

1967  
VICTORIA

# VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1967

---

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 7 ELIZABETH II. No. 6355

---

*By Authority:*

A. C. BROOKS, GOVERNMENT PRINTER, MELBOURNE.

No. 21.—9386/67.—PRICE 35 cents



December 1, 1967.

*The Honorable V. F. Wilcox, M.P.,  
Minister of Transport.*

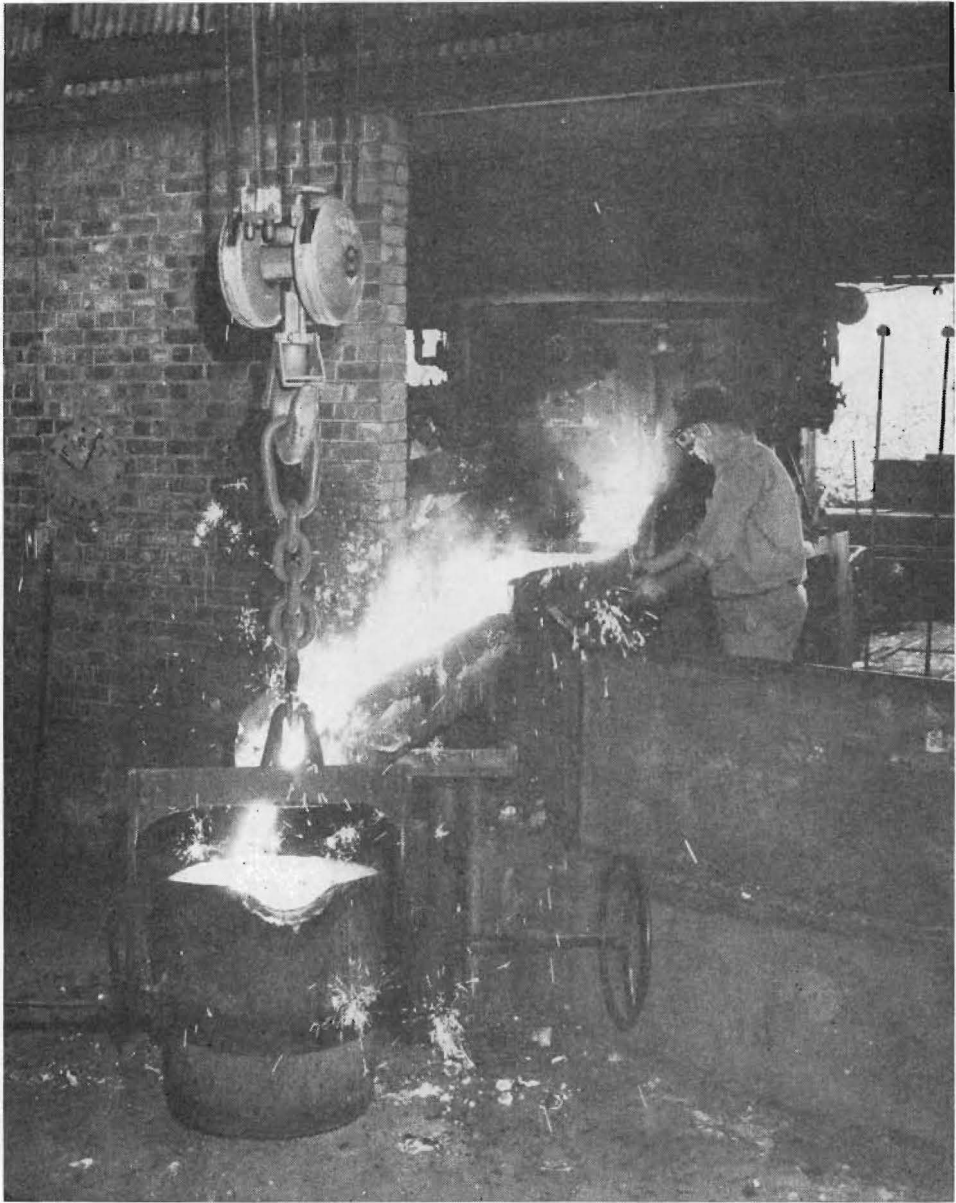
Dear Mr. Minister,

In accordance with Section 105 of the Railways Act, we submit our Report for the year ended June 30, 1967.

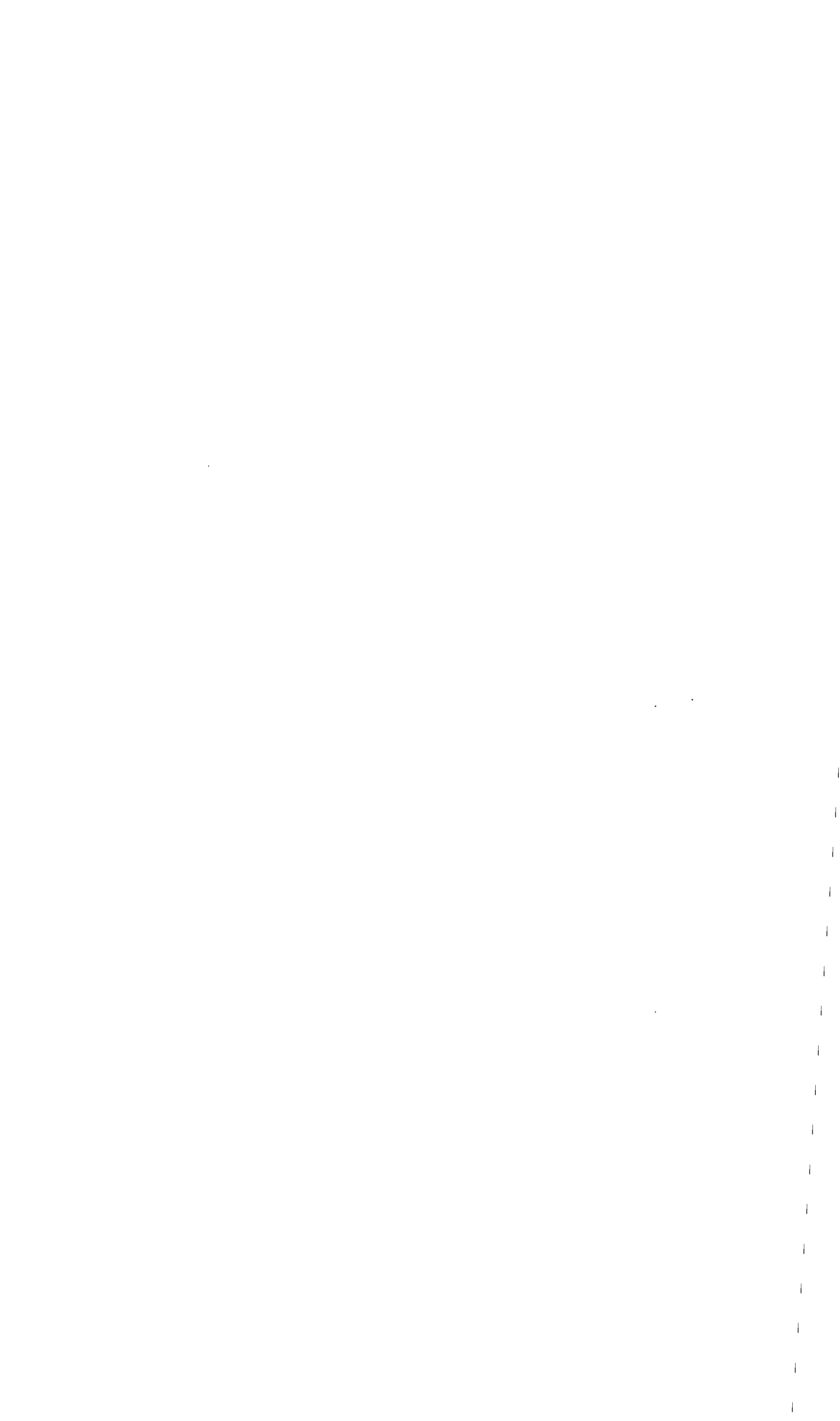
Yours sincerely,

G. F. W. BROWN	} Victorian Railways Commissioners.
E. P. ROGAN	
L. A. REYNOLDS	





Tapping molten iron for casting into brake blocks at Newport Foundry.



## CONTENTS

---

	PAGE
COMMISSIONERS' REPORT .. .. .	7
HEADS OF BRANCHES .. .. .	20
APPENDICES—	
	APPENDIX
Balance-sheet .. .. .	1 22
Financial Results (Totals), Summary of .. .. .	2 24
Reconciliation of Railway and Treasury Figures (Revenue and Working Expenses)	3 25
Statistics : Passengers, Goods Traffic, &c. .. .. .	4 26
New Lines Opened for Traffic or Under Construction, &c. .. .. .	5 27
Mileage of Railways and Tracks .. .. .	6 28
Railways Stores Suspense Account .. .. .	7 28
Railway Renewals and Replacements Fund .. .. .	8 29
Depreciation—Provision and Accrual .. .. .	9 29
Capital Expenditure in Years Ended 30th June, 1967 and 1966 .. .. .	10 30





**REPORT OF THE  
VICTORIAN RAILWAYS COMMISSIONERS  
FOR THE YEAR ENDED  
30TH JUNE, 1967**

FINANCIAL RESULTS.

The results of working were :

	\$	c
GROSS INCOME EARNED .. .. .	104,579,177.	36
WORKING EXPENSES CHARGED AGAINST INCOME .. .. .	103,559,575.	53
<b>PROFIT ON CURRENT OPERATIONS .. .. .</b>	<b>1,019,601.</b>	<b>83</b>
Interest charges and expenses .. .. .	4,545,712.	27
Exchange on interest payments .. .. .	132,293.	05
Contribution to National Debt Sinking Fund .. .. .	213,186.	15
<b>TOTAL INTEREST, EXCHANGE, ETC. .. .. .</b>	<b>4,891,191.</b>	<b>47</b>
<b>DEFICIT .. .. .</b>	<b>3,871,589.</b>	<b>64</b>

The gross receipts for the year were \$104,989,343.67, a difference of \$410,166.31 compared with the Income total shown above. A reconciliation of the two sets of figures appears in Appendix No. 3.

The operating profit this year was an improvement of \$2,551,847 over the operating loss of \$1,532,245 last year. This improvement resulted from the following variations :—

	\$
Increase in earnings .. .. .	4,960,295
Increase in working expenses .. .. .	2,408,448
<b>Net improvement .. .. .</b>	<b>2,551,847</b>

The increase in earnings came from the following sources :

	\$
Passengers .. .. .	2,335,000
Parcels .. .. .	368,000
Mails .. .. .	63,000
Goods .. .. .	1,882,000
Refreshment services, bookstalls and advertising .. .. .	140,000
Rentals .. .. .	170,000
Kerang-Koondrook Recoup .. .. .	2,000
<b>Approximate net increase .. .. .</b>	<b>4,960,000</b>

The increase in working expenses was principally due to the following factors :

	\$	\$
<i>Increases :</i>		
Full year effect of various Wages Awards made in 1965-66	26,000	
Cost of Wages Awards made in 1966-67 .. .. .	4,343,000	
Superannuation charges .. .. .	129,000	
Long service leave .. .. .	168,000	
Payroll Tax .. .. .	108,000	
Railway Accident and Fire Insurance Fund .. .. .	127,000	
General expenses .. .. .	9,000	
	<hr/>	4,910,000
<i>Decreases :</i>		
Service grants .. .. .	27,000	
Savings in operating and maintenance costs due to increased efficiency and decrease in train mileage .. .. .	2,470,000	
Standard Gauge Agreement—		
Reduction in interest charges .. .. .	5,000	
	<hr/>	2,502,000
<b>Approximate net increase .. .. .</b>		<b>2,408,000</b>



The new station building at Bendigo.

*Loan Expenditure.*

The amount of Loan Funds allotted by the Treasury for expenditure during the year was \$16,466,489, which was expended as follows :—

<u>Repairs and renewals</u>	\$	\$
Way and Works .. .. .	2,853,712	
Rolling Stock .. .. .	7,316,170	
	<hr/>	
	10,169,882	
 <u>Capital</u>		
Way and Works .. .. .	6,118,435	
Rolling Stock .. .. .	125,537	
New lines .. .. .	52,635	
	<hr/>	
	6,296,607	
		<hr/>
		16,466,489

*Standard Gauge Line.*

Payments to the Commonwealth Government in respect of the Standard Gauge Line were—

	\$
Principal .. .. .	95,837
Interest .. .. .	220,000
making a total repayment, up to 30th June, 1967, of—	
Principal .. .. .	583,190
Interest .. .. .	1,410,438

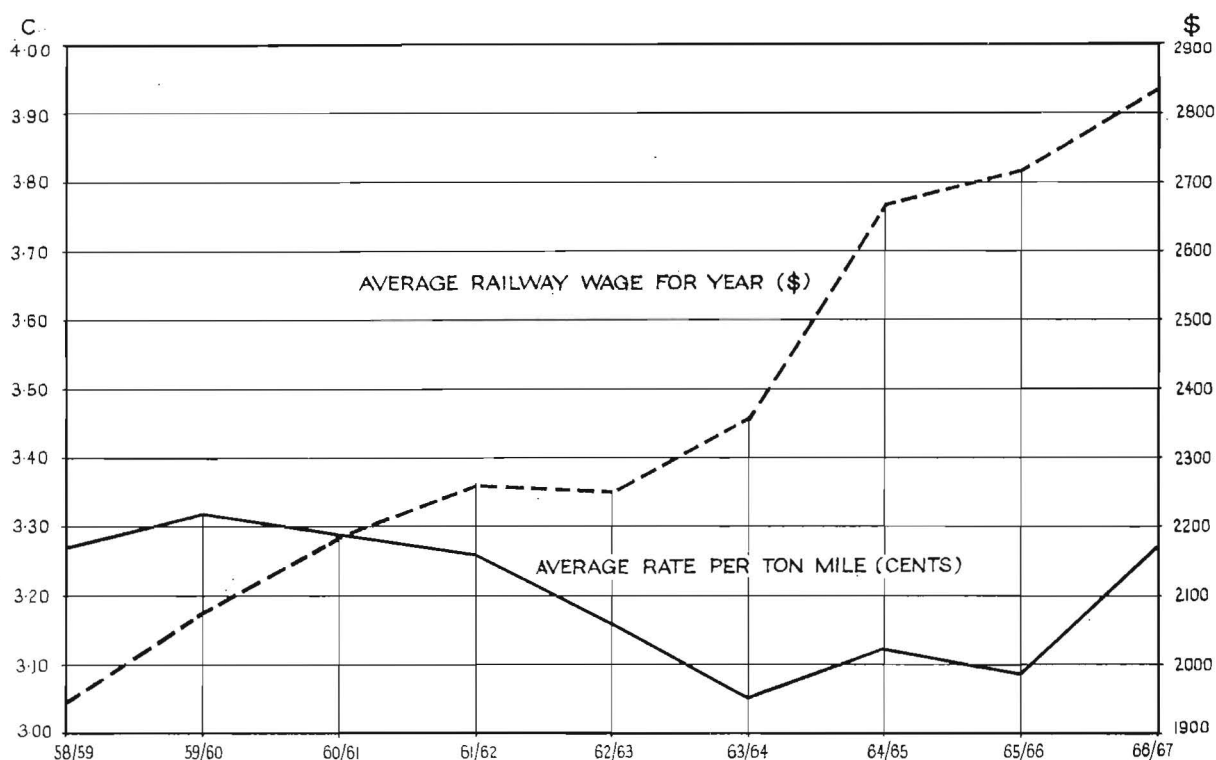
FINANCIAL CONSIDERATIONS.

The increase in revenue, as compared with the previous year, was mainly attributable to the introduction, from 14th August, 1966, of the following increases :—

Goods rates and charges, excluding wool, livestock, decentralized industries and other special rates introduced to meet competition .. .. .	10 per cent., rounded off to nearest 5 cents
Country and suburban fares and parcels rates .. .. .	15 per cent.

With the concurrence of other railway systems, intersystem arbitrary fares were increased by 10 per cent. from 1st March, 1967.

The list of country industries declared by the Minister of State Development as eligible for the special rates applicable to "Approved Decentralized Secondary Industries" continued to expand, and up to 30th June, 1967, a total of 535 industries had been so declared.



It is estimated that the overall concessions granted to "country industries" was \$4,150,000 for the year. We repeat that such substantial subsidies should not be submerged in railway accounts but should be separately financed from a decentralization fund. This would have resulted in a surplus of \$278,411 after meeting interest, exchange, &c., instead of a deficit of \$3,871,589.

In addition, special reduced fares are conceded to students to attend schools, colleges and universities including interschool sporting functions and while on vacation or for weekend travel; trainee nurses travelling for training or during weekly leave; and pensioners. Except for an inadequate grant of \$200,000 annually for travel of pensioners, no subsidies are received towards these costly concessions, which, in the main, are a valuable contribution towards the cost of education.

The constant and successful drive for improved operating efficiency has enabled the percentage increase in freights and fares to be considerably lower than the percentage increase in wages and other unavoidable costs outside our control.



Palletized loading of bagged cement.

A careful scrutiny and rigid control of expenditure has been maintained to ensure that the limited resources available were used to the best advantage to provide a reasonable standard of service to the public.

The value of stock held at 30th June, 1967, was \$7,220,977—an increase of \$223,998 by comparison with the previous year.

Issues and sales from stock totalled \$34,993,110—an increase of \$430,800—and a satisfactory rate of turnover of stock was maintained.

The value of materials reclaimed at Spotswood for sale or for internal re-use reached a record total of \$1,108,644, which was \$149,778 higher than last year.

The commercial consideration of increased freight rates is elaborated on in the commercial section.

### COMMERCIAL.

The long distance transport field continues to be fiercely competitive and the commercial section, supported by sections specializing in packaging and transport engineering, has not relaxed its endeavour to service our patrons adequately and to ensure that operations are directed to the needs of the market. However the Department, and therefore the State as a whole, continued to suffer through the activities of unregulated sections of the road transport industry, including carriers of livestock, petroleum products, fruit, vegetables and other perishables, and also through the operations of primary producers, and declared “decentralized industries”, who can carry their own goods anywhere.

In addition, the legal concept of an “interstate” journey which attracts the protection of section 92 of the Constitution of the Commonwealth of Australia permits road operators to set at nought the Victorian transport regulatory system over an increasing area of the State. For example, road hauliers based on border towns were delivering from Melbourne to towns between Ouyen and St. Arnaud and Bendigo, which could hardly be regarded as in the “border areas” of the State. Incidentally, it is not unreasonable to wonder whether the circuitous route into New South Wales is always undertaken.

To meet this competition, special reductions have had to be conceded either on a locality or a commodity basis or both.

Livestock operators who do not pay any road maintenance tax have a particularly unfair advantage in rate making, and a reduced and simplified rate structure for the carriage of livestock has been introduced in an effort to regain traffic.

These sectional pressures are equally disruptive when freight rate increases are being introduced, forcing either total or partial exemption.

This violence to the orderly railway rating structure has created anomalies, engendering considerable ill-will and charges of discrimination being levelled against the railways. However, freight rate adjustment is the only weapon at our command while our competitors are able, generally speaking, to choose their field of operation, both as to route and commodity, and are also free from many of the award obligations and fixed charges that the railways are required to bear.



Unloading sheet steel with high capacity fork lift truck.

In support of our commercial staff a new series of press advertisements was inaugurated, with the continuing theme that the railways are specialists in the transport field. Each advertisement features a different commodity handled by rail, and the series is designed with the dual object of reminding the public of the extent to which it is dependent on rail transport, and of demonstrating to potential patrons the capacity of the railways efficiently to carry a virtually unlimited variety of freight.

Liquid petroleum gas, formerly carried by road, was won to rail. Pressure tank wagons, each having a capacity of about 37 tons, are used to convey the gas to a number of country centres.

Woolgrowers were actively canvassed by commercial agents, who also continued to make the advantages of rail transport better known amongst city and country business organizations. To improve our representation in the Western District, arrangements were made to station a commercial agent at Horsham.

We note with concern that the Federal Government proposes to allow "commuter" air services to operate throughout Australia. This would have the effect of permitting charter operators to provide regular air services between Melbourne and any country centre.

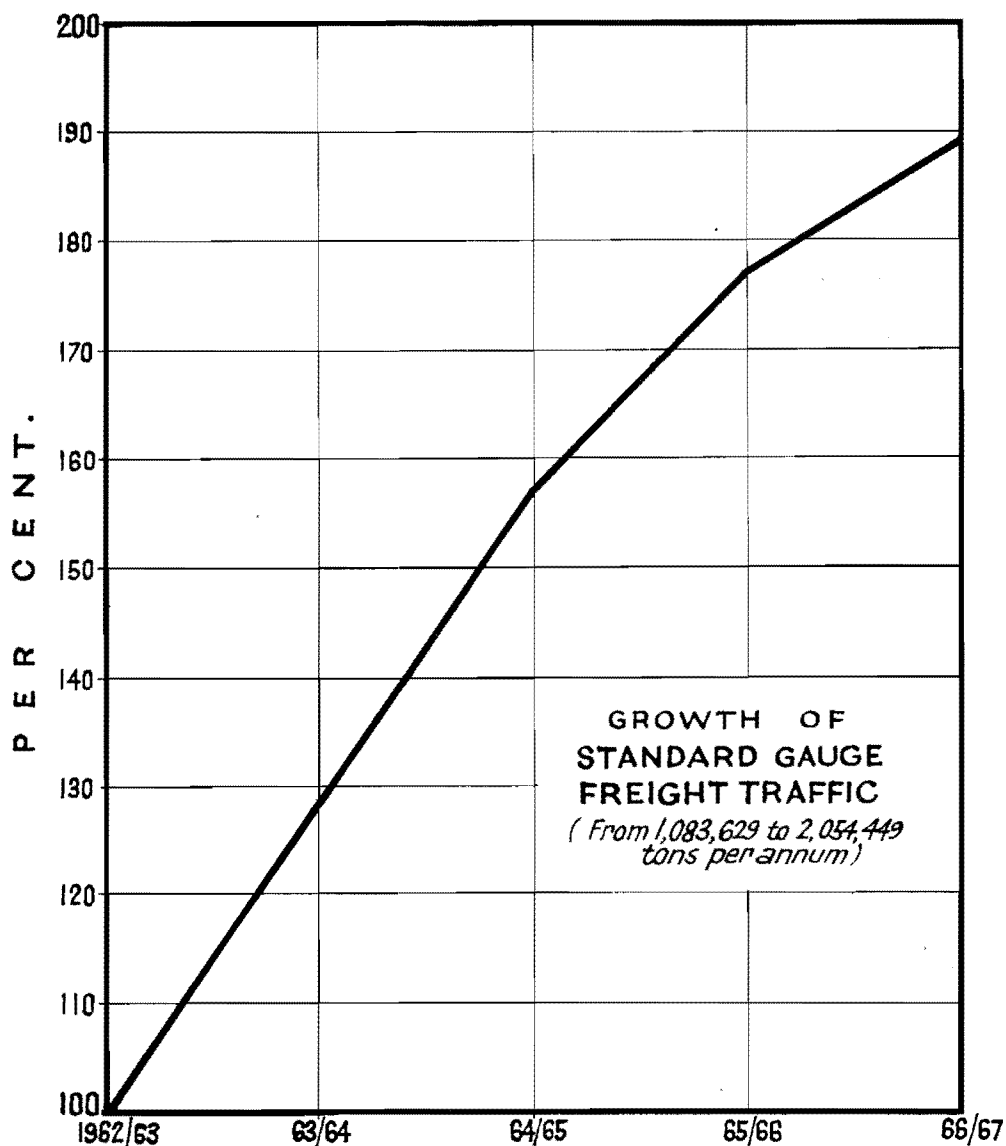
The unrecouped cost of providing air terminals, with their navigation equipment, constitutes a substantial subsidy per passenger carried, without which air travel would not be competitively priced for many travellers.

## FREIGHT OPERATION.

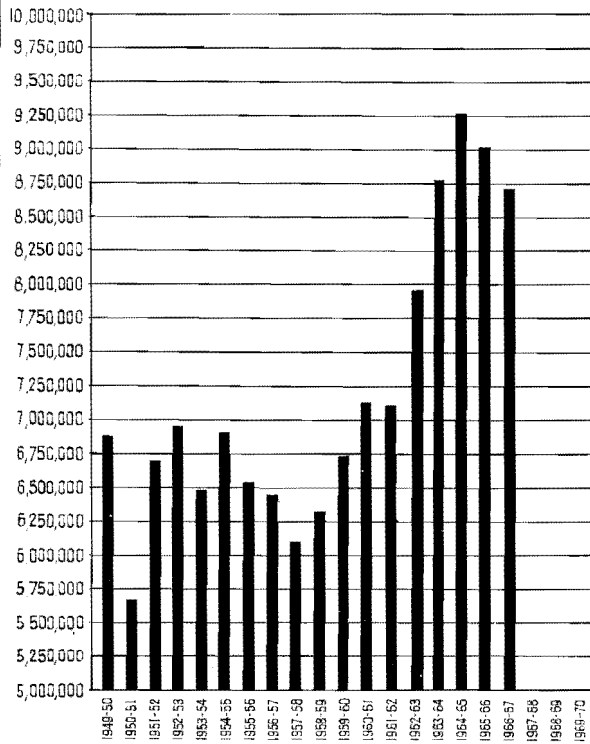
### GENERAL.

In the first six months of the year there was a continuation of the adverse economic trend that caused a sharp fall in the amount of goods traffic during the latter part of the previous year. From January onwards, however, traffic revived appreciably as conditions in outside industry took a more favourable turn.

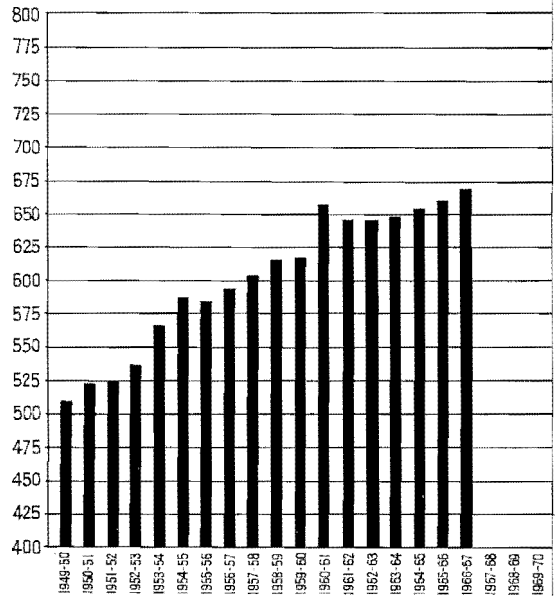
Despite this fluctuation, intersystem goods traffic on the standard gauge line between Melbourne and Albury maintained a steady growth, reaching a total of 2,054,449 tons for the year—an increase of 136,798 tons on the previous year's total and a record for this traffic.



**TRAFFIC TRAIN MILEAGE**



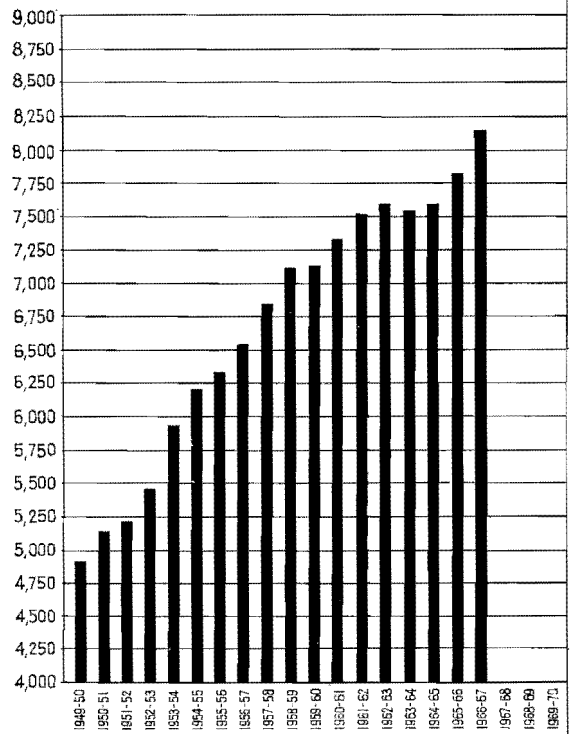
**AVERAGE GROSS TONNAGE PER TRAFFIC TRAIN MILE**



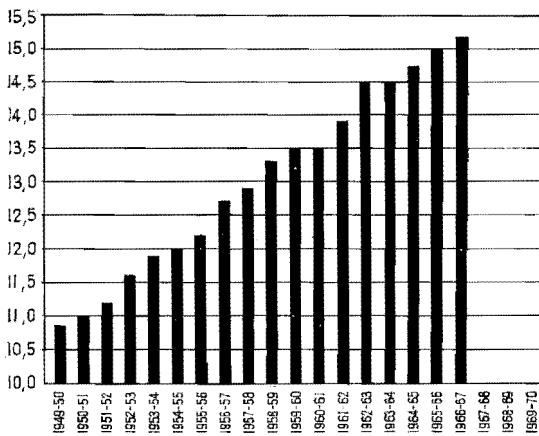
**VICTORIAN RAILWAYS**

**GRAPHS**  
SHOWING  
**FREIGHT TRAIN STATISTICS**

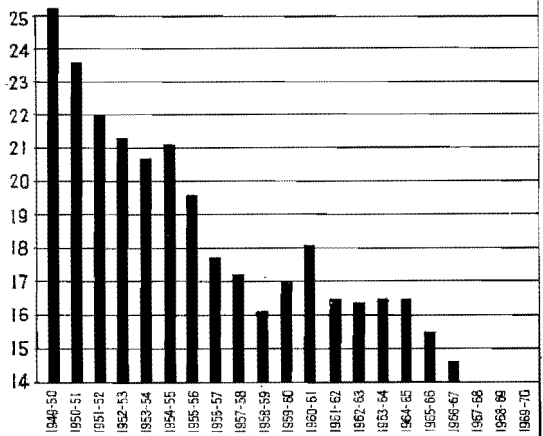
**GROSS TON MILES PER TRAIN HOUR**



**MILES PER TRAIN HOUR**



**STANDING TIME PER 1000 MILES**



Tonnages carried of some principal commodities, with variation in comparison with last year, were as follows :—

Commodity.	Tons Carried.	Comparison last year tons + or -
Wheat .. .. .	1,869,458	- 165,437
Oats .. .. .	274,603	+ 94,265
Barley .. .. .	196,067	- 13,787
Superphosphate .. .. .	1,075,820	+ 19,017
Cement .. .. .	806,508	+ 24,875
Briquettes .. .. .	1,486,851	- 84,424
Livestock .. .. .	158,052	- 80,987

A new record was established in the operation of the bogie exchange system, which has become a key factor in reducing transit times and handling costs for intersystem goods traffic involving haulage over both 4' 8½" and 5' 3" gauges. During the year, 25,100 vehicles were bogie changed at Dynon and 2,760 at Wodonga, representing a net increase of 2,160 over the previous year's total for both locations.

#### Operating efficiency.

It is of the utmost importance for a railway system to obtain the best possible revenue return by maintaining high average wagon loadings and by reducing unproductive train running to a minimum. The following statistics, which relate to the more important aspects of our goods train operations, show improvement in efficiency :

	1966-67.	1965-66.	1964-65.
Total goods and livestock tonnage .. .. .	12,074,550	12,156,405	12,595,661
Average haul per ton of goods (miles) .. .. .	160	164	161
Total ton miles (goods and livestock) .. .. .	1,937 million	1,989 million	2,028 million
*Average miles per wagon per day .. .. .	33.75	35.51	36.91
*Average ton miles per wagon per day .. .. .	340	346	345
Average tonnage (net) per loaded wagon mile .. .. .	14.91	14.58	13.98
Average ton miles (net) per goods train hour .. .. .	3,701	3,563	3,421
Contents load per goods train mile (tons) .. .. .	305	300	295
Percentage of empty wagon mileage to total .. .. .	32.45	32.81	33.18

\* Based on the number of goods vehicles actually available for service.

The railways' line haul superiority over other surface transport agencies can be seriously offset by terminal handling costs. Over recent years bulk handling, containerization, palletization and other unit loading devices have emerged as a valuable contribution to a solution of terminal handling difficulties. The Victorian Railways have had long experience with the use of these devices and have been able to assist with their introduction as industry has become aware of the economies which they offer.

In furtherance of our policy of gradually replacing steam by diesel haulage, train services beyond Hamilton were completely dieselized, and a new depot was established at Hamilton to service diesel locomotives in that area.

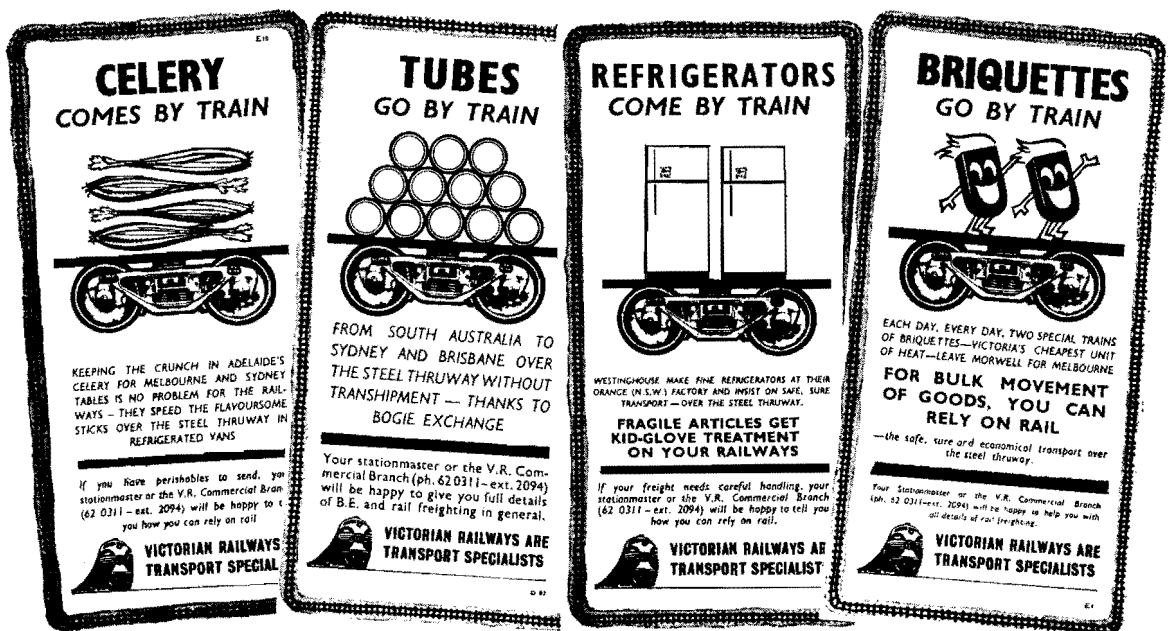
Additional flat wagons were provided to carry steel strip, in 16-ton coils, from Port Kembla to South Australia, and modifications were made to the original design of the wagons to meet the special requirements of this traffic.

Work proceeded on the provision of improved train crossing facilities on the Gheringhap-Maroonna line. A 2,900 ft. crossing loop, equipped with an improved type of point mechanism, was constructed at Pura Pura, and automatic electric staff instruments were installed at several stations on this line.

After being closed for the past seven years, the 39-mile section of line between Avoca and Ararat was re-opened in October, 1966, to provide a more direct route from Maryborough to Ararat—primarily for the movement of export oat traffic to Portland.

In August, 1966, an additional overnight "through" goods service from Melbourne was inaugurated to provide early morning delivery of consignments at Kyabram and Echuca.





The gross traffic train mileage for goods services in 1966-67 was 6,732,935 miles, a reduction of 3.10 per cent. compared with the preceding year. This result was mainly attributable to the decrease in wheat and livestock traffic.

#### PASSENGER OPERATION.

Passenger traffic was generally lighter than in the previous year. The number of country passenger journeys fell by 2.46 per cent. to 4.67 million, and suburban journeys by 1.89 per cent. to 141.59 million. However, because of the increase of 15 per cent. in fares from 14th August, 1966, passenger revenue showed a net increase of 8.41 per cent. compared with 1965-66.

Notwithstanding the continued downward trend in the overall volume of suburban traffic, peak period loadings are still very heavy, particularly at stations beyond a nine-mile radius from the City of Melbourne.

Over the past 15 years, the intensive suburban development of formerly semi-rural areas, some of which are up to 25 miles distant from the centre of the city, has imposed heavy peak hour demands on the suburban electrified system. This has necessitated a considerable amount of track duplication to avoid delays in arranging train crossings on single line sections. Moreover, as the average length of journey has increased considerably, it has been necessary to build additional trains to ensure a reasonable frequency of service on each line.

Because the total traffic volume is grossly out of balance, much of our suburban carriage stock is in use for only relatively short periods on weekdays to cope with rush hour traffic. Off-peak traffic is now so light that many lines can be satisfactorily served by two-carriage trains for much of the time. Because of this trend, the operation of two-carriage trains was extended, commencing on 1st August, 1966, to the lines terminating at Princes Bridge.

An improved passenger service between Melbourne and Mildura was introduced on 1st May, 1967, with an overnight train in each direction daily, except on Saturdays.

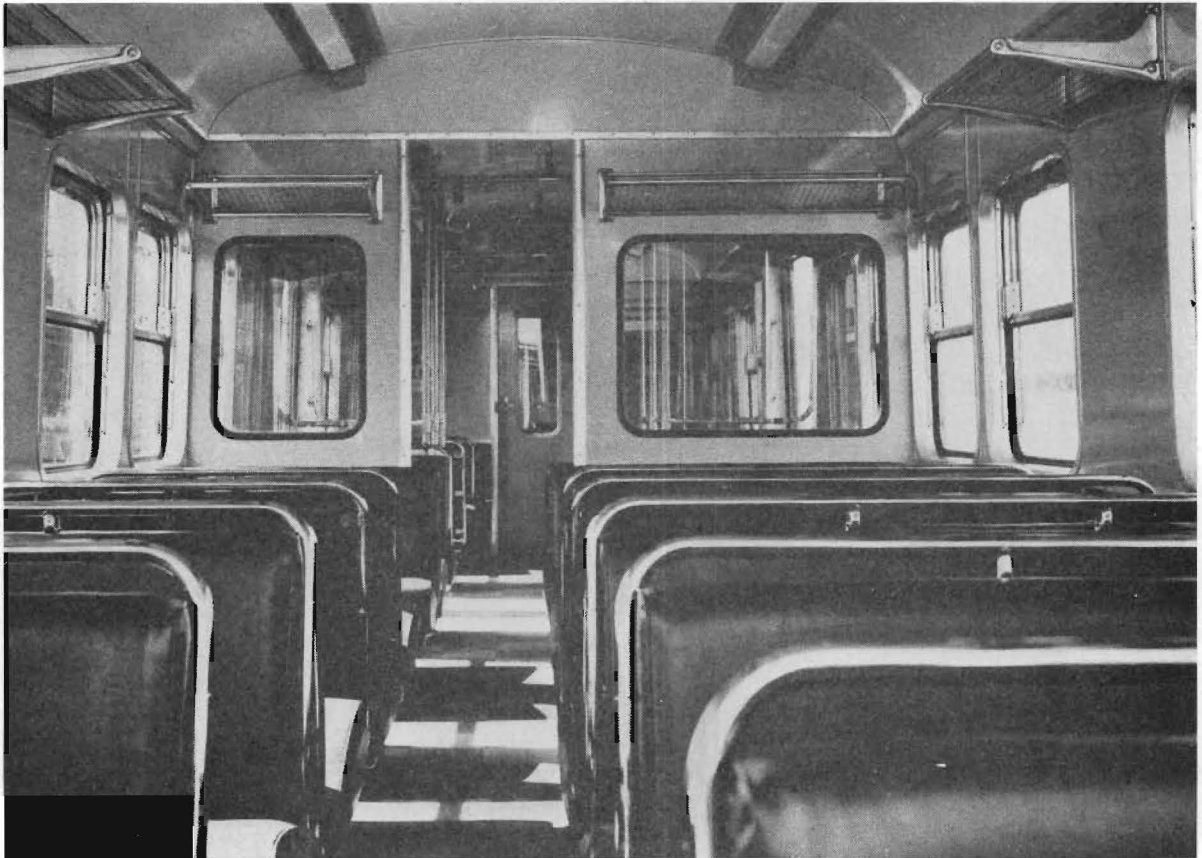
The previous service comprised an overnight train each way on Sundays and Fridays, and a daytime train, named "Mildura Sunlight", on Tuesdays, Wednesdays and Thursdays. However, the daytime patronage was poor, and, as recent canvasses of local residents indicated a marked preference for overnight travel, the new timetable was framed on this basis.

A review of Sunday suburban services indicated that considerable savings in costs were possible by reducing the overall period of operation by thirty minutes, both morning and evening, when traffic is especially light, without undue inconvenience to patrons. Timetables were adjusted accordingly, and opportunity was taken at the same time to increase the frequency of service on a number of outer suburban lines, and to arrange a more regular spacing of train times generally, with some express running.

In response to numerous requests by local interests, a regular passenger service was restored, on trial, on the Mornington line from 12th September, 1966. The service is operated by a diesel rail car between Mornington and Frankston, where connexion is made with electric suburban trains to and from Melbourne.

Completion of the Richmond-Burnley track quadruplication early in January, 1967, permitted the operation of additional peak period trains on the Box Hill and Glen Waverley lines, and also effected a marked improvement in the timekeeping of trains on those lines.





Interior of latest type "Harris" suburban carriage, showing communication door at end.

### IMPROVEMENTS.

#### *Rolling Stock.*

The following new rolling stock was built in our Workshops during the year :—

Classification and Type.	Number Completed.
"Harris" suburban trailer carriages .. .. .	20
40 ton louvre vans (for general merchandise) .. .. .	191
53 ton flat wagons (for coiled steel traffic) .. .. .	18
50 ton flat wagons (for steel plate and general traffic) .. .. .	5
40 ton wagons (for bulk flour traffic) .. .. .	4
Brake vans (for freight service) .. .. .	6
Rail tractor .. .. .	1
Service stock (for departmental traffic) .. .. .	2

#### *Motive Power.*

Additions to our locomotive fleet comprised six "X" class diesel-electric locomotives of 1,800 h.p. for main line goods and passenger services, and a further eight "T" class diesel-electric locomotives, of either 950 h.p. or 1,050 h.p., suitable for both branch and main line services. Two additional "T" class locomotives had still to be delivered under the existing contract.

A contract was let for the supply of 25 additional "Y" class 650 h.p. diesel-electric locomotives, which are required for shunting work and branch line haulage. Delivery of these is to commence in December, 1967.

With the continued expansion of our diesel locomotive fleet, steam locomotives are being scrapped as they reach a stage that renders their continued maintenance uneconomical. During the year, 49 additional steam locomotives were scrapped, and the number remaining on the Register at 30th June, 1967, was 132.

As evidence of the declining importance of steam, about 90 per cent. of our passenger trains and over 85 per cent. of our goods trains are now diesel hauled.

#### *Passenger Stock.*

The second group of 30 "Harris" suburban trains was completed with the delivery of the remaining 20 trailer carriages at Newport Workshops and 15 motor carriages at the works of a contractor. Most of these carriages were built to an amended design providing for communication doors at each end, except at the driving end of motor carriages, and omitting the centre doorways fitted to earlier "Harris" type cars.



"X" Class 1,800 h.p. diesel-electric locomotive.

#### *Goods Vehicles.*

The 40-ton capacity bulk flour wagons were of a new design, incorporating pneumatic loading and discharging equipment and roller bearing high speed bogies. In addition, numerous special purpose wagons were provided to cater for diverse types of traffic, such as coiled and plate steel, bulk cement, pulpwood, wood chips, motor cars and containers.

The contract for the supply of 100 aluminium bulk grain hopper wagons was completed with delivery of the remaining 68 wagons.

#### *Workshops.*

Further additions were made to plant and equipment at the various Workshops. Although Ballarat and Bendigo Workshops, which are allocated various types of work in connexion with the maintenance and construction of rolling stock, have been expanded during recent years, Newport Workshops remains our major rolling stock construction centre.

#### *Permanent Way.*

The task of relaying country lines to bring them to a satisfactory standard for modern traffic conditions continued within the limits of available funds and labour resources, a total of 143 miles being relaid during the year. Although this was somewhat better than the previous year's mileage, it was still about 70 miles short of the annual total accepted by the Public Accounts Committee as a desirable minimum.

In keeping with modern trends, mechanical track laying and maintenance equipment was used to an increasing extent.

An improved system of track upkeep, known as the cyclic maintenance system, was inaugurated in the Geelong district. This involves the use of gangs fully mechanized for the renewal of sleepers and for the lifting, packing and lining of tracks in a regular cycle. Patrolling and minor repair work remain the responsibility of local track gangs, with the assistance of a larger district mobile gang.

The new system will be gradually extended to other districts, as it enables the tracks to be more economically maintained in first class condition, and, by the re-arrangement of sections, it permits a larger proportion of track staff to be stationed in centres with more reasonable amenities.

#### *Increased Track Facilities.*

The scheme to increase the capacity of the Box Hill line was advanced a stage further with the completion of the Richmond-Burnley quadruplication.

On the Geelong line, duplication was proceeding on sections between Newport South and Werribee, the rate being dictated by the finance available.

#### *Level Crossing Protection.*

Eight additional sets of boom barriers and 21 sets of flashing light signals were installed, bringing the total number of boom barrier and flashing light installations to 58 and 235, respectively.

#### *Grade Separation.*

The level crossing at Tuaggra-street, Maryborough, was eliminated by an underpass for road traffic.

Grade separation is being effected by an overpass for road traffic at Warrigal-road, Oakleigh, and by raising the level of the railway line to span Canterbury-road, Canterbury. Work was proceeding satisfactorily on each of these projects.

In addition, contributions were made to the cost of works at several other locations where the Country Roads Board was the constructing Authority.

#### *Communications.*

Continuing the scheme to improve communications between Melbourne, the North-western District and Adelaide, reconstruction of the pole line between Sunshine and Ballarat was completed and work was begun on the next section, from Ballarat to Ararat.

The new Bendigo station building was equipped with a modern telephone exchange.

#### *Re-arrangement of Melbourne Goods Terminal.*

Work was completed on a new covered loading area, 1,070 ft. long, adjacent to the Cowper-street boundary of the Melbourne Goods area. In addition, the northern portion of an extension to No. 4 Shed was completed and a contract let for the southern portion.

To provide for cement traffic arriving from Geelong, a new unloading shed was constructed at North Melbourne.

Facilities formerly provided for the washing of livestock vans at North Melbourne were replaced by new facilities at Brooklyn. Apart from the release of a valuable area at North Melbourne for other purposes, the re-arrangement has expedited the movement of empty livestock vans.

With construction of the new Dynon-road bridge over the railway lines, the adjacent yard area will be re-arranged for the reception of incoming freight trains to suit the proposed hump retarder.

Two additional bridges were constructed to carry trackwork over Dudley-street, West Melbourne.



New bridge at Dudley Street, West Melbourne, for additional tracks laid in connexion with Melbourne Yard re-arrangement.

#### *Electrical Engineering.*

A large automatic sub-station was commissioned at North Melbourne, enabling the manually operated sub-station at Newmarket to be closed ; an additional automatic sub-station was brought into use at Yarraville.

Work on the electrical centre and the new power operation room at Batman-avenue was completed, with a resultant increase in efficiency in the control and maintenance of traction and industrial power supplies.

#### *Projected Improvements.*

While the present uncertainty continues regarding the probable date of starting to build the underground railway authorized by Act No. 6652 of 1960, no major works in the area between Richmond and North Melbourne can be undertaken without the possibility of costly modifications being subsequently required. This is also a limiting factor in preparation of plans to develop air rights over the Flinders-street station area and the Jolimont yard.

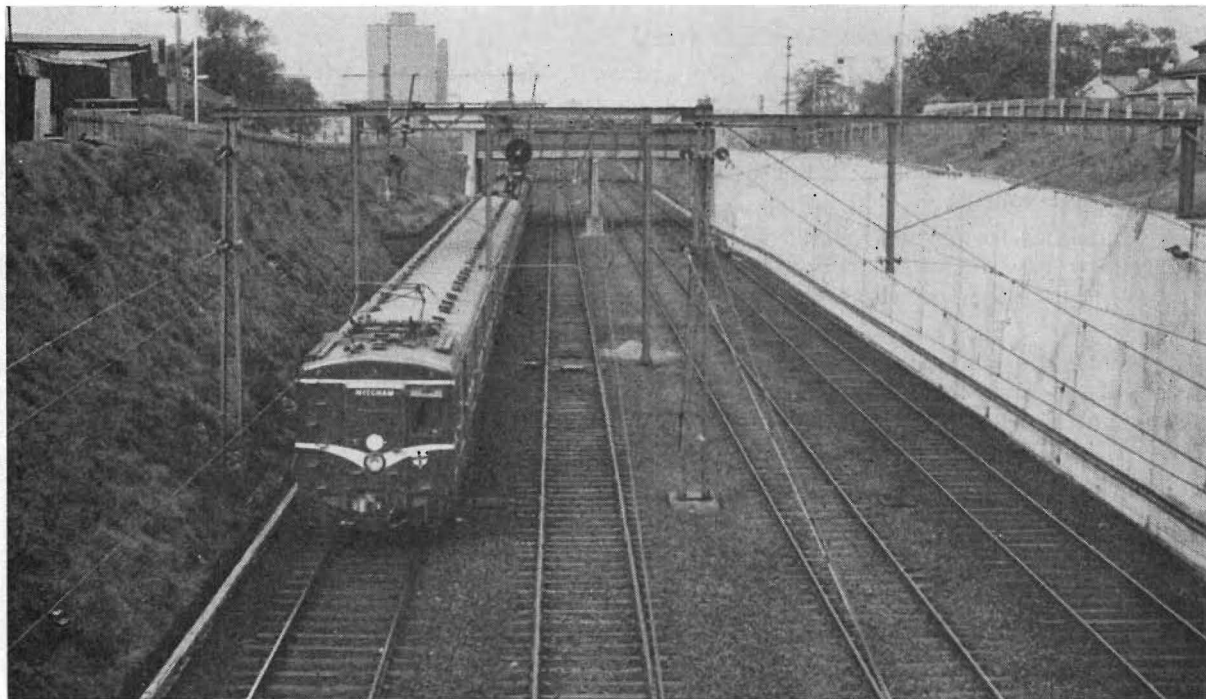
Within the limits of the funds available, the present extension of the third track from East Camberwell to Box Hill and between Burnley and Hawthorn will be continued. Duplication of a further section of the Geelong line between Laverton and Werribee will proceed.

Work is proceeding at Newport on building a further ten motor carriages to enable the length of peak period trains on the Box Hill and Glen Waverley lines to be increased from seven to eight carriages.

Planning is in hand to construct six new suburban trailer carriages, of similar exterior design to the existing "Harris" cars, but with a length of 75 ft. instead of 61 ft. They will serve as prototypes for testing a number of recent innovations in design and equipment with a view to the incorporation of certain modifications in the next major programme of suburban train construction.

By agreement between the Australian Railways, this system was appointed the Authority to design wagons suitable for railing containers built to the dimensions laid down by the International Standardization Organization. As the use of these containers is expected to revolutionize the handling of import and export commodities, the design of standard vehicles to operate over all mainland railway systems is being closely investigated. Tests already conducted indicate the general suitability of preliminary designs.

Preparations were well advanced for the forthcoming installation of a General Electric 415 electronic computer to be employed on inventory control, payroll preparation, passenger audit, freight accounting, wagon control, and other specialized railway applications.



Track quadruplication between East Richmond and Burnley.

#### PERSONNEL AND ADMINISTRATION.

At 30th June, 1967, the total staff (including casual labour equivalent to 549 men working full time) was 27,461, compared with 28,368 at the end of the previous year.

Efforts to recruit suitable staff in sufficient numbers to enable all vacancies to be filled were again hampered by the prevailing scarcity of labour, mainly in relation to operating grades in the Traffic Branch.

##### *Management Services Division.*

Various aspects of administration and procedure were examined, by systematic and analytical inquiry, to ensure the most economical use of manpower, materials and equipment. Although the Division has been in existence for only a relatively short period, its investigations have already made a valuable contribution to efficient administration in the Department.

Staff have been trained as systems analysts and programmers in anticipation of the installation of a General Electric 415 electronic computer.

##### *Industrial Awards.*

As a result of the first decision of the Commonwealth Conciliation and Arbitration Commission in the 1966 National Wages case, the Federal basic wage was increased by \$2 to \$32.70 per week from 17th July, 1966. The increase is estimated to cost the Department \$3,342,022 per annum.

At the same time, the Commission introduced the "minimum wage" principle whereby every adult male employé shall receive a gross weekly wage of not less than \$36.45 per week of 40 hours. A number of our lower paid employés were affected by this decision.

From 29th January, 1967, marginal rates were increased by application of the "1%—2½%" formula prescribed by the Commission as a further decision in the 1966 National Wages case. This is estimated to cost \$1,269,190 annually.

Other variations to Award rates included additional increases in margins, mainly for clerical officers and stationmasters, as a result of work value reviews by the Commission. In addition, increased allowances were awarded for shift and/or night work besides increases in the prescribed rates of relieving, travelling and incidental expenses for salaried officers.



By direction of the State Government, the "Shift Workers' Annual Leave Scheme (Week-end Penalties)" was applied to staff of the Department in respect of annual leave taken on or after 11th December, 1966, giving additional payment for each Saturday and Sunday worked in ordinary standard hours during the annual leave year.

The average annual payment, including overtime and penalty payments, to all officers and employes, including juniors, was \$2,840 compared with \$2,719 the previous year.

The payment of approximately \$26 million annually to staff employed in the country is a really worthwhile contribution to decentralization.

#### *Education.*

In addition to the extensive in-training of staff in strictly railway subjects, staff have been sent to general administrative courses, specialized courses, seminars, &c.

The Victorian Railways Institute continued to provide classes in many railway subjects, an extensive library and cultural activities.

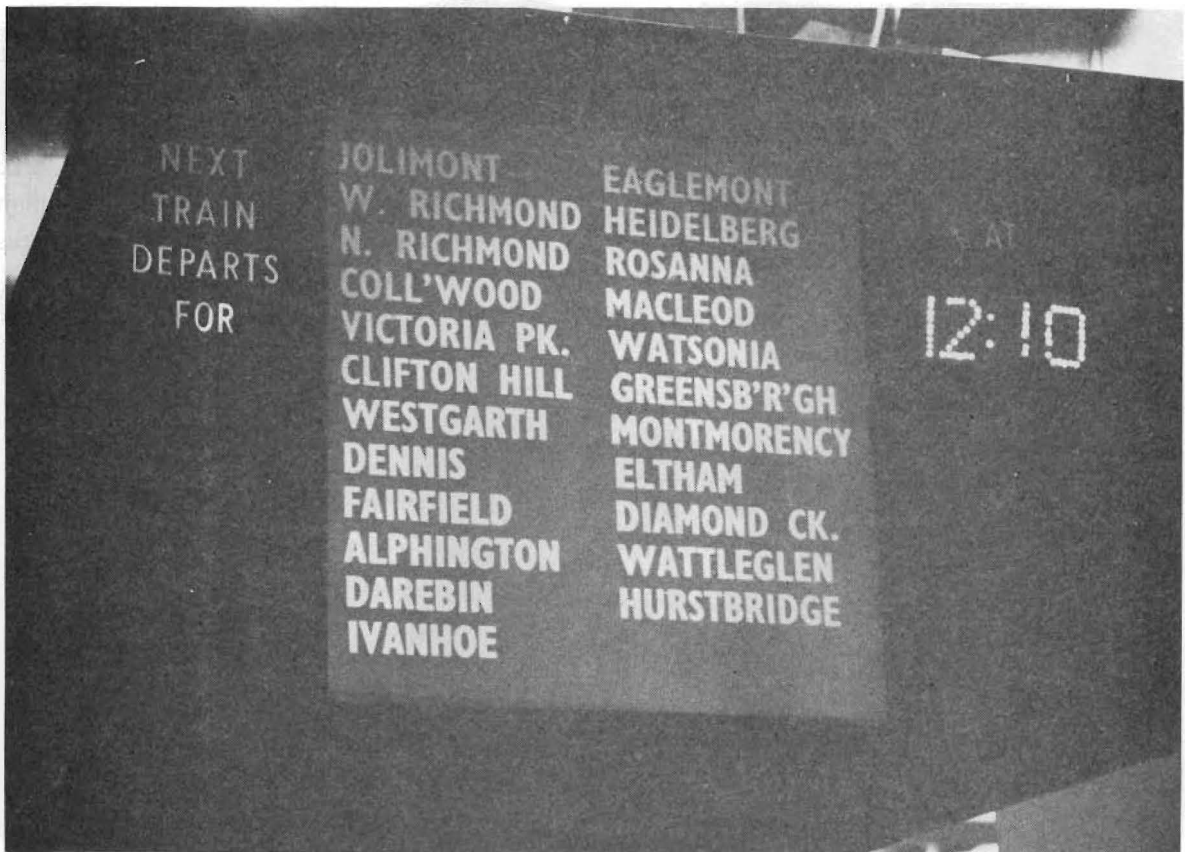
#### *Safety.*

The Safety Council constituted by the Heads of Branches, with a Commissioner as Chairman, gave policy guidance and oversight to the industrial safety of the service. Further Safety Officers were appointed and inter-branch Safety Committees strengthened. A Commissioner was Chairman of the Public Utilities section of the Victorian Industrial Convention 1967 and many senior officers attended.

#### *First Aid.*

Our First Aid Organization functioned efficiently throughout the year.

Class enrolments were generally satisfactory and, of the 763 candidates to undergo examination, 96 per cent. were successful.



Improved type of train departure indicator at Princes Bridge.

#### OVERSEAS VISITS.

At the close of the previous year, Mr. G. F. W. Brown, then Deputy Chairman, and Mr. A. J. Nicholson, Workshops Superintendent, were absent on a visit to Japan, the U.S.A. and Canada to study the latest railway developments in those countries. They returned on 17th August, 1966.

#### CHANGES IN PERSONNEL.

The month of April, 1967, marked the retirement of Mr. E. H. Brownbill after a notable railway career that culminated in his occupying the position of Chairman of Commissioners for a period of eleven years.

After gaining extensive experience in the Rolling Stock Branch, where he attained the position of Assistant Chief Mechanical Engineer, Mr. Brownbill was appointed a Commissioner in January, 1954, having served for some months as a Deputy Commissioner. In April, 1956, he succeeded the late Mr. R. G. Wishart as Chairman of Commissioners.

Mr. Brownbill was held in esteem by his colleagues, Heads of Branches and the staff generally. Under his guidance as Chairman a programme of expansion and re-equipment was actively pursued, enabling the Department more effectively to meet the intensified competition offered by alternative forms of transport.

Mr. D. D. Wade, Assistant Chief Civil Engineer, succeeded Mr. Reynolds as Chief Civil Engineer.

Two Heads of Branches retired at 65—Messrs. J. R. Rewell, Chief Traffic Manager, and F. Orchard, Comptroller of Stores, who retired on 14th September, 1966, and 26th April, 1967, respectively. The Commissioners are grateful to these two officers for the loyalty and efficiency shown by the manner in which they administered their Branches.

Mr. T. A. James, Assistant Chief Traffic Manager, was appointed Chief Traffic Manager in place of Mr. Rewell, and Mr. A. Wilkinson, Assistant Comptroller of Stores, succeeded Mr. Orchard as Comptroller of Stores.

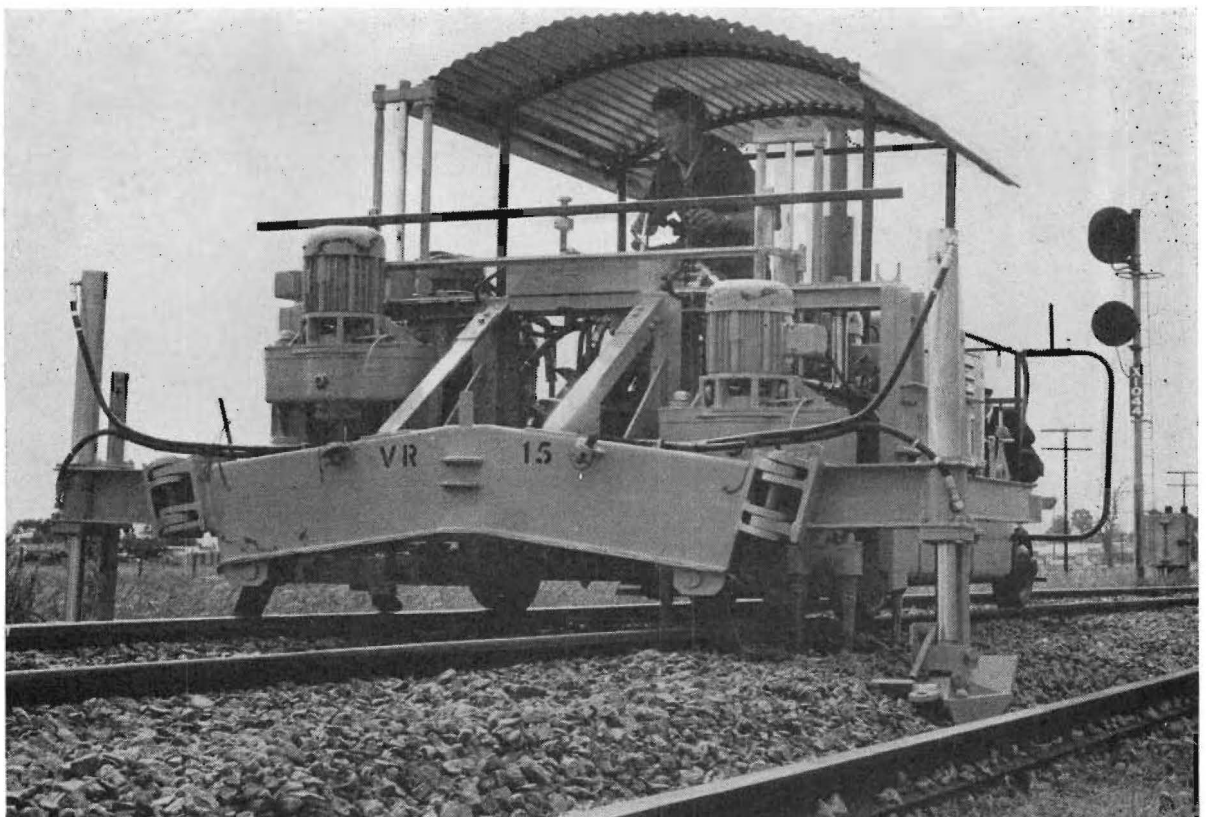
#### ACKNOWLEDGMENT OF SERVICES OF STAFF.

In concluding our Report, we desire to record our appreciation of the standard of service rendered by all sections of the staff during the year.

#### HEADS OF BRANCHES.

At the 30th June, 1967, the Heads of Branches were :—

Secretary .. .. .	..	..	..	..	..	..	Mr. W. Walker
Chief Mechanical Engineer .. .. .	..	..	..	..	..	..	Mr. W. O. Galletly
Chief Civil Engineer .. .. .	..	..	..	..	..	..	Mr. D. D. Wade
Chief Traffic Manager .. .. .	..	..	..	..	..	..	Mr. T. A. James
Chief Electrical Engineer .. .. .	..	..	..	..	..	..	Mr. H. C. Foulkes
Comptroller of Accounts .. .. .	..	..	..	..	..	..	Mr. L. M. Williams
Chief Commercial Manager .. .. .	..	..	..	..	..	..	Mr. A. W. Weeks
Comptroller of Stores .. .. .	..	..	..	..	..	..	Mr. A. Wilkinson
Superintendent of Refreshment Services .. .. .	..	..	..	..	..	..	Mr. F. P. Kennedy



Medium class electromatic tamping machine recently purchased for track improvement work.

## CERTIFICATES OF HEADS OF BRANCHES.

I hereby certify that the rolling stock, machinery and equipment under my control were maintained in good working order and repair during the year ended 30th June, 1967.

W. O. Galletly,  
Chief Mechanical Engineer,  
10th August, 1967.

I hereby certify that the permanent way, stations, buildings, bridges, signalling, safeworking equipment and other works under my control were maintained in good working order and repair during the year ended 30th June, 1967.

D. D. Wade,  
Chief Civil Engineer,  
10th August, 1967.

I hereby certify that the substations, transmission system, overhead equipment and depots under my control were maintained in good working order and repair during the year ended 30th June, 1967.

I. G. Hodges,  
Chief Electrical Engineer,  
10th August, 1967.

I hereby certify that the stock of Stores has been carefully and systematically inspected during the year, and that its value at the 30th June, 1967, was \$7,220,977.

A. Wilkinson,  
Comptroller of Stores,  
10th August, 1967.

## APPENDICES.

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

G. F. W. BROWN, Chairman  
E. P. ROGAN, Deputy Chairman  
L. A. REYNOLDS, Commissioner

} Victorian  
Railways  
Commissioners

## BALANCE SHEET AS AT

1966	Nature and source of Funds					1967
\$	\$	\$	\$	\$	\$	\$
	<b>FUNDS PROVIDED BY THE STATE TREASURER :</b>					
	<b>For Capital Purposes—</b>					
	From Loans raised on behalf of the State ...	...	...	...	379,379,681	...
	<b>Less—</b> Equity in the National Debt Sinking Fund ...	...	...	...	50,479,429	...
	<b>Net Liability</b> ...	...	...	...	328,900,252	...
	<b>Less—</b> Loan for Renewals, Replacements and Maintenance Works not represented by Assets Discounts and Expenses on Loans ...	...	...	1,050,000 5,547,913	...	...
309,037,243	<b>Total Net Funds provided from Loans</b>				6,597,913	322,302,339
	<b>For Special Purposes—</b>					
	From—					
	Sundry Special Funds	...	...	...	13,075,129	...
	Level Crossing Fund Act 6229 ...	...	...	...	5,235,275	...
	Uniform Railway Gauge Trust Fund ...	...	...	31,600,000	...	...
	Less repayment to Commonwealth under Act 6459 ...	...	...	583,190	...	...
					31,016,810	...
					49,327,214	...
	From Public Account—					
	Act 6345 Section 15 ...	...	...	...	28,112	...
	" " " 17 (1) ...	...	...	...	1,146,344	...
50,592,244					1,174,456	50,501,670
	<b>RESERVES —</b>					
	National Debt Sinking Fund Reserve ...	...	...	...	50,479,429	...
	Railway Accident & Fire Insurance Reserve ...	...	...	...	200,000	...
47,998,728	Uniform Railway Gauge Reserve ...	...	...	...	583,190	51,262,619
	<b>CURRENT LIABILITIES—</b>					
	Sundry Creditors—					
	Stores and Services ...	...	...	...	8,383,783	...
	Revenue ...	...	...	...	706,975	...
11,586,600	Trust ...	...	...	...	3,138,224	12,228,982
	<b>SPECIAL FUNDS FOR WORKING PURPOSES—</b>					
	Sundry Provisions prior to 30.6.64 ...	...	...	...	4,052,215	...
	Amount contributed from General Revenue of State to meet losses—					
	To 30.6.37 ...	...	...	38,949,674	...	...
	From 1.7.37 to 30.6.66 ...	...	...	100,235,473	...	...
	Contribution for year ended 30.6.67 ...	...	...	3,461,423	103,696,896	...
					142,646,570	...
					146,698,785	...
	Loss on operation—					
	To 30.6.37 ...	...	...	...	40,390,243	...
	From 1.7.37 to 30.6.66 ...	...	...	...	98,451,812	...
	For year ended 30.6.67 ...	...	...	...	3,871,589*	...
					102,323,401	...
					142,713,644	...
4,395,307	Outstanding Income 30.6.67 ...	...	...	...	...	3,985,141
423,610,122						440,280,751

\* This amount is exclusive of provision for depreciation \$6,294,372 and for—  
Annual leave accrued during the year \$267,531  
Annual leave aggregate liability at 30.6.67 (519,049 days) \$4,214,678

Subject to comments in my Report,  
Part vi, to the Legislative Assembly on the  
Accounts for the year 1966-67.

A. J. A. GARDNER  
Auditor General.  
3rd November, 1967



30th JUNE, 1967.

1966	Disposal of Funds				1967
\$		\$	\$	\$	\$
	<b>EXPENDITURE ON—</b>				
	Railways				
	Way, Works, Buildings, Machinery and Plant ... ..		241,685,687		
	Rolling Stock General Equipment ... ..		103,428,025		
				345,113,712	
	Road Motor Public Services—				
	Buildings and Equipment ... ..		22,715		
	Rolling Stock ... ..		22,275		
				44,990	
	Railways under construction ... ..		221,340		
	Bridges for Railways not yet constructed ... ..		58,866		
	Surveys ... ..		109,111		
				389,317	
	Lines closed for traffic—				
	Railways ... ..		699,232		
	Tramways ... ..		...		
				699,232	
				346,247,251	
	<b>DEPRECIATION ACCOUNT—</b>				
	Depreciation not provided for by cash appropriations to 30.6.66 ... ..		61,085,299		
	Normal Depreciation for the year ... ..	6,879,983			
	Less amount provided... ..	585,611			
			6,294,372		
	Under provision for the year ... ..			67,379,671	
396,795,233					413,626,922
	<b>FUNDS FOR SPECIAL PURPOSES held by the State Treasurer—</b>				
	Railway Accident & Fire Insurance Fund ... ..			200,000	
	Railway Charges in Suspense ... ..			4,835,552	
	Railways Stores Suspense Account ... ..			2,888,063	
	Railways Repayment Fund ... ..			2,444	
7,595,960					7,926,059
	<b>CURRENT ASSETS—</b>				
	Works in Progress—Manufacturing Account ... ..			532,988	
	Stores and Materials on hand and in transit				
	Railways ... ..		7,220,977		
	Construction Branch ... ..		8,559	7,229,536	
	Refreshment Services Stock & Equipment ... ..		694,204		
	Less provision for losses and breakages ... ..		3,348	690,856	
	Securities held in Trust—				
	In London ... ..				
	In Melbourne ... ..		3,135,780		
				3,135,780	
	Sundry Debtors—				
	Revenue ... ..		4,204,444		
	Other ... ..		1,124,661		
				5,329,105	
	Income Cash on hand and in transit ... ..			487,672	
	Advances—				
	To Accounting Offices Stations, etc. ... ..		1,285,281		
	To Agent General for purchase of—				
	Capital equipment ... ..	11,118			
	Stores, etc. ... ..	25,434	36,552		
				1,321,833	
19,218,929					18,727,770
423,610,122					440,280,751

L. M. WILLIAMS  
Comptroller of Accounts.  
3rd November, 1967

## APPENDIX No. 2.

## SUMMARY OF THE FINANCIAL RESULTS BY CONTRAST WITH THOSE IN THE PRECEDING YEAR.

—	Year 1966-67	Year 1965-66	Increase (+) or Decrease (—) in 1966-67
	\$        c	\$        c	\$        c
<b>GROSS REVENUE—</b>			
*Railways            ...        ...        ...	104,508,890 .81	99,549,957 .05	+ 4,958,933 .76
Road Motor Public Services    ...	70,286 .55	68,925 .27	+ 1,361 .28
<b>Total</b> ...        ...        ...	104,579,177 .36	99,618,882 .32	+ 4,960,295 .04
<b>WORKING EXPENSES—</b>			
Railways            ...        ...        ...	103,423,004 .20	101,005,734 .19	+ 2,417,270 .01
Road Motor Public Services    ...	136,571 .33	145,392 .95	— 8,821 .62
<b>WORKING EXPENSES CHARGED AGAINST REVENUE</b> ...        ...	103,559,575 .53	101,151,127 .14	+ 2,408,448 .39
<b>DEFICIT ON CURRENT OPER- ATIONS</b> ...        ...        ...		1,532,244 .82	
<b>NET REVENUE</b> ...        ...        ...	1,019,601 .83	...	+ 2,551,846 .65
Interest Charges, Exchange and Contribution to the National Debt Sinking Fund    ...        ...	4,891,191 .47	4,030,673 .21	+ 860,518 .26
<b>DEFICIT</b> ...        ...        ...	3,871,589 .64	5,562,918 .03	— 1,691,328 .39

\* Includes ;—\$200,000 Pensioners' Fares Subsidy. \$62,000 Parcels Recoup. \$224,000 Goods Freight Recoup.

## APPENDIX No. 3.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO  
REVENUE AND WORKING EXPENSES, FOR THE YEAR 1966-67.

REVENUE.		\$	c	\$	c
Revenue shown by the Railways	... ..	104,579,177	.36		
To bring this amount into agreement with the Treasury figures deduct—					
Outstanding at 30th June, 1967, not included in the Treasury figures	... ..	3,985,140	.89		
		<hr/>			
		100,594,036	.47		
and add—					
Outstandings at 30th June, 1966, collected in 1966-67 and therefore included by the Treasury in that year	... ..	4,395,307	.20		
		<hr/>			
Revenue as shown by the Treasury	... ..			104,989,343	.67

## WORKING EXPENSES.

Working Expenses as shown by the Railways	... ..	103,559,575	.53		
Add—Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways and the Treasury.		4,891,191	.47		
		<hr/>			
		108,450,767	.00		
Less Deficit as shown by the Treasury	... ..	3,461,423	.33		
Working Expenses as shown by the Treasury	... ..			104,989,343	.67

## RAILWAY POSITION SUMMARISED.

Revenue	... ..	104,579,177	.36
Working Expenses	... ..	103,559,575	.53
		<hr/>	
Excess on Current Operations	... ..	1,019,601	.83
Interest and Exchange Charges, Loan Conversion Expenses and Contribution to National Debt Sinking Fund.		4,891,191	.47
		<hr/>	
Deficit		3,871,589	.64

## APPENDIX No. 4.

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

Particulars	Year 1966-67	Year 1965-66
1. Average Mileage of Railways open for Traffic ... ..	4,218	4,189
<b>PASSENGER TRAFFIC</b>		
2. Passenger Train Mileage ... ..	Country ... 4,798,452 Suburban ... 8,503,652	4,737,955 8,458,071
3. Earnings from Passengers Carried ... ..	Country ... \$7,871,344 Suburban ... \$22,227,081	\$7,508,710 \$20,254,290
4. Number of Passengers Carried ... ..	Country ... 4,674,465 Suburban ... 141,593,200	4,792,505 144,332,163
5. Number of Passengers Carried One Mile ... ..	Country ... 393,121,131 Suburban ... 1,256,758,687	396,225,821 1,273,380,483
6. Average Miles each Passenger was Carried ... ..	Country ... 84.10 Suburban ... 8.87	82.68 8.83
7. Average Number of Passengers per Car ... ..	Country ... 12 Suburban ... 25	12 25
8. Average Earnings from each Passenger Journey ... ..	Country ... 168.39c Suburban ... 15.70c	156.68c 14.03c
9. Average Earnings per Passenger Mile ... ..	Country ... 2.00c Suburban ... 1.77c	1.90c 1.59c
<i>Per Average Mile of Railway Open</i>		
10. Number of Passengers Carried ... ..	Country ... 1,133 Suburban ... 643,605	1,170 656,055
11. Number of Passengers Carried One Mile ... ..	Country ... 95,279 Suburban ... 5,712,539	96,711 5,788,093
12. Passenger Train Mileage ... ..	Country ... 1,163 Suburban ... 38,653	1,156 38,446
13. Earnings from Passengers Carried ... ..	Country ... \$1,907.74 Suburban ... \$101,032.18	\$1,832.73 \$92,064.95
<i>Per Passenger Train Mile</i>		
14. Average Number of Passengers ... ..	Country ... 82 Suburban ... 148	84 151
15. Average Number of Cars ... ..	Country ... 7 Suburban ... 6	7 6
16. Average Earnings from Passengers Carried ... ..	Country ... 164.04c Suburban ... 261.38c	158.48c 239.47c
<b>GOODS AND LIVE STOCK TRAFFIC—PAYING</b>		
17. Goods Train Mileage ... ..	6,732,935	6,948,569
18. Earnings from Goods and Live Stock ... ..	\$63,322,683	\$61,441,529
19. Number of Tons Carried ... ..	12,074,550	12,156,405
20. Number of Tons Carried One Mile ... ..	1,937,358,728	1,989,451,951
21. Average Haul per Ton of Goods (Miles) ... ..	160.45	163.65
22. Average Tonnage per Loaded Wagon ... ..	14.91	14.58
23. Average Train Load (Tons) ... ..	305	300
24. Average Earnings per Goods Train Mile ... ..	940.49	884.23c
25. Average Earnings per Ton ... ..	524.43c	505.43c
26. Average Earnings per Ton Mile ... ..	3.27c	3.09c
<i>Per Average Mile of Railway Open</i>		
27. Number of Tons Carried (Paying Traffic) ... ..	2,863	2,902
28. Number of Tons Carried One Mile (Paying Traffic) ... ..	459,307	474,923
29. Goods Train Mileage ... ..	1,596	1,659
30. Earnings from Goods and Live Stock ... ..	\$15,012.49	\$14,667.35
<b>GOODS AND LIVE STOCK TRAFFIC—GROSS</b>		
31. Average Tonnage per Loaded Wagon ... ..	27.00	26.30
32. Average Train Load (Tons) ... ..	671	661
33. Average Number of Vehicles per Train—Loaded ... ..	20	21
34. Average Number of Vehicles per Train—Empty ... ..	10	10

## APPENDIX No. 5.

## NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1967.

Section	Miles
Gippsland Railway—Deviation between Moe and Morwell	2 $\frac{3}{4}$

## LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30th JUNE, 1967.

Section	Miles	Date Closed
NIL		

## APPENDIX No. 6.

## MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for traffic at 30th June											
		Tracks			Railways								
		Tracks	Sidings	Total	Ten Tracks	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total
Year 1966-67	5' 3" gauge ...	4633.91	991.94	5625.85	...	...	...	...	...	...	...	...	...
	4' 8½" gauge ...	194.57	48.38	242.95	0.38	1.34	0.88	1.55	7.00	67.92	431.42	3711.21	4221.70
	Dual gauge ...	7.31	4.77	12.08	...	...	...	...	...	...	...	...	...
	2' 6" gauge ...	8.48	0.66	9.14	...	...	...	...	...	...	...	8.48	8.48
	Total ...	4844.27	1045.75	5890.02	0.38	1.34	0.88	1.55	7.00	67.92	431.42	3719.69	4230.18
Year 1965-66	5' 3" gauge ...	4585.98	993.66	5579.64	...	...	...	...	...	...	...	...	...
	4' 8½" gauge ...	194.57	50.37	244.94	...	1.72	0.88	1.55	6.07	67.47	430.67	3670.61	4178.97
	Dual gauge ...	7.31	4.67	11.98	...	...	...	...	...	...	...	...	...
	2' 6" gauge ...	8.48	0.60	9.08	...	...	...	...	...	...	...	8.48	8.48
	Total ...	4796.34	1049.30	5845.64	...	1.72	0.88	1.55	6.07	67.47	430.67	3679.09	4187.45

		Average mileage open for traffic during the year											
		Tracks			Railways								
		Tracks	Sidings	Total	Ten Tracks	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total
Year 1966-67	5' 3" gauge ...	4620.37	991.66	5612.03	...	...	...	...	...	...	...	...	...
	4' 8½" gauge ...	194.57	48.55	243.12	0.19	1.53	0.88	1.55	6.52	68.03	431.70	3699.07	4209.77
	Dual gauge ...	7.31	4.77	12.08	...	...	...	...	...	...	...	...	...
	2' 6" gauge ...	8.48	0.65	9.13	...	...	...	...	...	...	...	8.48	8.48
	Total ...	4830.73	1045.63	5876.36	0.19	1.53	0.88	1.55	6.52	68.03	431.70	3707.55	4217.95
Year 1965-66	5' 3" gauge ...	4587.67	994.44	5582.11	...	...	...	...	...	...	...	...	...
	4' 8½" gauge ...	194.57	50.37	244.94	...	1.72	0.88	1.55	6.07	67.47	430.68	3672.26	4180.63
	Dual gauge ...	7.31	4.67	11.98	...	...	...	...	...	...	...	...	...
	2' 6" gauge ...	8.48	0.59	9.07	...	...	...	...	...	...	...	8.48	8.48
	Total ...	4798.03	1050.07	5848.10	...	1.72	0.88	1.55	6.07	67.47	430.68	3680.74	4189.11

## APPENDIX No. 7.

## RAILWAYS STORES SUSPENSE ACCOUNT.

	\$	c	\$	c		\$	c	\$	c
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ...			1,118,881	62	Stores and Materials on hand—				
Less expended on special and deferred repairs in accordance with Section 3 of Act 1820 ...		100,000		00	Railways ...	7,220,977	35		
					Construction Branch ...	8,558	65		
Advances from Loan Account subsequent to 30th June, 1896 ...									7,229,536
					Sundry Debtors ...				252,090
					Cash in Treasury at 30th June, 1967 ...				2,888,063
					Advances with the Agent-General ...				25,433
Total Funds Provided ...				9,000,000					
Sundry Creditors ...				1,395,123					
				10,395,123					10,395,123

## APPENDIX No. 8.

## RAILWAY RENEWALS AND REPLACEMENTS FUND.

Nature and Source of Funds			Disposal of Funds		
	During the year ended 30th June, 1967	Period 1st July, 1937 to 30th June, 1967		During the year ended 30th June, 1967	Period 1st July, 1937 to 30th June, 1967
	\$ c	\$ c		\$ c	\$ c
Balance at 30th June, 1966	—	—	Renewals and Replace- ments :		
Funds specially ap- propriated under Act No. 6355	400,000·00	12,000,000·00	Traffic	—	481,086·42
Additional funds au- thorised by Parlia- ment	—	11,500,000·00	Rolling Stock	556,529·88	113,040,039·49
Rail Motor and Road Motor, &c. deprecia- tion	185,611·20	3,743,698·13	Way and Works	640,971·88	34,358,098·30
Sundry Sales, aboli- tions, &c.	612,052·56	6,582,432·21	Electrical Engineering	162·00	6,440,285·69
Interest on Invest- ments	—	1,406,582·80	Advance (Net) with the Agent General	—	106,386·78
Amount charged Item 5 Loan Acts	—	119,193,183·54			
	1,197,663·76	154,425,896·68		1,197,663·76	154,425,896·68

## APPENDIX No. 9.

## DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1967	Period 1st July, 1937 to 30th June, 1967		During the Year ended 30th June, 1967	Period 1st July, 1937 to 30th June, 1967
	\$ c	\$ c		\$ c	\$ c
Special Appropriations	400,000·00	12,000,000·00	Normal Depreciation—		
Additional funds authorised by Parliament	—	11,500,000·00	Way, Works, Buildings, &c.	1,853,081·51	28,443,744·53
Sundry depreciation provided in Working Expenses	185,611·20	3,743,698·13	Rolling Stock (including machinery and equip- ment in Rolling Stock Workshops)	4,540,218·00	57,698,657·35
Provision from sundry sales, &c., included as additional depreciation	—	687,993·39	Electrical Engineering Plant and Equipment	315,584·00	6,837,444·32
Interest on Investment	—	1,406,582·80	Electric Tramways, Rail Motors and Road Motors	171,099·20	3,738,098·71
Balance at 30th June, 1967 amount short provided	6,294,371·51	67,379,670·59			
	6,879,982·71	96,717,944·91		6,879,982·71	96,717,944·91

## APPENDIX No. 10.

## STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1967	Year ended 30th June, 1966
	\$	\$
<b>New Lines and Surveys—</b>		
Gross Expenditure ... ..	52,635	58,987
Credits ... ..	—	—
Net Expenditure ... ..	52,635	58,987
<b>Additions and Improvements on Existing Lines—</b>		
Gross Expenditure ... ..	9,423,369	9,566,252
Credits ... ..	632,396	602,220
Net Expenditure ... ..	8,780,963	8,964,032
<b>Rolling Stock</b>		
Gross Expenditure ... ..	7,851,765	7,137,764
Credits ... ..	556,530	482,510
Net Expenditure ... ..	7,295,235	6,655,254
<b>Electrification of Melbourne Suburban Lines—</b>		
Gross Expenditure ... ..	336,384	586,492
Credits ... ..	162	162
Net Expenditure ... ..	336,222	586,330
<b>Total Railways—</b>		
Gross Expenditure ... ..	17,664,153	17,349,495
Credits ... ..	1,189,088	1,084,892
Net Expenditure ... ..	16,475,065	16,264,603
<b>Road Motor Public Service (including Garage Accommodation)—</b>		
Gross Expenditure ... ..	—	42,469
Credits ... ..	8,576	7,437
Net Expenditure ... ..	<i>Cr.</i> 8,576	35,032
<b>Total—</b>		
Gross Expenditure ... ..	17,664,153	17,391,964
Credits ... ..	1,197,664	1,092,329
Net Expenditure ... ..	16,466,489	16,299,635