remarks are not necessarily a criticism of the Commonwealth Coal Commissioner, as the special disabilities suffered by Victoria are well known to the Commonwealth Government. At the same time, we have some appreciation of the difficulties of the situation and of the insufficiency of the coal output to meet all requirements.

The quantities received during the year were as follows:—

	From State Coal Mine.	From Other Victorian Mines.	From New South Wales.		From Sundry Sources.	Total.
			By Sea.	Overland.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Large coal ..	70,630	732	121,860	210,538	3,582	407,342
Small coal ..	42,374	417	21,488	86,138	..	150,417
Total ..	113,004	1,149	143,348	296,676	3,582	557,759

The consumption of coal for the year was 552,141 tons, costing £1,029,592. Of this, large coal represented 404,083 tons at an average rate of 38s. 9·84d. per ton, and small coal 148,058 tons at an average rate of 33s. 1·55d. per ton.

During the winter of 1944, coal supplies were supplemented by burning firewood on pilot engines. Approximately 40,000 tons, costing £42,500, were so consumed, saving roughly 13,500 tons of coal, and representing an extra expense of £16,200, apart from the heavy additional cost of haulage and handling.

Truck Covers.

Through the efforts of the Agent-General in London large supplies of canvas were received from Great Britain during the year, enabling a vigorous manufacturing programme to be carried out. From an abnormally low stock of 11,744 at the beginning of the year, the number of tarpaulins in service rose by 30th June to 15,384, after allowing for withdrawals of condemned stock, &c. Many of those in service, however, are in very poor condition owing to previous difficulty in obtaining suitable material.

With the expected arrival of additional canvas, it is hoped that the normal level of 17,500 will be reached in 1945-46.

Refreshment Services.

The volume of business in refreshment rooms and dining and buffet car services increased slightly, revenue being £748,307 compared with £744,051 last year. With improved returns from both advertising and bookstall divisions, the total revenue of the branch reached a record of £922,786.

Following the satisfactory outcome at other rooms, the dining-room at Prince's Bridge was converted into a cafeteria during the year, enabling a greater number of customers to be served, with more economy of staff.

At Newport Workshops a new canteen was opened to provide hot meals at midday for workmen located at a distance from the main dining-room.

Subsidiary activities, such as the departmental butchery, bakery, laundry, and poultry farm, all contributed materially to successful working.

Staffing difficulties preclude occupancy of all rooms at The Chalet, Mt. Buffalo National Park, but during the year accommodation was provided for 3,952 guests, the daily average number in residence being 107.

Special meals provided at Spencer-street and country rooms for the armed forces in transit exceeded last year's figures, the number being 476,024 as against 424,581.

Shortage of essential food supplies reduced the production of small goods. Eggs and milk were also in short supply at the latter end of the year. Together with staff deficiencies, these conditions continue to make good service difficult.

Tourist Services.

Because of war-time restrictions and reduced train services, the operations of the Victorian Government Tourist Bureau again excluded any organized stimulation of traffic. The volume of rail booking was, however, well maintained, and another busy year was experienced in the booking of accommodation at holiday resorts. The commission earned in the latter way and in agencies for aeroplane and river travel, &c., amounted to £6,903.

The Bureau again handled a vast number of enquiries by letter or telephone, many of the latter arising from the tentative nature of timetables and the disruption of services due to coal shortage and other war-time conditions.

The Staff.

At the close of the year the total staff was 26,124, including casual labour—equivalent to 401 men working full time—and butty gang workers. The comparable total staff figure a year earlier was 25,940.

Because of overtime working, the average strength of the staff is better represented by converting into ordinary time units the total time paid for during the year. In 1944-45 this was equivalent to 28,336 full time men working six days per week, compared with 28,912 in 1943-44, a decrease of 576.

These staff figures include employees who were engaged on munitions and other defence works, including work done on aircraft tooling and parts, but exclude the staff of the Aircraft Annexe at Newport Workshops.

The equivalent number of full time men debitable to railway working expenses was 24,618 in 1944-45, compared with 24,794 in 1943-44, a decrease of 176.

Appointments to the Permanent Staff.

The permanent staff was increased by the appointment of 66 apprentices.

Act No. 5038, passed in November, authorizes the appointment of certain supernumerary employees to the permanent staff. Preliminary steps are well advanced.

Wage Fixing Tribunals.

Further awards were made during the year by the Railways Classification Board, acting as a State Industrial Authority under the provisions of the Commonwealth Conciliation and Arbitration Act. One of these awards provided for the payment of an additional special loading to officers and employees at the rate of £5 per annum and 4d. per day, respectively, and involved an additional cost of approximately £93,000 per annum. Other awards made by the Railways Classification Board as an authority of the Arbitration Court involved further expenditure of approximately £20,000.

Under the provisions of the National Security (Industrial Peace) Regulations, an award was made by the Arbitration Court providing for the payment of an allowance for night work to locomotive enginemen throughout the Commonwealth. The annual cost to this State is approximately £22,000.

Other awards also were made by the Court, including those in favour of professional officers and of certain employees engaged at the Newport Power Station, involving increased expenditure of approximately £11,000 per annum.

Cost of living adjustments brought about an increase in the basic wage from 16s. to 16s. 2d. per day on 5th November, and a reduction to 16s. on 6th May.

Education and Recreation.

We are pleased to record a still further expansion in membership of the Victorian Railways Institute, 1,549 new members having been enrolled. The total membership at 30th June, 1945, was 17,543 (a new record), which represents a net increase in membership of 255.

Railway educational classes were continued for the benefit of employees, and were conducted in all country centres in addition to Melbourne. The total number of students enrolled in these classes, including those taking correspondence courses, was 2,413.

Despite war-time conditions, interest was well maintained in recreational and social activities.

Salaries and Wages.

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

	£
1944-45	8,828,090
1943-44	8,970,445
1942-43	8,670,724
1941-42	7,786,251
1940-41	6,661,937
1939-40	6,177,177

Pensions.

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

	1944-45.	1943-44.	Increase (+) or Decrease (-) in 1944-45.
	£	£	£
Pensions under Superannuation Act	403,001	393,234	+ 9,767
Pensions to officers and employees who were in the Service on 1st November, 1883	57,035	65,618	- 8,583
Total	460,036	458,852	+ 1,184

Acknowledgment of Services of Staff.

We gratefully record our appreciation of the excellent work of the great majority of the staff during the year. In the face of difficulties created by shortage of qualified manpower and of conditions irritating to public and employees alike, the loyalty and zeal of the rank and file of the staff deserved special commendation.

Overtime work was not as extensive as in other recent years. Where necessary, however, it was generally undertaken willingly and cheerfully.

Ambulance.

Interest in ambulance work was well maintained. During the year 660 employees passed the first aid examinations, bringing the total now qualified up to 5,193. Of these, 311 hold the 8th year Gold Life Membership Medal, and 627 the 5th year Silver Efficiency Medal.

There are now 60 active ambulance corps in the service.

State Coal Mine.

After the payment of working expenses, loan redemption, and interest charges, and allowing £20,354 for depreciation, the operation of the Mine resulted in a loss of £78,888.

The quantity of coal won during the year was 228,431 tons. The saleable output was 209,531 tons, of which 117,270 tons were supplied for railway use, 10,187 tons to other public departments, and 82,074 tons to the general public. The allocation of coal continued to be in the hands of the State Coal Committee acting on behalf of the Commonwealth Coal Commissioner, the amount allotted for railway use being 56 per cent. of the saleable output, compared with 52 per cent. in the previous year, and 78 per cent. in 1939-40.

We are glad to be able to report that no time was lost as the result of industrial troubles.

The amount disbursed in wages was £361,157, and the net average earnings of contract miners were 33s. 10.72d. per miner per shift.

The number of persons employed at 30th June was 989.

In view of the continuance of heavy losses in working, it should be remembered that the Wonthaggi field consists of thin and faulted seams, and that its value to the State has for a number of years past been considered to lie not in any prospect of direct profit, but in the benefit of having a substantial supply of coal independent of the New South Wales fields and of coastal shipping. This position was fully appreciated by the Government of the day when, after having obtained expert advice in 1934, it decided upon the development of two of the areas now being worked.

Within a few years the question will arise of further development to replace existing workings. Consideration of this matter of State policy may be inter-woven with the programme for exploiting the brown coalfields.

Heads of Branches.

The Heads of Branches throughout the year were:—

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

Mr. Keown, whose services had been loaned to the Department of Labour and National Service since early in 1942, resumed his normal occupation on 26th February, and Mr. H. L. Kennedy, who had filled Mr. Keown's place during his absence, reverted to his position of Assistant Head of the Branch.

Appendices, &c.

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

We have the honour to be,

Sir,

Your obedient servants,

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



In Memoriam.

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

Name.	Grade.
ADAMS, G. C.	Repairer
ALLEN, K. E.	Apprentice Coppersmith
ARMSTRONG, N. G.	Lad Labourer
AYERS, R. J.	Labourer
BAKER, R. H.	Engine Cleaner
BECKMAN, C. R.	Labourer
BENDLE, J. W.	Parcels Porter
BLAKE, A. H.	Clerk
BOOTH, W.	Porter
BORHAM, E. J.	Labourer
BOYD, S. I.	Engine Cleaner
BRADFORD, R. W.	Junior Clerk
BRODERICK, J. J.	Shunter
BUTLER, R. W.	Apprentice Boilermaker
CAREY, J. V.	Porter
CARRICK, A. F.	Labourer
CLANCY, P. L.	Telegraphist
CLEARY, J. P.	Casual Labourer
CLEMENT, C.	Porter
COATES, A. L.	Apprentice Carpenter
COLSON, K.	Casual Labourer
CONNOLLY, M. A.	Lad Labourer
COWEY, W. J.	Junior Clerk
DANGERFIELD, R. D.	Junior Clerk
DOWNIE, J. A.	Porter
DWYER, T. V.	Assistant Stationmaster
EINSIEDEL, J. E.	Shunter
ELLEN, W. J.	Repairer
ENGLEFIELD, F. J.	Clerk
EVANS, D. D... ..	Repairer
FAHEY, M. J.	Clerk
FARTCH, N. L.	Operating Porter
FORSTER, J.	Junior Clerk
GALVIN, K. F.	Junior Clerk
GELDART, R.	Vanman
GILPIN, J. A.	Junior Clerk
GORDON, W. G.	Boilermaker
GREAVES, J. N.	Car Cleaner
GROVES, R. B.	Porter
HADEN, J.	Storeman
HANCOCK, L. G.	Shunter
HANDLEY, R. H. W.	Porter
HARPER, N. J.	Apprentice Carpenter
HARRISON, R. O.	Porter
HAY, E. A.	Engine Cleaner
HAYWARD, J. W.	Casual Labourer
HEDGER, J. H.	Clerk
HENWOOD, F. N.	Labourer

**LIST OF OFFICERS AND EMPLOYEES WHO HAVE LOST THEIR LIVES WHILST
ON ACTIVE SERVICE—*continued.***

Name.	Grade.
HOCKING, G. E.	Clerk
HOSKINS, M. J.	Repairer
HOUSTON, W. F.	Porter-in-Charge
JEFFERY, P. T.	Electrical Mechanics Asst.
JOHNSON, H. H.	Fireman
KILLINGBECK, G. G.	Engine Driver
KINGHORN, A. A.	Operating Porter
KRAEMER, J. R.	Porter
LADLOW, A. T. R.	Lad Labourer
LAPSLEY, R. E.	Apprentice Fitter and Turner
LARSEN, L. T.	Porter
LAWLEY, R. H.	Motor Driver
LAWRENCE, W.	Porter-in-Charge
LILLIS, A. G. F.	Fireman
McCARTHY, J.	Labourer
McGLADE, T. H.	Clerk
McGRATH, G. E.	Clerk
McKENZIE, H. D.	Repairer
McKENZIE, W. J.	Engine Cleaner
McLEAN, J. W.	Engine Cleaner
MATTHEWS, F. J.	Engine Cleaner
MILLER, M. F.	Lad Labourer
MILLGATE, K.	Clerk
MORGAN, F.	Repairer
NEESON, A. J.	Sailmaker
NIPPARD, D. F.	Clerk
NYE, C. C. P.	Vanman
O'DWYER, F. . .	Apprentice Sailmaker
OPPY, H. D.	Signalman
O'ROURKE, C. T.	Lad Labourer
PARKINSON, R. A. G.	Lad Porter
PEEL, A. F.	Clerk
PHELPS, G. M.	Shunter
PITSON, E. W.	Lad Labourer
PORTER, W. R. R.	Engine Cleaner
PRICE, J. A.	Lad Labourer
PRINCE, L. R.	Apprentice Coppersmith
RANDS, I. A. . .	Engine Cleaner
RAYMER, A. N.	Porter
REDPATH, W. S.	Lost Property Porter
RICHARDSON, H. S. G.	Lad Labourer
RIORDAN, W. D. A.	Repairer
ROBERTS, E. L.	Porter
ROBERTS, W. H.	Shunter
ROE, R. H.	Clerk
SANDERS, W. J.	Engine Cleaner
SEATER, H. J.	Engine Cleaner
SLAVIN, W.	Casual Labourer
SMAIL, T. G. . .	Sub-station Assistant
SMART, M. G.	Lad Porter
SMITH, M. C.	Clerk
SMITH, R. J. V.	Labourer
SMITH, S. E. . .	Engine Cleaner
SPINK, A.	Labourer
TAIT, S. P.	Clerk
THOMAS, V. R. G.	Repairer
TRICKEY, W. J.	Lad Labourer
WALSH, R. L.	Labourer
WELLS, A. E. . .	Porter
WHITE, W. J. . .	Clerk
WILLIAMS, J. P. C.	Storeman
WILSON, J. A. T.	Repairer
WILSON, J. R.	Junior Clerk
WINDEBANK, G. A.	Engine Cleaner
WINDLEY, R. E.	Car Cleaner
WISHART, H. P.	Lad Porter
WOOLHOUSE, R. M.	Porter

APPENDIX

BALANCE-SHEET AT

LIABILITIES.						
	£	s.	d.	£	s.	d.
Face value of stocks and bonds allocated to the Railways				50,342,735	14	3
<i>Less</i> —Securities purchased and cancelled by the National Debt Sinking Fund ..	4,540,357		1 0			
Deferred Renewals, Replacements and Maintenance Works from Loan Funds	522,485	17	10			
				5,062,842	18	10
						45,279,892 15 5
Contribution from Revenue, &c., and the National Recovery Loan for Capital purposes—						
Proceeds of sale of State Lands				2,825,740	6	1
Consolidated Revenue				1,377,782	15	4
Developmental Railways Account				108,501	5	1
National Recovery Loan	2,561,261	2	1			
Unemployment Relief Fund	2,761		0 0			
Commonwealth Defence Works Unemployment Relief Fund	55,499	17	6			
Trust Fund Railway Works (Defence Purposes)	426,721	11	11			
	3,046,243	11	6			
<i>Less</i> —Expenditure on other than Capital Works	1,155,557	19	9			
				1,890,685	11	9
						6,202,709 18 3
Advances from Public Account (Act No. 3341) for Capital purposes						243,973 11 10
Deferred Maintenance Reserve						454,000 0 0
Accrued Leave Reserve						636,771 0 0
National Debt Sinking Fund Reserve						4,648,719 8 4
Railway Accident and Fire Insurance Reserve						100,000 0 0
Railway Renewals and Replacements Reserve				4,875,380	16	3
Consolidated Revenue for Working Expenses Sales				9,887	2	10
						4,885,267 19 1
Creditors for Sundry Accounts						996,020 19 1
Accumulated surplus from 1.7.37 to 30.6.44				321,559	16	3
Surplus for year 1944-45				207,013	5	9*
						528,573 2 0
Accumulated surplus from 1.7.37 to 30.6.45						528,573 2 0
						£63,975,928 14 0

* After charging against current year's working £89,312 in excess of the normal depreciation for the year, and £184,000 to meet accrued leave.

E. A. PEVERILL,
Auditor-General.
29/11/1945.

No. 1.

30TH JUNE, 1945.

		ASSETS.								
		£	s.	d.	£	s.	d.	£	s.	d.
Railways—										
Way, Works, Buildings and Equipment	..	44,472,462	16	4						
Rolling Stock	.. .. .	6,388,990	3	10						
					50,861,453	0	2			
Electric Tramways—										
Way, Works, Buildings and Equipment	..	115,714	1	0						
Rolling Stock	.. .. .	32,247	0	1						
					147,961	1	1			
Road Motor Public Services—										
Buildings and Equipment	.. .. .	6,822	0	0						
Rolling Stock	.. .. .	357	18	7						
					7,179	18	7			
Railways under construction	.. .. .				131,361	17	8			
Bridges for Railways not yet constructed	.. .. .				31,667	0	0			
					51,179,622	17	6			
Stores and Materials	.. .. .	1,865,469	0	3						
Stores and Equipment at Refreshment Rooms, &c.	.. .. .	123,482	2	9						
Materials in course of manufacture	.. .. .	131,147	12	3						
					2,120,098	15	3			
								53,299,721	12	9
Discounts and Expenses on Loans	.. .. .							56,526	19	10
Railway Renewals and Replacements Account	.. .. .							2,984,901	7	10
Cash at stations and in transit	.. .. .							92,402	16	3
Funds at Treasury—										
Trust Fund Surplus Railway Land	.. .. .				1,908	9	6			
Railway Accident and Fire Insurance Fund	.. .. .				100,000	0	0			
Railway Renewals and Replacements Fund—										
Cash	.. .. .	111,139	10	8						
Investment	.. .. .	4,575,000	0	0						
Interest	.. .. .	199,128	8	5						
					4,885,267	19	1			
Railway Charges in Suspense	.. .. .				309,665	3	9			
Railways Stores Suspense Account	.. .. .				167,514	6	4			
Railways Repayment Fund	.. .. .				955	10	5			
National Debt Sinking Fund	.. .. .				108,362	7	4			
Railways Leave and Ordinary Maintenance Reserve Fund	.. .. .				1,090,771	0	0			
								6,664,444	16	5
Trust Securities	.. .. .							62,753	19	8
Sundry Debtors—										
Revenue Debtors to Consolidated Revenue	.. .. .				370,050	17	2			
Other Debtors	.. .. .				379,006	15	6			
								749,057	12	8
Accumulated surplus as per contra	.. .. .				528,573	2	0			
Less—Income due by Revenue Debtors	.. .. .				462,453	13	5			
								66,119	8	7
								£63,975,928	14	0

L. J. WILLIAMSON,
Comptroller of Accounts.
21/8/1945.

APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1945 AND 1944
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1945.	1944.		1945.	1944.
Average Miles of Single Track Open, including Sidings	6,119	6,125			
	£	£		£	£
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence, Stationery, Printing and Advertising	233,114	232,382	General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	289,452	282,919
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	1,110,302	1,215,876	Station Yard and Signal Service— Salaries, Wages, &c., of Staff	1,946,676	1,926,362
Ships and Flood Repairs	76,052	67,475	Uniforms for Staff	12,740	11,809
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	3,341	393	Fuel, Light, other Supplies and Expenses	106,617	105,310
Weighbridges, Scales, Lifting Cranes, &c.	139,994	180,153	Guards, Conductors and other Trainmen— Wages, Expenses, Uniforms and Supplies	324,182	328,388
Electric Power Station Buildings, Masts and Fixtures	31,146	37,583	Cleaning, Icing, Light, Supplies, &c., for Carriages	134,699	139,489
Other Buildings, Platforms and Fixtures	18,498	17,630	Repairs and Renewals of Tarpaulins and Lashings	208,282	100,402
Stock Yards	288,528	339,882	Injuries to Employees	11,156	9,195
Water Services	20,464	24,203	Gatekeeping, other Expenses, Loss and Damage to Property and Goods, Compensation—Personal	51,439	45,412
Machinery, Tools and Supplies	33,414	28,498	Road Motors—Domestic Service	9,830	10,268
Signals and Interlocking, Signal Boxes and Track Bonds	146,901	123,612		3,095,073	2,959,544
Telegraph and Telephone Lines and Instruments	228,399	245,592	G.—ELECTRICAL ENGINEERING BRANCH.		
Injuries to Employees or others	45,614	59,306	General Superintendence, Stationery, Printing and Advertising	30,547	27,243
Other Expenses	11,974	14,330	Power Station	371,255	377,757
Road Motors—Domestic Service	7,012	1,364	Transmission, Distribution Systems, and Sub-stations	127,263	127,492
	88	105	Other Expenses and Injuries to Employees or others	822	443
			Other Operations	Cr. 43,854	Cr. 45,636
			Electrical Energy Purchased	26,819	40,442
				512,352	536,741
			H.—MISCELLANEOUS OPERATIONS.		
			Dining Car Service	40,633	41,873
			Refreshment Rooms Service	600,320	591,619
			Advertising Service	13,126	13,001
			Bookstalls Service	108,117	100,956
				762,196	747,451
			I.—STORES BRANCH.		
				170,362	172,598
			J.—GENERAL EXPENSES.		
			Commissioners' and Secretary's Offices	35,029	32,621
			Accountancy Branch	134,518	127,519
			Legal and Medical Expenses	15,187	14,228
			Stationery, Printing and Advertising	7,467	6,656
			Municipal and Shire Rates	2,425	2,132
			Sundry other General Charges	56,980	56,607
				251,606	239,804
			K.—OTHER EXPENDITURE.		
			Contribution to the Railway Accident and Fire Insurance Fund	62,806	99,453
			Pensions	459,329	458,169
			Contribution to Railway Renewals and Replacements Fund	700,000	1,050,000
			Child Endowment Pay-roll Tax	202,838	201,494
			War Damage Insurance		33,918
			Air Raid Precautions	Cr. 5,076	11,943
			Long Service Leave	35,689	33,559
			Provision for Deferred Ordinary Way and Works Maintenance		54,000
			Provision for Accrued Leave	184,000	167,771
				1,639,586	2,110,307
			Total	12,835,545	13,232,025
			Less expenditure charged to Special Funds	3,240*	18,608*
			Working Expenses charged to Railway Revenue	12,832,305	13,213,417
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.					
Steam Service	79,631	76,168			
Electric Service	29,814	30,002			
	109,445	106,170			

* For details see page 6.

APPENDIX No. 3.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1945, AND 1944 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year ended 30th June—								
	1945.				1944.				
	Average Miles Open for Traffic			Miles.	Average Miles Open for Traffic			Miles.	
				4,748				4,761	
	Traffic Train Mileage—				Traffic Train Mileage—				
	Passenger—				Passenger—				
	Country			3,037,334	Country			2,954,952	
	Suburban			7,681,437	Suburban			7,697,132	
	Goods			10,718,771	Goods			10,652,084	
	Total			16,337,140	Total			16,413,406	
	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.	
Passenger	195,697,963	6,589,787	1,337·91	147·55	194,137,624	6,583,267	1,385·66	148·32	
Parcels, Horses, Carriages, &c.	..	447,180	94·18	10·01	..	443,060	93·26	9·98	
Mails	..	95,979	20·22	2·15	..	111,560	23·48	2·52	
Miscellaneous	..	38,130	8·03	·85	..	36,505	7·65	·82	
Total Parcels, &c.	..	581,289	122·43	13·01	..	591,125	124·42	13·32	
Total Coaching	..	7,171,076	1,510·34	160·56	..	7,174,392	1,510·08	161·64	
	Tons.	£	£	d.	Tons.	£	£	d.	
Goods	7,275,005	*6,065,778	*1,277·54	*259·11	7,564,442	*6,710,349	*1,412·41	*279·53	
Live Stock	*788,586	*660,441	*139·10	*28·21	*729,784	*611,194	*128·65	*25·46	
Miscellaneous	..	136,812	28·82	5·85	..	163,588	34·43	6·82	
Total Goods	*8,063,591	6,863,031	1,445·46	293·17	*8,294,226	7,485,131	1,575·49	311·81	
Sale of Electrical Energy	..	64,001	13·48	..	..	60,856	12·81	..
Rents	..	169,674	35·73	..	..	177,530	37·37	..
General Miscellaneous	..	40,407	8·51	..	..	44,531	9·37	..
Total Power, Rents, and Miscellaneous	..	274,082	57·72	..	..	282,917	59·55	..
Dining Cars	..	45,273	9·54	..	..	48,162	10·14	..
Refreshment Rooms	..	703,034	148·07	..	..	695,389	146·47	..
Advertising	..	40,615	8·55	..	..	37,974	7·99	..
Bookstalls	..	133,864	28·19	..	..	125,191	25·93	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls	..	922,786	194·35	..	..	905,216	190·53	..
Recoups by Treasury of loss resulting from—	..	27,000	5·69	..	..	30,000	6·31	..
Reduction in outer suburban fares	..	..	·07	..	..	4,232	·89	..
Working of certain lines of railway, &c.	..	342	·07	..	..	..	..	..
Concession fares to members of Defence Forces	Included in Passenger	Traffic above	£285,333	Included in Passenger	Traffic above	£279,500	..	..
Total Earnings	..	15,258,317	3,213·63	224·15	..	15,881,888	3,342·85	232·23	
WORKING EXPENSES.									
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.
	£	£	d.	£	£	d.	£	£	d.
Maintenance of Way and Works	2,394,901	504·40	35·18	2,588,304	544·81	37·85			
Rolling Stock—									
General Superintendence, Motive Superintendence, &c.	99,544	20·97	1·46	102,704	21·62	1·50			
Maintenance of Rolling Stock	1,861,950	392·15	27·35	1,718,908	361·80	25·13			
Locomotive Power	1,938,530	408·28	28·48	1,949,404	410·31	28·51			
Examination and Lubrication of Coaching and Goods Vehicles	109,445	23·05	1·61	106,170	22·35	1·55			
Contribution to Railway Renewals and Replacements Fund	700,000	147·43	10·28	1,050,000	221·01	15·85			
Transportation and Traffic	3,095,073	651·87	45·47	2,959,544	622·93	43·28			
Electrical Engineering Branch	512,352	107·91	7·53	536,741	112·97	7·85			
Miscellaneous Operations	762,196	160·53	11·20	747,451	157·32	10·93			
Stores Branch	170,362	35·88	2·50	172,598	36·33	2·52			
General Expenses	251,606	52·99	3·70	239,804	50·48	3·51			
Pensions	459,329	96·74	6·75	458,169	96·44	6·70			
Contribution to Railway Accident and Fire Insurance Fund	62,806	13·28	·92	99,453	20·98	1·45			
Child Endowment Pay-roll Tax	202,338	42·72	2·98	201,494	42·41	2·95			
War Damage Insurance	33,918	7·14	·50			
Air Raid Precautions	Cr. 5,076	Cr. 1·07	Cr. ·07	11,943	2·51	·17			
Long Service Leave	35,689	7·52	·52	33,559	7·06	·49			
Provision for Deferred Ordinary Way and Works Maintenance	54,000	11·37	·79			
Provision for Accrued Leave	184,000	38·76	2·70	167,771	35·31	2·45			
	12,835,545	2,703·36	188·56	13,232,025	2,785·10	193·48			
Less—Expenditure Charged to Special Funds	3,240†	·68	·05	18,608†	3·92	·27			
Total Working Expenses charged to Railway Revenue	12,832,305	2,702·68	188·51	13,213,417	2,781·18	193·21			

* Estimated. † For details see page 6

APPENDIX No. 3—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1945.	1944.
	per cent.	per cent.
Maintenance of Way and Works*	18·66	19·56
Rolling Stock—		
General Superintendence, Motive Superintendence, &c.	·78	·78
Maintenance of Rolling Stock	14·51	12·99
Locomotive Power	15·10	14·73
Examination and Lubrication of Coaching and Goods Vehicles	·85	·80
Contribution to Railway Renewals and Replacements Fund	5·45	7·94
Transportation and Traffic	24·11	22·37
Electrical Engineering Branch	3·99	4·08
Miscellaneous Operations	5·94	5·65
Stores Branch	1·33	1·30
General Expenses	1·96	1·81
Pensions	3·58	3·48
Contribution to Railway Accident and Fire Insurance Fund	·49	·75
Child Endowment Pay-roll Tax	1·58	1·52
War Damage Insurance .. .. .	..	·26
Air Raid Precautions	<i>Cr.</i> ·04	·09
Long Service Leave	·28	·25
Provision for Deferred Ordinary Way and Works Maintenance .. .. .	..	·41
Provision for Accrued Leave	1·43	1·27
	100·00	100·00

* Including amounts charged to Special Funds.

APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1930, TO 30TH JUNE, 1945 (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.
1930-31	4,717	4,710	74,609,226	15,817	657	1,929	20,728	1,013	15,945,315	134,655,220	6,099,310	5,100,550	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	15,321,308	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	16,056	602	1,837	20,686	984	15,536,111	139,089,012	6,009,961	4,865,370	4,555,722	9,421,092	1,996	12/1·54
1935-36	4,721	4,721	76,094,966	16,118	602	1,830	20,716	987	16,390,943	139,539,089	6,424,094	4,921,798	4,768,127	9,689,925	2,053	11/9·88
1936-37	4,721	4,721	76,707,164	16,248	588	1,836	20,668	1,001	17,211,384	141,343,253	6,812,962	5,106,485	5,028,806	10,135,291	2,147	11/9·33
1937-38	4,721	4,721	77,420,265	16,399	574	1,826	20,672	999	17,916,763	137,894,676	7,258,369	4,790,269	4,944,806	9,735,075	2,062	10/10·40
1938-39	4,759	4,754	78,107,793	16,413	581	1,823	20,643	982	17,889,634	142,123,567	5,975,853	5,007,518	4,275,947	9,283,465	1,953	10/4·54
1939-40	4,759	4,759	77,670,794	16,321	582	1,818	20,453	961	17,007,970	144,649,075	6,186,989	5,224,730	4,636,862	9,861,592	2,072	11/7·16
1940-41	4,759	4,759	77,876,664	16,364	593	1,811	20,221	951	17,766,987	159,218,412	6,622,785	6,379,793	4,859,630	11,239,423	2,362	12/7·82
1941-42	4,766	4,746	78,379,025	16,445	583	1,806	20,425	947	18,248,713	180,981,906	7,502,640	7,946,687	6,573,152	14,519,839	3,059	15/10·06
1942-43	4,758	4,758	78,301,089	16,457	589	1,802	20,389	965	18,436,533	195,830,057	Est. 8,759,113	8,889,043	8,140,617	17,029,660	3,579	18/5·69
1943-44	4,748	4,751	78,525,655	16,539	591	1,795	20,324	973	16,413,406	194,137,624	Est. 8,294,226	8,396,757	7,485,131	15,881,888	3,343	19/4·23
1944-45	4,748	4,748	78,576,458	16,549	575	1,796	20,299	993	16,337,140	195,697,963	Est. 8,063,591	8,395,286	6,863,031	15,258,317	3,214	18/8·16

* As from 1.7.37, the ledger values of capital assets were written down by £30,000,000 following the passing of the Railways (Finances Adjustment) Act 1936 (No. 4429). The construction cost herein shown does not reflect this writing down. The depreciation which accrued in each year from and including 1937-38, however, has been deducted from the original cost and the expenditure out of the Railway Renewals and Replacements Fund in those years has been included.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1930, TO 30TH JUNE, 1945 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.	(A) Contribution to Melbourne Harbour Trust for the Spencer-street Bridge. (B) Repayment to Public Account (Act No. 4499).			
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.														
1930-31	£ 2,026,918	s. d. 2/6·51	20·25	£ 1,406,435	298	s. d. 7/9·17	13·93	£ 1,293,150	s. d. 1/7·46	12·92	£ 1,547,031	s. d. 1/11·29	15·46	£ 197,544	s. d. 2·97	1·97	£ 273,682	£ 110,810	£ 362,222	£ 26,603	s. d. 0·40	0·27	..	£ (A) 16,667			
1931-32	1,690,542	2/2·42	17·38	1,110,987	235	1/5·35	11·75	1,066,778	1/4·66	11·28	1,193,374	1/6·64	12·62	168,571	2·63	1·78	187,805	88,636	305,561	18,926	0·30	0·20	..	..	
1932-33	1,628,237	2/1·51	17·24	1,464,041	310	1/10·93	14·77	988,674	1/3·49	10·47	1,242,974	1/7·47	13·16	166,023	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	106,009	389,862	18,978	0·26	0·19	..	..	
1937-38	*2,121,588	2/4·42	21·79	1,777,119	376	1/11·80	14·45	1,337,054	1/5·91	13·73	1,300,597	1/5·42	12·59	206,564	2·77	2·12	248,194	121,524	403,008	25,856	0·34	0·26	250,000	..			
1938-39	2,254,293	2/6·24	24·28	1,513,563	318	1/8·30	14·80	1,411,125	1/6·93	15·20	1,164,518	1/3·63	12·54	211,275	2·83	2·28	280,262	126,564	437,989	40,762	0·55	0·44	225,000	(B) 50,000			
1939-40	*2,222,354	2/7·36	22·52	1,723,649	362	2/0·32	13·66	1,428,856	1/8·16	14·49	1,249,723	1/5·64	12·08	200,902	2·83	2·04	330,263	125,837	444,782	35,509	0·50	0·36	200,000	(B) 50,000			
1940-41	*2,310,561	2/7·21	20·52	1,787,963	376	2/0·15	13·50	1,546,938	1/8·90	13·76	1,281,306	1/5·30	11·18	202,550	2·74	1·80	331,799	127,034	545,947	24,656	0·33	0·22	525,000	(B) 100,000			
1941-42	*2,556,197	2/9·62	17·60	1,988,309	419	2/2·15	13·51	1,855,054	2/0·40	12·78	1,312,853	1/5·26	9·04	214,508	2·82	1·48	501,217	136,196	663,872	43,064	0·58	0·30	1,500,000	(B) 100,000			
1942-43	2,930,640	3/2·15	17·21	2,455,343	516	2/7·96	14·29	2,250,920	2/5·30	13·22	1,500,907	1/7·54	8·81	225,390	2·94	1·32	482,702	156,346	746,137	47,685	0·62	0·28	1,800,000	..			
1943-44	2,959,544	3/7·28	18·63	2,588,394	545	3/1·85	16·18	2,158,278	2/7·56	13·59	1,718,908	2/1·13	10·82	239,804	3·51	1·51	536,741	172,598	747,451	99,453	1·45	0·63	1,050,000	..			
1944-45	3,095,073	3/9·47	20·28	2,394,901	504	2/11·13	15·67	2,147,519	2/7·55	14·08	1,861,950	2/3·35	12·20	251,806	3·70	1·65	512,352	170,362	762,196	62,806	0·92	0·41	700,000	..			

* Includes amounts charged to—Unemployment Relief Funds 1937-38, £50; 1939-40, £28; Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £1,195; 1940-41, Cr. £10; 1941-42, £134; Trust Fund Railway Works (Defence purposes), 1940-41, £3,991.

† Includes amounts charged to—Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £3,313; 1940-41, Cr. £197; Loan Funds—Deferred Renewals, Replacements, &c., 1939-40, £55,000; 1940-41, £25,000.

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

§ Includes amounts charged to—Unemployment Relief Funds 1930-31, £12,250; 1932-33, £89,135; 1933-34, £251,104; 1934-35, £151,139; 1935-36, £135,551; 1936-37, £162,061; 1937-38, £148,133; 1938-39, £119,302; 1939-40, £95,165; 1940-41, £1,795; Commonwealth Grant Rehabilitation (Storms and Floods)—1934-35, £20,300; 1935-36, £2,320; Commonwealth Defence Works (Unemployment Relief) Account—1939-40, £3,704; 1940-41, £253; Public Account Advances Act No. 4499—1937-38, £222,400; Trust Fund Railway Works (Defence purposes)—1940-41, £1,701; 1941-42, £3,658; 1942-43, £2,452; 1943-44, £722; 1944-45, £1,123; Federal Aid Roads and Works Grant—1933-39, £20,900; 1939-40, £30,000; 1940-41, £42,762; 1941-42, £2,120; 1942-43, £118; Loan Funds—Deferred Renewals, Replacements, &c.—1939-40, £218,000; 1940-41, £224,285; 1941-42, £201; Surplus Revenue—1941-42, £20,000; 1942-43, £20,000; 1943-44, £17,886; 1944-45, £2,114.

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

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

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1930, TO 30TH JUNE, 1945 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN-SIONS.	Adjustments.— Border Railways.	TOTAL WORKING EXPENSES (including Pensions, &c.).			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EXPENSES (including Loan Conversion expenses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SURPLUS.
		Amount.	Per Average Mile Open.	Per Traffic Train Mile.			Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. on Railway Loans. †					
		£	£	s. d.	£	£	£	£	s. d.	£	£	£	£	s. d.	£	£	£	£	£	£	
1930-31	..	7,261,062	1,542	9/1·27	425,334	20,998	7,707,394	1,836	9/8·01	12,250	7,695,144	76·89	2,313,214	491	2/10·82	3·08	3·10	3,596,758	183,863	1,467,407	..
1931-32	..	5,831,180	1,235	7/7·09	424,602	84,760	6,340,542	1,343	8/3·05	..	6,340,542	67·06	3,113,762	660	4/0·64	4·12	4·17	3,641,109	440,938	968,285	..
1932-33	..	6,110,556	1,294	7/11·72	417,651	54,965	6,583,172	1,394	8/7·12	69,135	6,514,037	68·96	2,932,084	621	3/9·93	3·88	3·90	3,223,873	402,705	694,494	..
1933-34	..	6,150,618	1,303	8/0·41	424,056	52,841	6,627,515	1,404	8/7·88	251,104	6,376,411	69·50	2,793,700	593	3/7·37	3·69	3·70	3,181,736	354,335	737,371	..
1934-35	..	6,303,876	1,335	8/1·38	450,867	50,845	6,805,588	1,442	8/9·13	171,039	6,633,649	70·41	2,787,443	590	3/7·06	3·68	3·68	3,056,766	300,301	569,624	..
1935-36	..	6,504,976	1,378	7/11·25	489,392	..	6,994,368	1,482	8/6·41	137,871	6,856,497	70·76	2,833,428	600	3/5·49	3·73	3·72	3,032,530	301,530	500,632	..
1936-37	..	6,917,046	1,465	8/0·45	503,845	..	7,420,891	1,572	8/7·48	162,061	7,258,830	71·62	2,876,461	609	3/4·11	3·77	3·75	3,005,341	299,632	428,512	..
1937-38	..	7,791,504	1,650	8/8·37	484,381	..	8,275,885	1,753	9/2·86	445,633	7,830,252	80·43	1,904,823	403	2/1·52	4·08	2·46	1,840,531	303,034	238,742	..
1938-39	..	7,715,351	1,623	8/7·45	483,678	..	8,199,029	1,725	9/1·99	139,302	8,059,727	80·82	1,223,738	257	1/4·42	2·60	1·57	1,859,780	307,679	943,721	..
1939-40	..	8,011,875	1,684	9/5·06	482,940	..	8,494,815	1,785	9/11·87	436,406	8,058,409	81·72	1,803,183	379	2/1·44	3·76	2·32	1,879,991	318,011	394,819	..
1940-41	..	8,783,751	1,846	9/10·65	474,762	..	9,258,516	1,945	10/5·07	299,580	8,958,936	79·71	2,280,487	479	2/6·80	4·69	2·93	1,914,782	327,969	..	37,736
1941-42	307,503*	11,179,673	2,356	12/3·03	471,455	..	11,651,128	2,455	12/9·23	51,548	11,599,580	79·89	2,920,259	615	3/2·41	5·93	3·73	1,942,912	332,797	..	644,550
1942-43	1,012,581*	13,608,651	2,860	14/9·16	462,668	..	14,071,319	2,957	15/3·18	31,281	14,040,038	82·44	2,989,622	628	3/2·92	6·00	3·82	1,833,943	323,070	..	782,609
1943-44	502,685*	12,773,856	2,689	15/6·78	468,169	..	13,232,025	2,785	16/1·48	18,608	13,213,417	83·20	2,668,471	562	3/3·02	5·30	3·40	1,895,527	327,917	..	445,027
1944-45	417,451*	12,376,216	2,607	15/1·81	459,329	..	12,835,545	2,703	15/8·56	3,240	12,832,305	84·10	2,426,012	511	2/11·64	4·82	3·09	1,896,872	327,824	..	201,316

† This percentage is calculated on the loan liability allocated to the Railways. £30,000,000 of railway loan liability was transferred to the General Account of the State on 1st July, 1937.
 * 1941-42, Child Endowment Pay-roll Tax, £163,761; War Damage Insurance, £39,521; Air Raid Precautions, £113,221 (includes £24,615 and £820 charged to Commonwealth-State A.R.P. Account and Act 4645, Special Appropriation, National Security Regulations, respectively).
 1942-43, Child Endowment Pay-roll Tax, £194,643; War Damage Insurance, £68,904; Long Service Leave, £12,970; Provision for Deferred Ordinary Way and Works Maintenance, £400,000; Provision for Accrued Leave, £285,000; Air Raid Precautions, £51,064 (includes £8,711 charged to Commonwealth-State A.R.P. Account).
 1943-44, Child Endowment Pay-roll Tax, £201,494; War Damage Insurance, £33,918; Long Service Leave, £33,559; Provision for Deferred Ordinary Way and Works Maintenance, £54,000; Provision for Accrued Leave, £187,771; Air Raid Precautions, £11,943.
 1944-45, Child Endowment Pay-roll Tax, £202,838; Long Service Leave, £35,689; Provision for Accrued Leave, £184,000; Air Raid Precautions, Cr. £5,076.

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, 1945, AND 30TH JUNE, 1944 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	Year ended 30th June—					
	1945.			1944.		
	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	311,131	1,870,480	2,181,611	259,652	2,027,620	2,287,272
Rolling Stock	731,496	2,549,912	3,281,407	877,180	2,493,356	3,370,536
Transportation	50,826	2,429,941	2,480,767	49,838	2,405,492	2,455,330
Electrical	54,555	273,829	328,384	75,701	247,945	323,646
Other Branches	31,954	688,501	720,455	39,872	669,089	708,961
Total	1,179,961	7,812,663	8,992,624	1,302,243	7,843,502	9,145,745

APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30TH JUNE, 1945, AND 30TH JUNE, 1944 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	1945.			1944.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's	89	144	233	86	144	230
Accountancy	310	326	636	304	340	644
Stores	97	607	704	100	606	706
Way and Works	394	6,048	6,442	398	5,952	6,350
Rolling Stock	413	8,502	8,915	393	8,493	8,886
Transportation	1,653	5,503	7,156	1,683	5,492	7,175
Electrical	113	776	889	112	752	864
Refreshment Services	24	897	921	24	935	959
Total	3,093	22,803	25,896	3,100	22,714	25,814

This statement is compiled by averaging the number of individuals actually employed during each fortnightly pay period. In the case of casual employees the equivalent number of full-time men is included.

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL TIME PAID FOR HAD BEEN WORKED BY EMPLOYEES IN FULL-TIME EMPLOYMENT AND WORKING ORDINARY HOURS, DURING THE YEARS ENDED 30TH JUNE, 1945, AND 30TH JUNE, 1944.

How Employed.	1945.	1944.
On Working Expenses	24,818	24,794
On Capital and Other Funds (including Electric Tramways and Road Motor Services) ..	3,718	4,118
Total	28,336	28,912

APPENDIX No. 7.

STATEMENT SHOWING THE TOTAL COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, &c., AT 30TH JUNE, 1945.

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

LINES OPEN FOR TRAFFIC. (RAILWAYS)	£	LINES OPEN FOR TRAFFIC— <i>continued</i> .	£
Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..	5,411,526	Brought forward	15,707,965
Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	628,084	Geelong to Colac	344,791
*Deniliquin to Moama	168,031	Colac to Alvie	43,992
Moama to Echuca (including portion of cost of Echuca bridge)	11,573	Colac to Camperdown	139,061
Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ..	21,140	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	349,284
Barnes to Balranald	544,234	Warrnambool to Koroit	69,588
Clarkefield to Lancefield	46,526	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ..	99,261
Heathcote Junction to Bendigo (including cost of cattle siding)	282,765	Geelong (Queenscliff Junction) to Queenscliff	94,324
Carlsruhe to Daylesford	147,148	Moriae to Wensleydale	28,470
Daylesford Junction to North Creswick ..	142,712	Birregurra to Forrest	96,978
Redesdale Junction to Redesdale	64,185	Irrewarra to Beac	34,465
Castlemaine to Dunolly	323,319	Beac to Newtown	73,676
Dunolly to St. Arnaud (including cost of Carapooee ballast pits tramway) ..	144,645	†Colac to Beech Forest	39,318
St. Arnaud to Donald	90,620	‡Beech Forest to Crowes	26,972
Donald to Birchip	79,886	Timboon Junction to Timboon	79,898
Birchip to Woomelang	73,572	Terang to Mortlake	45,060
Woomelang to Mildura	398,409	North Geelong to Ballarat (including cost of North Geelong Loop Line) ..	1,646,348
Mildura to Merbein	12,569	North Geelong to Fyansford	2,978
Merbein to Yelta	29,095	Ballarat to Ararat	539,351
Red Cliffs to Werrimull	111,623	Ararat to Stawell	235,036
Werrimull to Meringur	52,708	Stawell to Horsham	376,135
Meringur to Morkalla	28,990	Stawell to Grampians	133,222
Nowingi towards Millewa South	59,911	Horsham to Dimboola	133,222
Dunolly to Inglewood	55,729	Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton)	428,970
Ouyen to Cowangie	105,897	Sunshine to Parwan	267,549
Cowangie to Murrayville	21,823	Parwan to Gordon	342,306
Castlemaine (Maldon Junction) to Maldon	43,967	Gordon to Warrenheip	126,897
Maldon (Laanecoorie Junction) to Melbourne	50,059	Bungaree Junction to Racecourse Reserve	2,159
Maryborough to Ballarat	265,767	Gheringhap to Maroona	395,996
Waubra Junction to Ballarat Racecourse ..	5,915	Ballarat East to Buninyong	53,804
Waubra Junction to Waubra	52,064	Ballarat Cattle-yards Branch	10,283
Maryborough to Avoca	46,751	Scarsdale Junction to Scarsdale	42,477
Avoca to Ararat	107,436	Scarsdale to Linton	59,642
Ben Nevis (Crowlands) to Navarre	40,925	Linton to Skipton	36,274
Bendigo to Inglewood	174,956	Burrumbeet Racecourse Junction to Burrumbeet Racecourse	2,081
Inglewood to Charlton	198,071	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	372,967
Charlton to Wycheproof	107,842	Hamilton to Portland (including cost of sidings to piers at Portland)	255,377
Wycheproof to Sea Lake	73,498	Penshurst to Koroit	87,313
Sea Lake to Nandaly	35,873	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ..	52,538
Nandaly to Kulwin	63,288	Hamilton (Coleraine Junction) to Coleraine	78,911
Wedderburn Junction to Wedderburn	11,072	Hamilton to Cavendish	32,899
Korong Vale to Boort	66,225	Cravendish to Toolondo	149,681
Boort to Quambatook	62,273	Branxholme to Casterton	118,479
Quambatook to Ultima	51,390	Heywood to Puralka (Mumbannar) ..	100,106
Ultima to Chillingollah	28,619	§Railways from Mumbannar and Murrayville to South Australian Border in connexion with railways to Mount Gambier and Pinnaroo	56,734
Chillingollah to Manangatang	26,389	Lubeck to Rupanyup	30,295
Manangatang to Annuello	57,901	Rupanyup to Marnoo	14,106
Annuello to Robinvale	81,564	Marnoo to Bolangum	29,477
Eaglehawk to Kerang	249,122	Murtoa to Warracknabeal	167,183
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ..	139,453	Warracknabeal to Beulah	49,347
Kerang to Murrabit	84,660	Beulah to Hopetoun	33,381
‡Murrabit to Stony Crossing (including portion of cost of bridge over River Murray)	203,309	Hopetoun to Patchewollock	96,326
Swan Hill to Piangil	51,480	Horsham to Noradjuha	62,864
Piangil to Kooloonong	60,270	Noradjuha to Toolondo	21,896
Kooloonong to Yungera	31,887	East Natinuk to Goroke	36,702
Elmore to Cohuna	92,779	Goroke to Carpolac	42,366
Albion to Broadmeadows	423,510	Dimboola to Jeparit	32,030
Footscray to Williamstown (including cost of tracks on piers at Williamstown) ..	2,321,800	Jeparit to Rainbow	23,102
Newport to Sunshine	31,256	Rainbow to Yaapeet	19,330
Newport to Geelong (including cost of Williamstown Racecourse Branch and tracks on Geelong Pier)	1,302,920	Jeparit to Lorquon	21,077
Williamstown Racecourse Junction to Altona Beach	15,850	Lorquon to Yanac	31,813
Carried forward	15,707,965	Essendon Junction to Essendon (including cost of Flemington Racecourse Branch)	319,446
		Carried forward	24,290,177

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

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

‡ 2-ft. 6-in. gauge.

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

APPENDIX No. 7—continued.

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

LINES OPEN FOR TRAFFIC—continued.		£	LINES OPEN FOR TRAFFIC—continued.		£
Brought forward		24,290,177	Brought forward		38,382,817
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) ..		2,822,237	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ..		144,738
Bowser to Peechelba		54,069	Korumburra to Coal Creek		4,999
‡Wodonga to River Murray (including portion of cost of bridge over River Murray) ..		34,097	Black Diamond Junction to Black Diamond		6,171
North Melbourne to Coburg		256,566	Korumburra (Jumbunna Junction) to Jumbunna		17,034
Coburg to Somerton		75,602	Jumbunna to Outtrim		22,194
Royal Park Junction to Clifton Hill ..		213,886	*§Welshpool to Welshpool Jetty		1,084
Fitzroy Branch		72,166	Alberton to Won Wron		81,711
Whittlesea Junction to Whittlesea ..		337,612	Won Wron to Woodside		39,034
Northcote Loop Line		11,544	Warragul to Neerim South		100,142
Tallarook to Yea		134,794	Neerim South to Noojee		98,955
Yea to Mansfield and Koriella		231,344	Moe to Thorpdale		90,061
Koriella to Alexandra		21,871	†§Moe to Walhalla		65,866
Mangalore to Shepparton		246,419	Morwell to North Mirboo		123,278
Shepparton to Numurkah		66,974	Traralgon to Heyfield		68,895
Numurkah to Cobram		54,600	Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ..		174,532
Murchison East to Rushworth		41,993	Bairnsdale to Orbost		292,153
Rushworth to Colbinabbin		27,601	Maffra to Briagolong		40,010
Rushworth to Girgarre		35,422	Burnley to Darling		233,755
Toolamba to Tatura		32,971	Darling (near) (cost of bridge over Winton-road and associated works)		8,669
Tatura to Echuca		177,557	Darling (near) to Glen Waverley		165,560
Shepparton to Dookie		42,555	Hawthorn to Lilydale		848,749
Dookie to Katamatite		31,070	Lilydale to Healesville		170,193
Numurkah to Nathalia		34,798	Hawthorn to Kew		69,720
Nathalia to Picola		9,955	Ringwood to Upper Ferntree Gully ..		130,166
Strathmerton to 8 miles 23 chains ..		19,960	§Upper Ferntree Gully to Gembrook ..		46,863
8 miles 23 chains to Tocumwal		92,964	Lilydale to Warburton		98,088
Benalla to St. James		75,282	South Kensington to West Footscray ..		572,434
St. James to Yarrawonga		79,861	Melbourne to Essendon Junction ..		2,306,268
Yarrawonga to Oaklands		218,883	Refreshment Services Buildings		68,324
Benalla to Tatong		27,147			
§Wangaratta to Whitfield		17,280	Total cost of Way, Works, Buildings and Equipment		44,472,463
Bowser to Beechworth		152,745			
Beechworth to Yackandandah		77,037	ROLLING STOCK—		
Everton to Myrtleford		60,393	Broad-gauge		6,371,571
Myrtleford to Bright		70,317	Narrow-gauge		17,419
Springhurst to Wahgunyah		54,436	Total		6,388,990
Wodonga to Tallangatta		115,729	TOTAL RAILWAYS		50,861,453
Tallangatta to Cudgewa		217,210			
Spencer-street to Flinders-street ..		503,729	ELECTRIC TRAMWAYS.		
Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) ..	Hobson's Bay Lines		WAY, WORKS, BUILDINGS AND EQUIPMENT.		
Flinders-street to St. Kilda			St. Kilda and Brighton		79,202
Princes-bridge to Richmond			‡Sandringham to Black Rock		36,512
Richmond to Cremorne			Total		115,714
Windsor to North Brighton		2,656,847			
Richmond to Picnic Station			ROLLING STOCK.		
Cremorne to Windsor			St. Kilda and Brighton		29,606
Picnic Station to Hawthorn			Sandringham to Black Rock		2,641
North Brighton to Brighton Beach ..			Total		32,247
Princes-bridge to Collingwood		228,112	TOTAL ELECTRIC TRAMWAYS		147,961
Collingwood to Heidelberg		262,216			
Heidelberg to Eltham		107,461	ROAD MOTOR PUBLIC SERVICES.		
Eltham to Hurstbridge		80,800	Garage Buildings and Equipment ..	7,148	
Brighton Beach to Sandringham ..		95,420	Less depreciation	326	6,822
South Yarra to Oakleigh		740,357	Road Motor Coaches and Trucks ..	15,047	
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 Herne's Oak to Yallourn) ..		1,332,549	Less depreciation	14,689	358
Sale to Stratford Junction		34,453	TOTAL ROAD MOTORS		7,180
†Oakleigh to Fairfield (from Ashburton to East Kew, including the Riversdale Loop, and from Fairfield to 30 chains 48 links)		201,739			
Caulfield to Frankston		597,674	Carried forward		51,016,594
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ..		84,031			
Baxter to Mornington		58,051			
Bittern to Red Hill		65,579			
Spring Vale Cemetery Line		11,390			
Dandenong Junction to Port Albert ..		676,084			
Koo-wee-rup to Yannathan		38,021			
Nyora to Woolamai		61,180			
Carried forward		38,382,817			

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

§ 2-ft. 6-in. gauge.

† 4-ft. 3½-in. gauge, 2.42 miles.

‡ Riversdale Junction to East Kew section closed for traffic 7.9.43.

* Welshpool to Welshpool Jetty closed for traffic 1.1.41.

† Platina to Walhalla section closed for traffic 1.4.44.

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

	£		£
Brought forward	51,016,594	Brought forward	51,179,623
LINES UNDER CONSTRUCTION.		Stores and Materials on hand and in transit	1,865,460
§Euston to Lette (including portion of cost of bridge over River Murray).. ..	131,362	Stores and Equipment on hand at Refreshment Rooms	123,482
		Materials in course of Manufacture	131,148
EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.		Total	2,120,090
§Mildura and Abbotsford—Portion of cost of bridges over River Murray.. ..	22,801	TOTAL COST—AS PER BALANCE SHEET	53,299,722
‡Orbost—Snowy River bridge	8,866		
Total	31,667		
Total Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines	51,179,623		
Carried forward	51,179,623		

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

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

NOTE.—Tracks on piers and wharfs, to ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 16.

APPENDIX No. 8.

STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

	Year ended 30th June—			Year ended 30th June—	
	1945.	1944.		1945.	1944.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light—Electric Locomotive	670	838
Country—Steam ..	2,210,743	2,222,641	„ Steam	287,174	303,098
„ Rail Motor ..	575,672	485,787	Ballast—Steam	162,274	123,293
Suburban—Steam ..	53,104	53,880	„ Electric Locomotive	141	414
„ Rail Motor ..	48,477	48,662	Electric Motor	7,523	6,561
„ Electric Motor	7,578,972	7,593,678	Inspection	†	†
„ Electric Locomotive	..	24	Water	†	†
			Departmental Coal ..	295,833†	301,908†
			Casualty and Doubling	†	†
			Miscellaneous	†	†
			Rail Motor	28,478	29,016
			Total Departmental Miles ..	782,093	765,128
MIXED—			SHUNTING.		
Country—Steam ..	501,838	493,049	Steam Locomotive ..	2,718,682	2,783,656
Suburban—Electric ..	1,768	1,776	Electric Locomotive ..	76,125	76,917
			„ Motor	1,281	2,097
GOODS—			Fordson Tractor	7,681	7,993
Steam	5,261,259	5,406,074	Rail Motor	6,078	5,681
Electric Locomotive ..	100,583	103,196	Total Shunting Miles ..	2,809,847	2,876,344
Electric Motor	4,724	4,630			
Total Traffic Train Miles ..	16,337,140	16,413,406	LOCOMOTIVE MILEAGE.		
			Steam	12,111,756	12,393,553
ASSISTANT MILEAGE—			Electric Locomotive ..	226,259	227,081
Country Passenger—			„ Motor	7,594,314	7,608,809
Steam	121,680	176,116	Fordson Tractor	7,681	7,993
Mixed—Steam	1,214	1,522	Rail Motor	658,705	569,146
Goods—Steam	172,902	201,722	Total Locomotive and Motor Miles	20,598,715	20,806,582
„ Electric Locomotive	29,520	28,253			
Total Assistant Miles ..	325,316	407,613	PASSENGER VEHICLE MILEAGE.		
			Country—Steam	†	†
LIGHT MILEAGE—			„ Rail Motor	1,027,407	915,259
Country Passenger—			Suburban—Steam	†	†
Steam	2,759	5,447	„ Electric	41,724,728	42,124,496
Mixed—Steam	141	515	„ Rail Motor	65,381	63,504
Goods—Steam	322,153	320,632	Total Passenger Vehicle Miles	†	†
„ Electric Locomotive	19,220	17,439			
„ Electric Motor ..	46	58	GOODS VEHICLE MILEAGE.		
Total Light Miles ..	344,319	344,091	Loaded	128,369,237	132,424,072
			Empty	44,749,546	47,987,634
TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT MILES)	17,006,775*	17,165,110*	Total Goods Vehicle Miles	173,118,783	180,411,706
			Total Vehicle Miles ..	†	†
			GROSS TON MILEAGE.		
			Passenger Trains—Steam ..	691,713,082	698,650,424
			„ „ Electric ..	1,609,621,288	1,621,268,079
			Rail Motor and Fordson Tractor	24,049,577	20,367,092
			Mixed Trains	141,079,254	131,984,006
			Goods Trains	2,881,499,884	2,995,095,011
			Total Gross Ton Miles ..	5,347,963,085	5,467,364,612

* These totals do not include Departmental Mileage.

† Equated.

‡ Records temporarily suspended.

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, 1945.

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 ..	549	lb. 13,816,624	lb. 25,166	14	lb. 196,556	lb. 14,040	563	lb. 14,013,180	lb. 24,890
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES	18	..	..	..	..	..	18	..	..
Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers.)		Number.	Capacity (Passengers.)		Number.	Capacity (Passengers.)	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
STEAM COACHING STOCK.		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class	193	10,936	57	..	..	..	193	10,936	57
2nd Class	350	25,307	72	40	1,243	31	390	26,550	68
Composite	171	9,189	54	..	..	..	171	9,189	54
Sleeping Cars—									
1st Class	21	420	20	..	..	..	21	420	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars ..	5	125	25	..	..	..	5	125	25
Parlor Cars ..	3	98	32	..	..	..	3	98	32
Dining Cars ..	5	228	45	..	..	..	5	228	45
Buffet Cars ..	5	152	30	..	..	..	5	152	30
Mail Vans	4	..	..	..	..	..	4	..	..
Luggage Vans ..	626	..	..	6	..	..	632	..	..
Carriage Trucks	2	..	..	..	..	..	2	..	..
Horse Boxes ..	50	..	..	..	..	..	50	..	..
Hearses	4	..	..	..	..	..	4	..	..
Brake Vans	(Included in Luggage Vans.)	..	..	..	..	..	..	..	..
Other Vehicles ..	4	..	..	..	..	..	4	..	..
Total	1,443	46,455	..	46	1,243	..	1,489	47,698	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors—									
2nd Class { 20 Petrol } ..	25	568	23	..	..	..	25	568	23
{ 5 Diesel } ..									
Composite { 10 Petrol Electric } ..	15	825	55	..	..	..	15	825	55
{ 3 Petrol } ..									
{ 2 Diesel } ..									
Trailers—									
2nd Class	23	540	23	..	..	..	23	540	23
Composite	6	405	67	..	..	..	6	405	67
Luggage	3	..	..	..	..	..	3	..	..
Motor Trolley (Petrol)—									
2nd Class	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers									
2nd Class	2	24	12	..	..	..	2	24	12
Total	75	2,367	..	..	..	..	75	2,367	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class	367	33,144	90	..	..	..	367	33,144	90
2nd Class	459	37,988	83	..	..	..	459	37,988	83
Composite	38	3,464	91	..	..	..	38	3,464	91
Parcels Vans ..	6	..	..	..	..	..	6	..	..
Total	870	74,596	..	..	..	..	870	74,596	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. ..	..	..	..	..	..	..	23	1,184	51
Total .. ..	..	..	..	..	..	..	31	1,484	..

APPENDIX No. 9—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS STOCK.									
Box Goods Wagons	22	511	23·2	1	10	10·0	23	521	22·7
Coal Wagons	333	5,074	15·2	..	..	..	333	5,074	15·2
Open Goods Wagons	15,150	268,658	17·7	203	2,233	11·0	15,353	270,891	17·6
Cattle Wagons	617	6,670	10·8	15	150	10·0	632	6,820	10·8
Sheep Wagons	1,354	14,142	10·4	..	..	..	1,354	14,142	10·4
Louved Wagons	1,338	19,346	14·5	13	130	10·0	1,351	19,476	14·4
Refrigerator Wagons	415	5,658	13·6	1	10	10·0	416	5,668	13·6
Powder Vans	16	80	5·0	..	..	..	16	80	5·0
Flat Wagons	273	8,297	30·4	..	..	..	273	8,297	30·4
Bolster Wagons									
Brake Vans	(Included in Steam Coaching Stock.)								
Other Vehicles .. ..	..	..	..	..	..	..	..	..	..
Total	19,518	328,436	16·8	233	2,533	10·9	19,751	330,969	16·8
SERVICE STOCK.									
Casualty or Breakdown Vans and Trucks	41	..	..	..	..	..	41	..	..
Water Trucks	158	..	..	..	..	..	158	..	..
Loco. Coal Trucks	(Included in Coal Wagons—Goods Stock.)								
Ballast Wagons	162	..	..	..	..	..	162	..	..
Gas Vehicles	5	..	..	..	..	..	5	..	..
Workmen's Sleeping Cars	347	..	..	..	..	..	347	..	..
Store Van	1	..	..	..	..	..	1	..	..
Cranes (not locomotives) on trucks	13	..	..	..	..	..	13	..	..
Plough Van	1	..	..	..	..	..	1	..	..
Motor Inspection Cars (Petrol)	5	..	..	..	..	..	5	..	..
Other Vehicles	170	..	..	..	..	..	170	..	..
Total	903	..	..	..	..	..	903	..	..

ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Producer Gas.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger)	6	74	6	167	..	..	12	241
		(seating)		(seating)				(seating)
Cars (Domestic Service)	3	15	..	..	5	25	8	40
		(seating)				(seating)		(seating)
Trucks (Goods)	5	280 cwt.	4	309 cwt.	23	1,786 cwt.	32	2,375 cwt.
Trucks (Domestic Service)	15	550 "	..	..	29	1,848 "	44	2,398 "
Trailers—Goods .. ..	..	..	..	..	..	..	15	1,420 "

APPENDIX No. 10.

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

Particulars.	Year 1944-45.	Year 1943-44.
1. Average Mileage of Railways open for Traffic	4,748	4,751
PASSENGER TRAFFIC.		
2. Passenger Train Mileage	Country .. 3,937,334 Suburban .. 7,681,437	Country .. 2,954,952 Suburban .. 7,697,132
3. Earnings from Passengers Carried	Country .. * Suburban .. *	Country .. * Suburban .. *
4. Number of Passengers Carried	Country .. * Suburban .. *	Country .. * Suburban .. *
5. Number of Passengers Carried One Mile	Country .. * Suburban .. *	Country .. * Suburban .. *
6. Average Miles each Passenger was Carried	Country .. * Suburban .. *	Country .. * Suburban .. *
7. Average Number of Passengers per Car	Country .. * Suburban .. *	Country .. * Suburban .. *
8. Average Earnings from each Passenger Journey	Country .. * Suburban .. *	Country .. * Suburban .. *
9. Average Earnings per Passenger Mile	Country .. * Suburban .. *	Country .. * Suburban .. *
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried	Country .. * Suburban .. *	Country .. * Suburban .. *
11. Number of Passengers Carried One Mile	Country .. * Suburban .. *	Country .. * Suburban .. *
12. Passenger Train Mileage	Country .. 6.46 Suburban .. 34.601	Country .. 6.28 Suburban .. 34.672
13. Earnings from Passengers Carried	Country .. * Suburban .. *	Country .. * Suburban .. *
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers	Country .. * Suburban .. *	Country .. * Suburban .. *
15. Average Number of Cars	Country .. * Suburban .. 6	Country .. * Suburban .. 6
16. Average Earnings from Passengers Carried	Country .. * Suburban .. *	Country .. * Suburban .. *
GOODS AND LIVE STOCK TRAFFIC—PAYING.		
17. Goods Train Mileage	5,618,369	5,761,322
18. Earnings from Goods and Live Stock	£6,863,031	£7,485,131
19. Number of Tons Carried	Est. 8,063,591	Est. 8,294,226
20. Number of Tons Carried One Mile	*	*
21. Average Haul per Ton of Goods (Miles)	*	*
22. Average Tonnage per Loaded Truck	9.35	9.50
23. Average Train Load (Tons)	204	209
24. Average Earnings per Goods Train Mile	24s. 5.17d.	25s. 11.81d.
25. Average Earnings per Ton	Est. 17s. 0.27d.	Est. 18s. 0.59d.
26. Average Earnings per Ton Mile	*	*
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic)	Est. 1,698	Est. 1,746
28. Number of Tons Carried One Mile (Paying Traffic)	*	*
29. Goods Train Mileage	1,183	1,213
30. Earnings from Goods and Live Stock	£1,445	£1,575
GOODS AND LIVE STOCK TRAFFIC—GROSS.		
31. Average Tonnage per Loaded Truck	*	*
32. Average Train Load (Tons)	507	513
33. Average Number of Vehicles per Train—Loaded	22	22
34. Average Number of Vehicles per Train—Empty	7	8

* Records temporarily suspended.

APPENDIX No. 11.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1945.

Receipts	Amount	Expenditure	Amount
	£ s. d.		£ s. d.
To Balance at 30th June, 1944	100,000 0 0	By Expenditure for the year ended 30th June, 1945—	
„ Payment to Fund during the year ended 30th June, 1945, 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	2,809 3 8
Railways £62,806 2 6		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	1,643 2 9
Electric Tramways 363 0 0	63,169 2 6	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	23 6 6
		(d) Amount paid as compensation to employees of the Com- missioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	13,358 8 10
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	11,967 5 2
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	33,206 0 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.	161 15 2
		„ Balance at 30th June, 1945	100,000 0 0
	£163,169 2 6		£163,169 2 6

APPENDIX No. 12.

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

	ST. KILDA-BRIGHTON.		SANDRINGHAM-BLACK ROCK.	
	Year 1944-45.	Year 1943-44.	Year 1944-45.	Year 1943-44.
Average Mileage of Tramway Worked ..	5.18	5.18	2.42	2.42
Car Mileage	520,095	522,542	128,386	124,460
Number of Passengers carried	6,930,076	6,853,093	2,267,166	2,228,593
Average Fare paid per Passenger	2.34d.	2.33d.	2.12d.	2.13d.
GROSS REVENUE—				
Passengers	£67,487	£66,500	£20,058	£19,753
Parcels	11	7	29	28
Miscellaneous	375	343	178	168
TOTAL GROSS REVENUE	£67,873	£66,850	£20,265	£19,919
Per Passenger Car Mile	31.32d.	30.70d.	37.88d.	38.47d.
Per Mile of Single Track	£6,551	£6,453	£4,377	£4,309
ORDINARY WORKING EXPENSES—				
Transportation Account	£24,468	£23,907	£5,805	£5,360
Way and Works Account	5,306	5,208	1,531	1,421
Rolling Stock Account	12,430	11,153	2,821	4,001
Power Account	6,884	6,764	1,700	1,693
General Expenditure	769	725	226	197
Payment into Railway Accident and Fire Insurance Fund	279	418	84	125
Pensions	707	683	..	..
Child Endowment Pay-roll Tax	872	828	211	220
TOTAL WORKING EXPENSES	£51,715	£49,686	£12,378	£13,017
Per cent. of Gross Revenue	76.19	74.32	61.08	65.25
Per Passenger Car Mile	23.86d.	22.82d.	23.14d.	25.10d.
Per Mile of Single Track	£4,991	£4,796	£2,674	£2,812
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£16,158	£17,164	£7,887	£6,932
INTEREST CHARGES	£4,055	£4,240	£1,444	£1,526
EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	426	441	151	159
CONTRIBUTION TO NATIONAL DEBT SINKING FUND	277	287	98	104
	£4,758	£4,968	£1,693	£1,789
PROFIT AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES, AND EXCHANGE ON INTEREST PAYMENTS AND REDEMPTION	£11,400	£12,196	£6,194	£5,143

APPENDIX No. 13.

THE CHALET, MT. BUFFALO NATIONAL PARK.

(Including Hostel at Mt. Hotham.)

CAPITAL EXPENDITURE AT 30TH JUNE, 1945.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation)	18,900	0	0			
Additions and improvements	67,080	7	6			
				85,980	7	6
Equipment	26,057	19	9			
Stock	3,544	18	1			
				29,602	17	10
				£115,583	5	4

WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1945.

	£	s.	d.		£	s.	d.
Stores, Freight, and Cartage ..	13,338	3	2	Accommodation and Buffet Sales	42,641	6	0
Salaries (including Superintendence), Wages and materials for operation and maintenance	30,308	4	0	Hire of Sports Material ..	2,821	9	9
Depreciation—Buildings ..	2,179	0	0	Motor Services	3,760	10	7
Interest and Exchange—Buildings	2,915	16	5				
Profit.. .. .	482	2	9				
	£49,223	6	4		£49,223	6	4

APPENDIX No. 14.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO
REVENUE, WORKING EXPENSES, INTEREST, EXCHANGE, ETC.,
FOR THE YEAR 1944-45.

REVENUE.		£	s.	d.	£	s.	d.
Revenue shown by the Railways	.. .. .	..	..	..	15,352,493	6	2
To bring this amount into agreement with the Treasury figures deduct—							
Outstandings at 30th June, 1945, not included in the Treasury figures	.. .. .	..	..	..	462,453	13	5
					14,890,039	12	9
and add—							
Outstandings at 30th June, 1944, collected in 1944-45 and therefore included by the Treasury in that year	.. .. .	699,949	9	4			
Amount credited by the Treasury to Revenue but by the Railways to Working Expenses	.. .. .	39	11	9			
					699,989	1	1
Revenue as shown by the Treasury	.. .. .	..	..	..	15,590,028	13	10

WORKING EXPENSES.		£	s.	d.	£	s.	d.
Working Expenses as shown by the Railways	.. .. .	12,914,088	9	3			
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	.. .. .	210	6	0			
(2) Amount credited by the Treasury to Revenue but by the Railways to Working Expenses	.. .. .	39	11	9			
(3) Amount credited by the Treasury to Railway Renewals and Replacements Fund and by the Railways to Working Expenses	.. .. .	4,612	4	6			
					12,918,950	11	6
Working Expenses as shown by the Treasury	.. .. .	..	..	..	12,918,950	11	6
Net Revenue on the Treasury basis of Accounts	.. .. .	..	..	..	2,671,078	2	4

INTEREST, EXCHANGE, ETC.		£	s.	d.	£	s.	d.
The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is	.. .. .	2,231,391	11	2			
To bring this amount into agreement with the Treasury figures deduct—							
Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn	.. .. .	210	6	0			
					2,231,181	5	2
Interest, Exchange, &c., Charges as shown by the Treasury	.. .. .	..	..	..	2,231,181	5	2
Surplus as shown by the Treasury	.. .. .	..	..	..	£439,896	17	2

RAILWAY POSITION SUMMARIZED.		£	s.	d.
Revenue	.. .. .	15,352,493	6	2
Working Expenses	.. .. .	12,914,088	9	3
Net Revenue	.. .. .	2,438,404	16	11
Interest, Exchange, &c.	.. .. .	2,231,391	11	2
Surplus	.. .. .	£207,013	5	9

APPENDIX No. 15.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1945.

Nil.

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1945.

Section.	Miles.
Euston to Lette (Construction beyond Koorakee (14½ miles) suspended and haulage of traffic on constructed portion discontinued)	30½

LINES CLOSED FOR TRAFFIC AT 30TH JUNE, 1945.

Section.	Miles.	Date Closed.
Welshpool to Jetty	3.23	1.1.41
Riversdale Junction to East Kew	2.18	7.9.43
Platina to Walhalla	4	1.4.44

LINES DISMANTLED DURING THE YEAR ENDED 30TH JUNE, 1945.

Nil.

APPENDIX No. 16.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1944-45.	5' 3" gauge ..	3.30	6.57	2.5	292.18	4328.95	4633.50	4966.89	1028.49	5995.38
	2' 6" gauge ..	..	..	..	.21	114.33	114.54	114.75	9.16	123.91
	Total ..	3.30	6.57	2.5	292.39	4443.28	4748.04	5081.64	1037.65	6119.29
	Electric Tramway*..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total..	3.30	6.57	2.5	299.78	4443.49	4755.64	5096.63	1039.05	6135.68
Year 1943-44.	5' 3" gauge ..	3.30	6.57	2.5	292.18	4329.00	4633.55	4966.94	1028.42	5995.36
	2' 6" gauge ..	..	..	..	.21	114.33	114.54	114.75	9.15	123.90
	Total ..	3.30	6.57	2.5	292.39	4443.33	4748.09	5081.69	1037.57	6119.26
	Electric Tramway*..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total..	3.30	6.57	2.5	299.78	4443.54	4755.69	5096.68	1038.97	6135.65
		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 1944-45.	5' 3" gauge ..	3.30	6.57	2.5	292.18	4328.96	4633.51	4966.90	1028.45	5995.35
	2' 6" gauge ..	..	..	..	.21	114.33	114.54	114.75	9.15	123.90
	Total ..	3.30	6.57	2.5	292.39	4443.29	4748.05	5081.65	1037.60	6119.25
	Electric Tramway*..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total..	3.30	6.57	2.5	299.78	4443.50	4755.65	5096.64	1039.00	6135.64
Year 1943-44.	5' 3" gauge ..	3.30	6.57	2.5	293.44	4328.14	4633.95	4968.60	1029.74	5998.34
	2' 6" gauge ..	..	..	..	.21	117.33	117.54	117.75	9.38	127.13
	Total ..	3.30	6.57	2.5	293.65	4445.47	4751.49	5086.35	1039.12	6125.47
	Electric Tramway*..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total..	3.30	6.57	2.5	301.04	4445.68	4759.09	5101.34	1040.52	6141.86

* Of the electric tramway mileage, 5.18 miles of double track and 1.24 miles of siding were of 5' 3" gauge; the balance was of 4' 8½" gauge.

APPENDIX No. 17.

RAILWAYS STORES SUSPENSE ACCOUNT.

	£	s.	d.	£	s.	d.		£	s.	d.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ..	559,440	16	2				Stores and Materials on hand and in transit ..	1,865,469	0	3
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ..	50,000	0	0				Sundry Debtors ..	10,384	13	7
				509,440	16	2	Cash in Treasury and with Agent-General at 30th June, 1945 ..	167,514	6	4
Advances from Loan Account subsequent to 30th June, 1896 ..				1,290,559	3	10				
Sundry Creditors—										
Stock Creditors ..	208,368	0	2							
Commonwealth Govt. Deposit lodged 1940-41 ..	35,000	0	0							
				243,368	0	2				
				£2,043,368	0	2				
								£2,043,368	0	2

APPENDIX No. 18.

RAILWAY RENEWALS AND REPLACEMENTS FUND

	£	s.	d.		£	s.	d.
Balance at 30th June, 1944 ..	4,884,914	5	0	Renewals and Replacements during the year—			
Funds specially appropriated under Act No. 4429 ..	200,000	0	0	Rolling Stock ..	183,168	7	11
Additional funds authorized for 1944-45 by Parliament ..	500,000	0	0	Way and Works ..	227,522	6	2
Rail Motor and Road Motor, &c., depreciation ..	17,553	2	7	Electrical Engineering ..	420,210	8	1
Sundry sales and abolitions, &c. ..	17,698	5	3	Balance held in Treasury at 30th June, 1945 ..	4,885,267	19	1*
Interest on Investment ..	96,003	8	5				
	£5,716,169	1	3		£5,716,169	1	3

* Includes £4,575,000 at credit of Investment Account.

APPENDIX No. 19.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1945.		Period 1st July, 1937 to 30th June, 1945.			During the Year ended 30th June, 1945.		Period 1st July, 1937 to 30th June, 1945.		
	£	s.	d.	£	s.	d.	£	s.	d.	
Special Appropriations ..	200,000	0	0	1,600,000	0	0	Normal Depreciation—			
Additional funds authorized by Parliament ..	500,000	0	0	4,650,000	0	0	Way, Works, Buildings, &c. ..	186,006	6	3
Sundry depreciation provided in Working Expenses ..	17,553	2	7	272,235	5	3	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ..	359,546	13	10
Sundry sales, abolitions, &c. ..	17,698	5	3	559,712	8	7	Electrical Engineering Plant and Equipment ..	77,687	15	0
Interest on Investment ..	96,003	8	5	199,128	8	5	Electric Tramways, Rail Motors and Road Motors ..	5,000	7	6
							Balance at 30th June, 1945 ..	203,013	13	8
								£831,254	16	3
								£7,281,076	2	3
								£831,254	16	3
								£7,281,076	2	3

* Excludes £4,375 Interest on Investments and £302,142 Sundry Sales required prior to 1942-48 to meet normal depreciation.

APPENDIX No. 20.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1945.	Year ended 30th June, 1944.
	£	£
New Lines and Surveys—		
Gross Expenditure	Cr 156	186
Credits	76	164
Net Expenditure	Cr. 232	22
Additions and Improvements on Existing Lines—		
Gross Expenditure	373,026	193,693
Credits	45,669	57,592
Net Expenditure	327,357	136,101
Rolling Stock (exclusive of Electric Tramways Rolling Stock)—		
Gross Expenditure	224,497	271,706
Credits	1,107	5,880
Net Expenditure	223,390	265,916
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	471,722	127,275
Credits	418,205	1,876
Net Expenditure	53,517	125,399
Total Railways—		
Gross Expenditure	1,069,089	592,950
Credits	465,057	65,512
Net Expenditure	604,032	527,438
Electric Tramways (including Rolling Stock)—		
Gross Expenditure	327	4
Credits	4,689	5,843
Net Expenditure	Cr. 4,362	Cr. 5,839
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	Cr. 30	624
Credits	311	1,263
Net Expenditure	Cr. 341	Cr. 639
Total—		
Gross Expenditure	1,069,386	593,578
Credits	470,057	72,618
Net Expenditure	599,329	520,960
Non-interest Bearing Funds	792,453	244,511
Interest Bearing Funds	Cr. 193,124	276,449