

1971  
—  
VICTORIA

# VICTORIAN RAILWAYS

## REPORT

OF THE

## VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED JUNE 30, 1971

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

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*By Authority:*  
C. H. RIXON, GOVERNMENT PRINTER, MELBOURNE.



November 17, 1971

*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 to Parliament for the year ended June 30, 1971.

Yours sincerely,

|                              |   |  |
|------------------------------|---|--|
| G. F. W. BROWN, Chairman     | } | Victorian<br>Railways<br>Commissioners |
| E. P. ROGAN, Deputy Chairman |   |  |



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Hostess on "Spirit of Progress" minds a young passenger.

**REPORT OF THE  
VICTORIAN RAILWAYS COMMISSIONERS  
FOR THE YEAR ENDED  
JUNE 30, 1971**

**FINANCIAL RESULTS**

Operating efficiency reached record levels and portrays the continued increased efficiency in the organization and application of our productive resources.

Despite these efforts an increase of nearly \$3 million income was more than offset by a jump of over \$9 million in wages alone.

|  | 1970-71<br>\$   | 1969-70<br>\$   |
|--|-----------------|-----------------|
| GROSS INCOME .. .. .                               | 108,000,210 .88 | 105,204,475 .54 |
| WORKING EXPENSES CHARGED<br>AGAINST INCOME .. .. . | 129,214,861 .65 | 118,711,558 .58 |
| LOSS ON CURRENT OPERATIONS .. .. .                 | 21,214,650 .77  | 13,507,083 .04  |
| *Interest charges and expenses .. .. .             | 8,080,581 .38   | 7,062,334 .12   |
| Exchange on interest payments .. .. .              | 91,552 .58      | 98,631 .48      |
| Contribution to National Debt Sinking Fund .. .. . | 364,848 .24     | 330,178 .68     |
| TOTAL INTEREST, EXCHANGE, ETC. .. .. .             | 8,536,982 .20   | 7,491,144 .28   |
| DEFICIT .. .. .                                    | 29,751,632 .97  | 20,998,227 .32  |

\*includes \$5,000,000 payable on interest bearing funds used for renewals and replacement; and \$200,408 paid to the Commonwealth in respect of standard gauge lines.

Main increases in earnings

|                            | \$        |
|----------------------------|-----------|
| Goods & livestock ..       | 2,830,531 |
| Passengers & parcels ..    | 89,517    |
| Rentals & miscellaneous .. | 274,353   |

Uncontrollable increases in expenditure

|  | \$        |
|--|-----------|
| Wages awards .. ..                             | 9,191,997 |
| Superannuation .. ..                           | 452,123   |
| Long service leave .. ..                       | 432,637   |
| Payroll tax .. ..                              | 199,608   |
| Higher prices of<br>materials & services .. .. | 484,405   |

\$446,866 were raised by special levy on suburban fares and appropriated for construction of the Melbourne Underground Rail Loop.

From January to the end of the year we were required to reduce expenditure by \$443,000. This was achieved by curtailment of car and wagon maintenance, and maintenance of non-operating equipment such as station buildings, houses, etc., including painting in all cases.

Lack of maintenance and painting has proved in the past to be a short sighted policy with considerable damage to the public image of the service, and in any case is only a deferment of something which inevitably, has to be faced up to, and the longer the postponement, the greater the cost.

The following section reveals that the foregoing financial results as recorded in railway accounts are worthless as a measure of efficiency or the contribution to the welfare of the State.

### EFFICIENCY UP

|   | 1970-71    | 1969-70    | 1968-69    |
|---|------------|------------|------------|
| Total goods and livestock tonnage .. ..               | 12,490,335 | 11,835,141 | 11,315,916 |
| Average haul per ton of goods (miles) ..              | 170        | 172        | 168        |
| Total net ton miles (goods and livestock) in millions | 2,119      | 2,037      | 1,903      |
| Average miles per wagon per day .. ..                 | 36.61      | 35.36      | 33.22      |
| Average daily wagon output (net ton miles) ..         | 400 (H)    | 378        | 347        |
| Average net wagon load (tons) .. ..                   | 16.39 (H)  | 16.03      | 15.58      |
| Average ton miles (net) per goods train hour          | 4,047 (H)  | 3,883      | 3,754      |
| Average net train load (tons) .. ..                   | 301        | 300        | 298        |
| Standing time (hours) per 1,000 train miles ..        | 11.3 (L)   | 11.8       | 13.00      |

(H) record high. (L) record low.

Increased productivity was not confined to the operating side, but was actively pursued in all Branches. Specific major improvements during the year included :

- the completion of the new automated hump shunting yard—with staff savings and improved customer service



The hump yard primary retarder.

- extension of mechanised track maintenance—1,683 miles of main line track are now included—saving of 454 men ; and
- welding of standard gauge track into longer lengths— maintenance will be reduced by up to 60% and life expectancy of rails extended by 15-20 years.



Thermit welding on the standard gauge track between Melbourne and Albury.

The limited capital at our disposal has necessitated careful selection of projects. Nevertheless by using work simplification methods, adopting modern management principles and encouraging innovation, the drive towards greater productivity has continued without heavy capital commitment.

Scientific methods and statistical and mathematical techniques, assisted by electronic data processing, have been used to facilitate decision making. With the aid of consultants, the newly created Operations Research section of specially trained professional staff has developed a simulation model of a section of the suburban services to determine the optimum use of rolling stock. It is now studying the requirements for various types of rail wagons to ensure that construction programmes anticipate the demands of the market.

Engineering divisions are making increasing use of computers for design computations.

Consultants have assisted in a review of our marketing organization and the organization and operation of the General Storehouse, Spotswood. The latter is a follow up to the computerization of Stores accounting involving issues and sales from stock amounting to \$35,074,774 during the year.

### SOCIAL WELFARE CONTRIBUTIONS

As in previous years we include a fiscal presentation which gives prominence to the social service aspects of our activities and reasonably underlines the inadequacies of the conventional presentation.

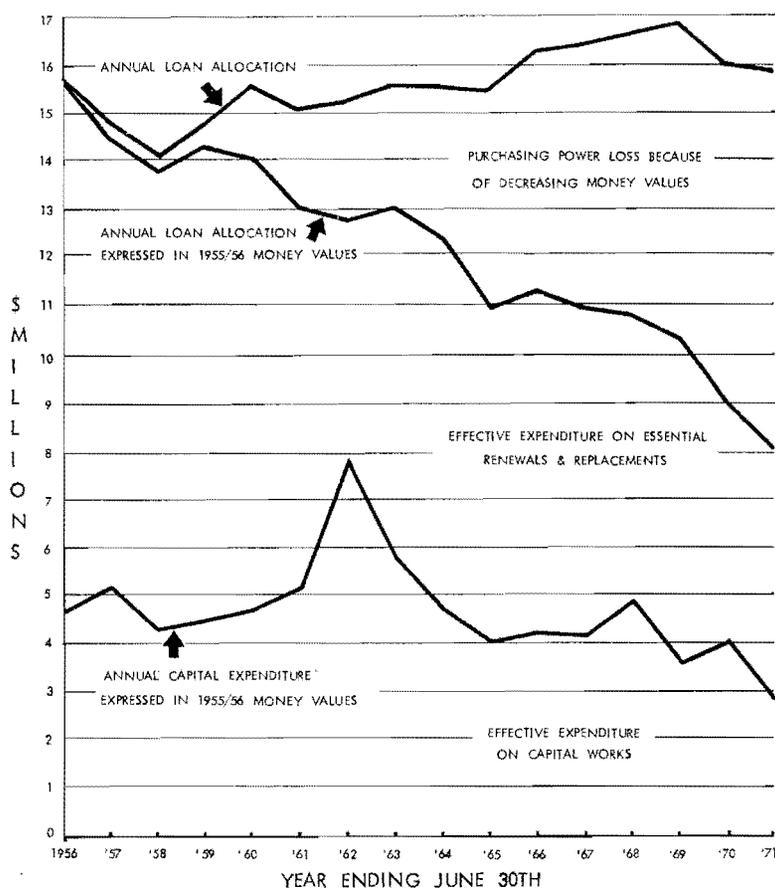
|   |            |             |             |    |
|---|------------|-------------|-------------|----|
|   | \$         | \$          | \$          | \$ |
| <b>REVENUE RECEIVED</b>   |            | 108,000,000 |             |    |
| <b>SUGGESTED REIMBURSEMENT FOR "SOCIAL SERVICES" RENDERED THROUGH</b> |            |             |             |    |
| Suburban passenger services   | 8,910,000  |             |             |    |
| Country passenger services  | 11,241,000 |             |             |    |
| Concessions to country industries                                     | 4,400,000  |             |             |    |
|   |            | 24,551,000  |             |    |
| <b>TOTAL REVENUE</b>  |            |             | 132,551,000 |    |
| <b>WORKING EXPENSES DEDUCTED</b>                                      |            |             | 129,214,000 |    |
| <b>OPERATING SURPLUS</b>  |            |             | 3,337,000   |    |
| *Interest charges, etc.   |            |             | 8,537,000   |    |
| <b>DEFICIT</b>  |            |             | 5,200,000   |    |

\* Includes interest charge applicable to passenger services and on \$103 million of interest bearing funds spent on renewals and replacements since July 1, 1960.

### LOAN FUNDS—THEIR REAL WORTH

Despite a persistent fall in purchasing power, we receive approximately the same allotment of loan funds from year to year with consequent difficulty in maintaining the inadequate replacement of over-age assets, including metropolitan trains, even though a large proportion of the available funds is allotted to renewals and replacements. This imposes the double disability of accelerated overcapitalization, and decreased capacity to undertake new capital works which can give a return on the investment.

The seriousness of this is evident from the accompanying graph :



We were able to relay only 129 miles of track, 82 miles short of the minimum annual total recommended by the Public Accounts Committee several years ago.

Interest bearing funds were used as follows:

**RENEWALS & REPLACEMENTS**

|               |    |    |    |    |    |           |            |
|---------------|----|----|----|----|----|-----------|------------|
| Way & works   | .. | .. | .. | .. | \$ | 3,991,773 | \$         |
| Rolling stock | .. | .. | .. | .. |    | 6,386,678 | 10,378,451 |
|               |    |    |    |    |    | <hr/>     |            |

**CAPITAL WORKS**

|             |    |    |    |    |  |           |            |
|-------------|----|----|----|----|--|-----------|------------|
| Way & works | .. | .. | .. | .. |  | 5,402,438 |            |
| New lines   | .. | .. | .. | .. |  | 107,907   | 5,510,345  |
|             |    |    |    |    |  | <hr/>     |            |
|             |    |    |    |    |  |           | <hr/>      |
|             |    |    |    |    |  |           | 15,888,796 |

Overcapitalization since July 1, 1960, now totals \$103,000,000.

This is in strong contrast to non-interest bearing funds made available for road projects. The Eastern freeway and the Eastern railway line to Doncaster are to be constructed in conjunction with each other. If past practice is followed, the freeway will be interest free—the railway will be financed by loan funds. Their purpose is the same—the source of the funds should be the same too.

**MARKETING ACTIVITIES**

No change was made in general tariff rates during the year, but a levy based on 1 cent for a single journey was added to suburban fares to provide funds for the construction of the Melbourne Underground Rail Loop.

The Minister of State Development approved a further 56 industries as eligible for special rates applicable to "Approved Decentralized Secondary Industries", bringing the total to 753. The annual cost to us of the concessions is estimated to be \$772,484.

Competition, particularly in border areas, continues to intensify. Road operators are strongly pursuing business in previously untouched areas and we have frequently been forced to reduce freight rates.

At the same time we have placed great emphasis on quality of service. Time-tables are

designed to meet the general requirements of customers. Proper packaging and careful handling have been given special attention.

“The Overland” was given a new look. The South Australian Railways constructed three Club cars, which are jointly owned and operated by the two systems. The cars went into service in November, 1970, providing first class sleeper and sitting passengers with evening refreshments and extending to the sitting passengers a continental breakfast which was previously exclusive to sleeper passengers.

In addition power cars were provided to eliminate axle-driven power generating equipment on individual carriages.

Part of three carriages was later converted to a Cafeteria providing refreshment facilities for passengers travelling economy class between Melbourne and Adelaide.



“The Overland” club car.

A modern air-conditioned rail car was placed in service between Portland and Ararat enabling a day return journey between Portland and Melbourne to be provided. It is on trial to test the public response to fast high-class rail passenger services.

We have captured a large share of the citrus fruit traffic moving to the Melbourne market from Victoria’s Sunraysia district and the Riverland area of South Australia. Also encouraging has been the proportion of wool sold at Portland and subsequently railed to Melbourne.

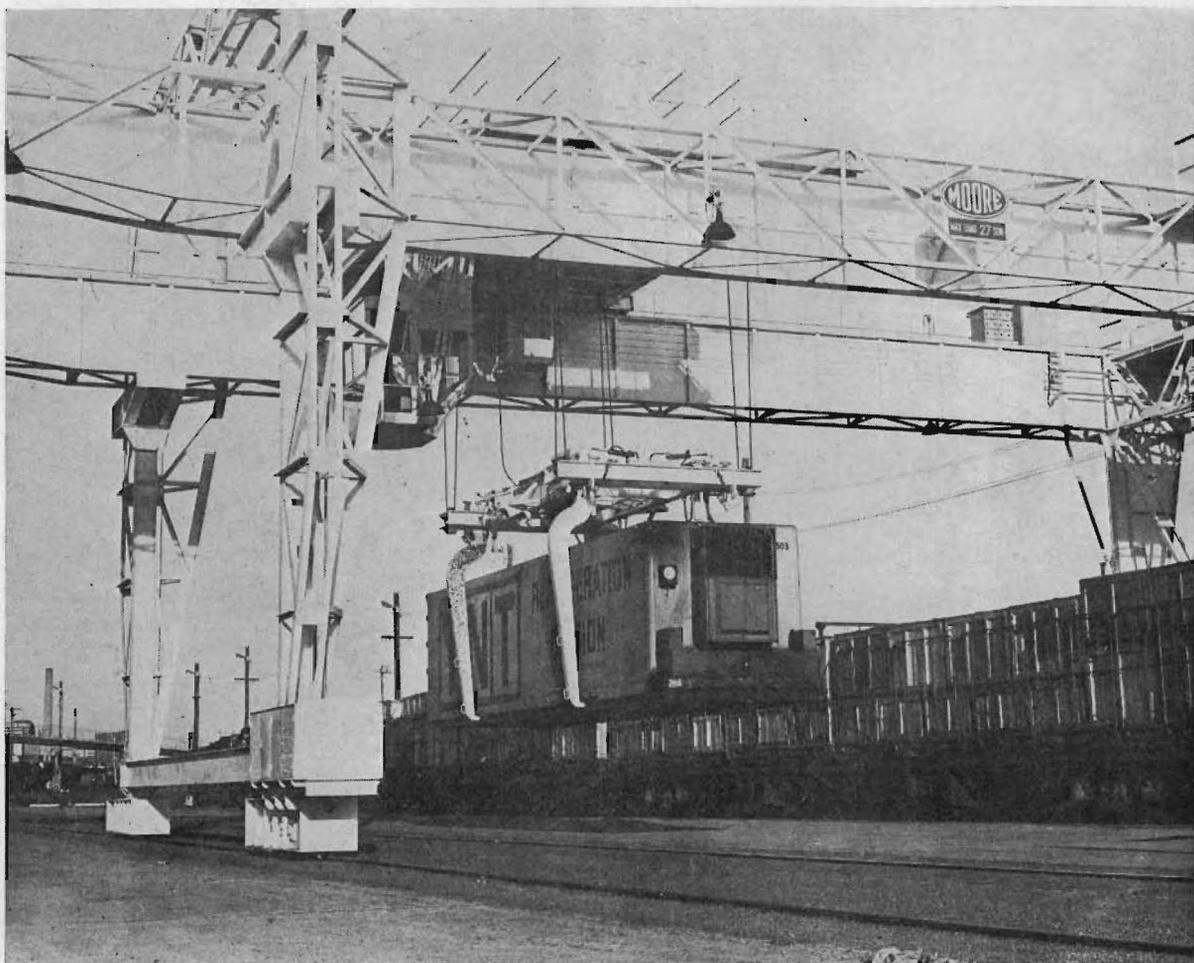
Another achievement has been in the highly competitive timber traffic. Close liaison with sawmillers and timber agents, particularly in the East Gippsland area, has resulted in a high percentage being railed, although permits are available for the road movement of one-third of the output.

There was a record rail movement of bulk grain this year, the 115,895 wagon loads of bulk wheat exceeding the previous highest total by more than 10,000. In addition 31,188 wagons of other grains went by rail.

Victorian farmers are so successfully exploiting alternative markets for grains other than wheat that grain movement for us is now a year-round operation. The pattern of the rural industry has changed with diversification into such crops as oats, barley, rice, sorghum and lucerne pellets.

We are also moving more rice from the south-west of New South Wales.

The year saw a spectacular increase in container traffic as the containerization concept developed further.



A 27 ton gantry crane at South Dynon directly transfers interstate containers between standard and broad gauge lines as well as between rail and road.

Thirteen container ships from Australia are now servicing the United Kingdom and Europe, eight Japan and four the United States of America. The number of containers we handled for these countries was 16,082 greater than in the previous 12 months and everything indicates continued growth. We are giving close attention to new wagon requirements for the traffic.

During the year, 53,513 motor cars were railed compared with 51,972 last year.



New cars on their way to Adelaide by train.

Following investigation by the Passenger Services Co-ordination Committee, Sunday train services on the Upfield line were withdrawn and more frequent alternative public transport provided.

### LOOKING AHEAD

We are gratified and encouraged by the recent announcement by the Government that priority would be given to the public transport recommendations of the Metropolitan Transportation Committee.

The Melbourne Underground Rail Loop Authority commenced construction on June 22 when the Minister of Transport (the Hon. Vernon F. Wilcox, M.P.) operated a mechanical shovel to break the ground for connections to the tunnels.

Other associated improvements to the suburban services are continuing. These include two additional tracks and a flyover between Richmond and Flinders Street, a third track between East Camberwell and Box Hill which should be completed early in 1972, and widening of bridges over the Yarra River and Yarra Street, Hawthorn.

Provision of car parks at suburban stations continues and at June 30 we had 9,899 spaces at 121 stations. The demand in the southern and eastern suburbs is increasing at the rate of 7% per annum and it is estimated that 24,825 spaces will be required by 1985. Since 1954, our investment in this area has amounted to \$370,000. We feel we ought not be required to bear the whole cost of these facilities which reduce congestion on highways.



Interiors of the new 75 ft. suburban carriages with connecting doors open. The style of seating is common overseas.

There has been an encouraging awakening of interest in public commuter transport as predicted in the Melbourne Metropolitan Transport Study. However, it is not sufficient merely to encourage motorists back to public commuter services; it is essential that they remain with them. This can be achieved by providing public transport to match the comfort and convenience of the motor car. Modern suburban carriages to world standards

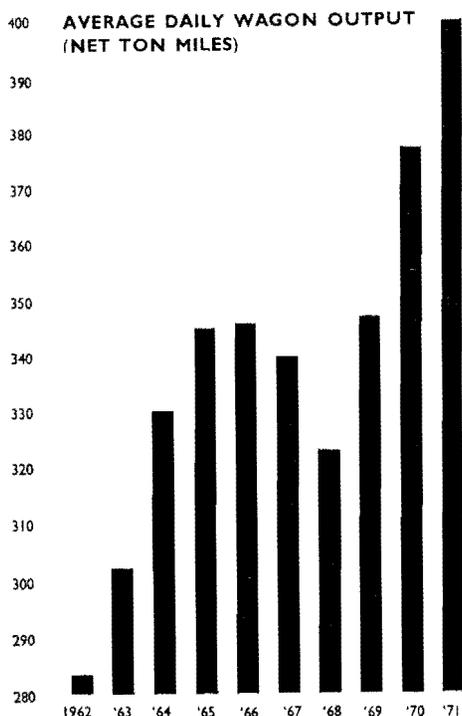
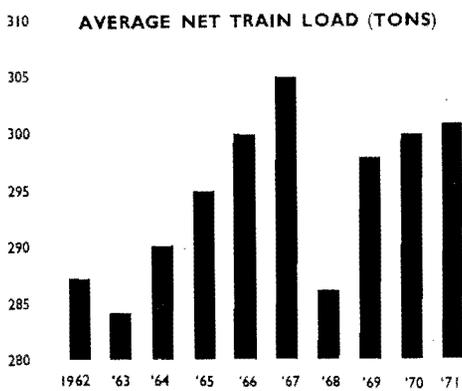
are on order but the present financial allotments permit an inadequate maximum of five trains per annum. In the meantime the majority of our carriages are sub-standard and are being retained in service only at an inordinate cost in maintenance.

The Government appointed a Board to inquire into land transport in the State, excluding passenger transport within Melbourne, Ballarat, Bendigo and Geelong. The Board's report is awaited with interest.

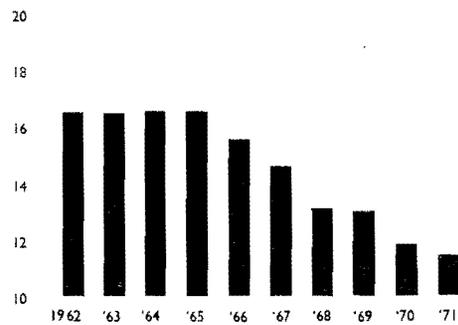
We have seen this Board as concerned essentially with applied economics—that is, a searching after practical solutions to practical problems. In our submissions we endeavoured to combine comprehensiveness with clarity, practicability and objectivity.

Our submission was centered on the need to secure the maximum economic benefit to the community as a whole, involving a determination to be made of the relative total community costs of the road and rail media; also the importance of volume rather than distance or type of commodity, on railway unit costs.

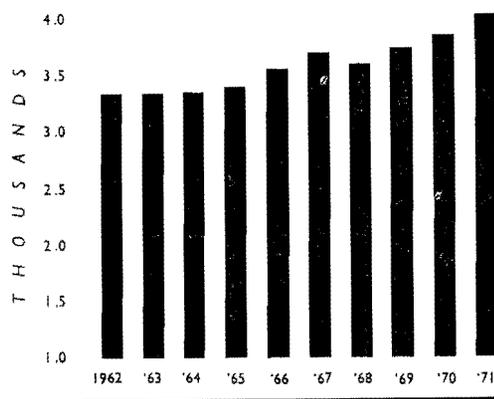
## FREIGHT OPERATING STATISTICS (YEARS ENDING JUNE 30)



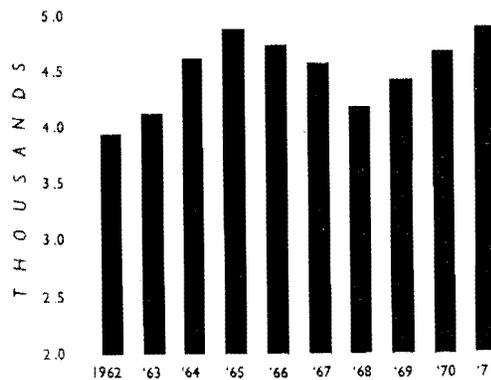
**STANDING TIME PER 1,000 TRAIN MILES (HOURS)**



**AVERAGE HOURLY TRAIN OUTPUT (NET TON MILES)**



**AVERAGE ANNUAL OUTPUT PER TON OF ROLLING STOCK CAPACITY (NET TON MILES)**



## PERSONNEL AND ADMINISTRATION

At June 30, 1971, the total staff (including casual labour equivalent to 641 men working full time) was 25,878, compared with 26,927 at the same time a year ago.

### APPRECIATION

Our achievements during the year were the result of a co-ordinated team effort. Branch co-operation at all levels is an essential feature of railway activity. This was well demonstrated in the way the staff acquitted themselves with distinction both before, during and after the heavy flooding of the Orbost station yard and the destruction of bridges and viaducts. We record our appreciation of the overall effort during the year.



Flood damage at Orbost where six bridge piers were washed away.

## STAFF DEVELOPMENT TRAINING

This has continued to be given prominence and ranges from University level to on-the-job training. Senior officers attend outside management and business courses. Formal "in-training" off the job is provided in Supervisor training and induction courses. Class instruction in railway skills is provided by the Victorian Railways Institute whose facilities and methods have been modernized.

## INDUSTRIAL SCENE

The Commonwealth Conciliation and Arbitration Commission granted salary and wage increases to a number of railway grades during the year and general increases followed the decision in the National Wage case. We estimate that the additional cost of the foregoing increases will be \$6.2 million in a full year.

The Government authorized additional payments under the State Incremental Payments Scheme and these are expected to cost us another \$1,800,000 in a full year.

The average annual payment, including overtime and penalty payments to all officers and employes, including juniors, was \$3,676 compared with \$3,371 the year before.

## OVERSEAS VISITS

Mr. L. A. McCallum, Assistant Chief Civil Engineer, and Mr. A. J. Nicholson, Assistant Chief Mechanical Engineer, left on July 22, 1970, on a visit to Europe, North America and Japan. Their assignment was to investigate latest trends in rapid rail transit and other modern railway developments in design, construction and maintenance of passenger and freight vehicles and the operation of hump yards.

Mr. V. A. Winter, Member, Staff Board, was our representative on the 1970 Industrial Relations Study Tour of Europe and America arranged by the Victorian Employers Federation. He was away for seven weeks.

## CHANGES IN PERSONNEL

Mr. Commissioner Reynolds completed the term for which he had been appointed and retired on May 31, 1971. Mr. Reynolds served the Department and the State with distinction both as a Head of a Branch and a Commissioner.

Mr. W. Walker, Secretary for Railways, was appointed Acting Commissioner for a period of three months from June 1, 1971.

Two Heads of Branches retired on reaching the age of 65—

Mr. F. P. Kennedy      Superintendent of Refreshment Services      July 3, 1970

Mr T. A. James      Chief Traffic Manager      December 29, 1970

The Commissioners are happy to record their appreciation of the very capable way in which these officers controlled the affairs of their Branches.

Mr. J. L. Anderson (formerly Assistant Superintendent of Refreshment Services) succeeded Mr. Kennedy and Mr. J. C. Crute (formerly Assistant Chief Traffic Manager) succeeded Mr. James.

## HEADS OF BRANCHES

At the close of the year, the Heads of Branches were—

|  |    |    |    |    |                    |
|--|----|----|----|----|--------------------|
| Secretary (Acting)                     | .. | .. | .. | .. | Mr. C. S. Morris   |
| Chief Mechanical Engineer              | .. | .. | .. | .. | Mr. S. F. Keane    |
| Chief Civil Engineer                   | .. | .. | .. | .. | Mr. D. D. Wade     |
| Chief Traffic Manager                  | .. | .. | .. | .. | Mr. J. C. Crute    |
| Chief Electrical Engineer              | .. | .. | .. | .. | Mr. I. G. Hodges   |
| Comptroller of Accounts                | .. | .. | .. | .. | Mr. N. L. Miller   |
| Chief Commercial Manager               | .. | .. | .. | .. | Mr. A. W. Weeks    |
| Comptroller of Stores                  | .. | .. | .. | .. | Mr. A. W. Thomson  |
| Superintendent of Refreshment Services | .. | .. | .. | .. | Mr. J. L. Anderson |

## 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 June 30, 1971.

S. F. KEANE  
*Chief Mechanical Engineer*  
August 30, 1971

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 June 30, 1971.

D. D. WADE  
*Chief Civil Engineer*  
August 30, 1971

I hereby certify that the sub-stations, transmission system, overhead equipment and depots under my control were maintained in good working order and repair during the year ended June 30, 1971.

I. G. HODGES  
*Chief Electrical Engineer*  
August 30, 1971

I hereby certify that the stock of Stores has been carefully and systematically inspected during the year and that its value at June 30, 1971, was \$7,744,288.

A. W. THOMSON  
*Comptroller of Stores*  
August 30, 1971

## 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       | } | Victorian<br>Railways<br>Commissioners |
| E. P. ROGAN, Deputy Chairman   |   |  |
| W. WALKER, Acting Commissioner |   |  |

| 1970               | Nature and source of funds   | 1971        |            |                    |                    |
|--------------------|--|-------------|------------|--------------------|--------------------|
| \$                 |  | \$          | \$         | \$                 | \$                 |
|                    | <b>FUNDS PROVIDED BY THE STATE TREASURER :</b>                                       |             |            |                    |                    |
|                    | <b>For capital purposes—</b>   |             |            |                    |                    |
|                    | From loans raised on behalf of the State   |             |            | 446,151,564        |                    |
|                    | Less—Equity in the National Debt Sinking Fund  |             |            | 66,556,445         |                    |
|                    |  |             |            | <u>379,595,119</u> |                    |
|                    | <b>Net liability</b>   |             |            |                    |                    |
|                    | Less—Loan for renewals, replacements and maintenance works not represented by assets |             | 1,050,000  |                    |                    |
|                    | Discounts and expenses on loans  |             | 7,313,904  |                    |                    |
|                    |  |             |            | <u>8,363,904</u>   |                    |
| 359,950,098        | <b>Total net funds provided from Loans</b>   |             |            |                    | 371,231,215        |
|                    | <b>For special purposes—</b>   |             |            |                    |                    |
|                    | From—  |             |            |                    |                    |
|                    | Sundry special funds   |             |            | 13,722,240         |                    |
|                    | Boom Barriers — Act 8049   |             |            | 247,240            |                    |
|                    | Level Crossings Fund — Act 6229  |             |            | 8,970,530          |                    |
|                    | Uniform Railway Gauge Trust Fund   | 31,600,000  |            |                    |                    |
|                    | Less repayment to Commonwealth — Act 6459  | 966,538     |            |                    |                    |
|                    |  |             |            | <u>30,633,462</u>  |                    |
|                    |  |             |            | 53,573,472         |                    |
|                    | From Public Account—   |             |            |                    |                    |
|                    | Act 6345 Section 15  |             | 1,684,415  |                    |                    |
|                    | " " " 17 (1)   |             | 1,399,483  |                    |                    |
|                    |  |             |            | <u>3,083,898</u>   |                    |
| 55,643,113         |  |             |            |                    | 56,657,370         |
|                    | <b>RESERVES—</b>   |             |            |                    |                    |
|                    | National Debt Sinking Fund Reserve   |             |            | 66,556,445         |                    |
|                    | Railway Accident & Fire Insurance Reserve  |             |            | 200,000            |                    |
|                    | Uniform Railway Gauge Reserve  |             |            | 966,538            |                    |
| 63,150,818         |  |             |            |                    | <u>67,722,983</u>  |
|                    | <b>CURRENT LIABILITIES—</b>  |             |            |                    |                    |
|                    | Sundry creditors—  |             |            |                    |                    |
|                    | Stores and services  |             |            | 15,169,382         |                    |
|                    | Revenue  |             |            | 620,925            |                    |
|                    | Trust  |             |            | 4,573,208          |                    |
|                    | Agent General—Stores   |             |            | 2,615              |                    |
| 14,473,255         |  |             |            |                    | <u>20,366,130</u>  |
|                    | <b>SPECIAL FUNDS FOR WORKING PURPOSES—</b>   |             |            |                    |                    |
|                    | Sundry provisions prior to 30.6.70   |             |            | 4,392,341          |                    |
|                    | Amount contributed from general revenue of State to meet losses—                     |             |            |                    |                    |
|                    | To 30.6.37   |             | 38,949,674 |                    |                    |
|                    | From 1.7.37 to 30.6.70   | 154,490,095 |            |                    |                    |
|                    | Contribution for year ended 30.6.71  | 29,751,633  |            |                    |                    |
|                    |  |             |            | <u>184,241,728</u> | 223,191,402        |
|                    |  |             |            | 227,583,743        |                    |
|                    | Loss on operation  |             |            |                    |                    |
|                    | To 30.6.37   |             | 40,390,243 |                    |                    |
|                    | From 1.7.37 to 30.6.70   | 152,672,471 |            |                    |                    |
|                    | For year ended 30.6.71   | 28,992,983* |            |                    |                    |
|                    |  |             |            | <u>181,665,454</u> | 222,055,697        |
| 4,769,396          | Outstanding income 30.6.71   |             |            |                    | 5,528,046          |
| <u>497,986,680</u> |  |             |            |                    | <u>521,505,744</u> |

\* This amount is exclusive of provision for depreciation \$8,010,196 and for—  
Annual leave accrued during the year, 9,145 days  
Annual leave aggregate liability at 30.6.71 (504,129 days) \$5,358,891

Subject to comments in my Report, PART V to the  
Legislative Assembly on the Accounts for the year  
1970-71.

B. HAMILTON  
Auditor General.  
29th October, 1971

JUNE 30, 1971

| 1970               | Disposal of funds   | 1971      |                    |                    |                    |
|--------------------|---|-----------|--------------------|--------------------|--------------------|
| \$                 |   | \$        | \$                 | \$                 | \$                 |
|                    | <b>EXPENDITURE ON—</b>  |           |                    |                    |                    |
|                    | Railways—   |           |                    |                    |                    |
|                    | Way, works, building, machinery and plant                       |           | 277,875,826        |                    |                    |
|                    | Rolling stock general equipment                                 |           | 108,057,696        |                    |                    |
|                    |   |           | <u>385,933,522</u> |                    |                    |
|                    | Road motor public services—                                     |           |                    |                    |                    |
|                    | Buildings and equipment   |           | 14,542             |                    |                    |
|                    | Rolling stock   |           | 4,750              |                    |                    |
|                    |   |           | <u>19,292</u>      |                    |                    |
|                    | Railways under construction                                     |           | 283,421            |                    |                    |
|                    | Bridges for railways not yet constructed                        |           | —                  |                    |                    |
|                    | Surveys   |           | 143,431            |                    |                    |
|                    |   |           | <u>426,852</u>     |                    |                    |
|                    | Lines closed for traffic—                                       |           |                    |                    |                    |
|                    | Railways  |           | 835,039            |                    |                    |
|                    | Tramways  |           | —                  |                    |                    |
|                    |   |           | <u>835,039</u>     |                    |                    |
|                    |   |           |                    | <u>387,214,705</u> |                    |
|                    | <b>DEPRECIATION ACCOUNT—</b>                                    |           |                    |                    |                    |
|                    | Depreciation not provided for by cash appropriations to 30.6.70 |           | 87,979,849         |                    |                    |
|                    | Normal depreciation for the year                                | 8,484,032 |                    |                    |                    |
|                    | Less amount provided  | 473,836   |                    |                    |                    |
|                    |   |           | <u>8,010,196</u>   |                    |                    |
|                    | Under provision for the year                                    |           |                    | 95,990,045         |                    |
| 466,370,882        |   |           |                    |                    | 483,204,750        |
|                    | <b>FUNDS FOR SPECIAL PURPOSES held by the State Treasurer—</b>  |           |                    |                    |                    |
|                    | Railway Accident & Fire Insurance Fund                          |           |                    | 200,000            |                    |
|                    | Railway Charges in Suspense Account                             |           |                    | 8,130,476          |                    |
|                    | Railways Stores Suspense Account                                |           |                    | 2,764,648          |                    |
|                    | Railways Repayment Account                                      |           |                    | 3,544              |                    |
|                    | Payroll Tax in Suspense Account                                 |           |                    | 1,857,467          |                    |
|                    |   |           |                    | <u>12,956,135</u>  |                    |
| 7,413,051          |   |           |                    |                    |                    |
|                    | <b>CURRENT ASSETS—</b>  |           |                    |                    |                    |
|                    | Works in progress—Manufacturing account                         |           |                    | 781,457            |                    |
|                    | Stores and materials on hand and in transit—                    |           |                    |                    |                    |
|                    | Railways  |           | 7,744,288          |                    |                    |
|                    | Construction Board  |           | 2,728              |                    |                    |
|                    | Equalization Account  |           | 34,993             |                    |                    |
|                    |   |           | <u>7,782,009</u>   |                    |                    |
|                    | Refreshment Services stock & equipment                          |           | 780,770            |                    |                    |
|                    | Less provision for losses and breakages                         |           | 2,774              |                    |                    |
|                    |   |           | <u>777,996</u>     |                    |                    |
|                    | Securities held in trust—                                       |           |                    |                    |                    |
|                    | In London   |           | —                  |                    |                    |
|                    | In Melbourne  |           | 4,569,664          |                    |                    |
|                    |   |           | <u>4,569,664</u>   |                    |                    |
|                    | Sundry debtors—   |           |                    |                    |                    |
|                    | Revenue   |           | 5,682,529          |                    |                    |
|                    | Others  |           | 2,130,302          |                    |                    |
|                    |   |           | <u>7,812,831</u>   |                    |                    |
|                    | Income cash on hand and in transit                              |           |                    | 466,442            |                    |
|                    | Advances—   |           |                    |                    |                    |
|                    | To Accounting Offices, Stations, etc.                           |           | 3,152,014          |                    |                    |
|                    | To Agent General for purpose of—                                |           |                    |                    |                    |
|                    | Capital equipment   |           | 2,446              |                    |                    |
|                    |   |           | <u>3,154,460</u>   |                    |                    |
| 24,202,747         |   |           |                    |                    | 25,344,859         |
| <u>497,986,680</u> |   |           |                    |                    | <u>521,505,744</u> |

N. L. MILLER  
Comptroller of Accounts.  
29th October, 1971

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

| —  | Year 1970-71   | Year 1969-70   | Increase (+) or<br>Decrease (—)<br>in 1970-71 |
|--|----------------|----------------|---|
|  | \$             | \$             | \$  |
| GROSS REVENUE—   |                |                |   |
| *Railways  | 108,694,851.13 | 105,053,583.79 | + 3,641,267.34                                |
| Road motor public services   | 64,009.43      | 65,515.95      | — 1,506.52                                    |
| Total  | 108,758,860.56 | 105,119,099.74 | + 3,639,760.82                                |
| WORKING EXPENSES—  |                |                |   |
| Railways   | 129,053,793.45 | 118,558,103.90 | + 10,495,689.55                               |
| Road motor public services   | 161,068.20     | 153,454.68     | + 7,613.52                                    |
| WORKING EXPENSES CHARGED<br>AGAINST REVENUE                                      | 129,214,861.65 | 118,711,558.58 | + 10,503,303.07                               |
| DEFICIT ON CURRENT OPERATIONS  | 20,456,001.09  | 13,592,458.84  | + 6,863,542.25                                |
| Interest charges, exchange and contribution<br>to the National Debt Sinking Fund | 8,536,982.20   | 7,491,144.28   | + 1,045,837.92                                |
| DEFICIT  | 28,992,983.29  | 21,083,603.12  | + 7,909,380.17                                |

\* Includes—\$200,000 pensioners' fares subsidy, \$62,000 parcels recoup, \$224,000 goods freight recoup.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO REVENUE AND WORKING  
EXPENSES, FOR THE YEAR 1970-71

**REVENUE**

|  | \$             | \$             |
|--|----------------|----------------|
| Revenue shown by the Railways  | 108,758,860.56 |                |
| To bring this amount into agreement with the Treasury figures deduct—                                  |                |                |
| Outstanding at June 30, 1971, not included in the Treasury figures                                     | 5,528,045.98   |                |
|  | 103,230,814.58 |                |
| and add—   |                |                |
| Outstanding at June 30, 1970, collected in 1970-71 and therefore included by the Treasury in that year | 4,769,396.30   |                |
|  | 4,769,396.30   |                |
| Revenue as shown by the Treasury   |                | 108,000,210.88 |

**WORKING EXPENSES**

|   |                |                |
|---|----------------|----------------|
| Working expenses as shown by the Railways   | 129,214,861.65 |                |
| Add—Interest and exchange charges, loan conversion expenses and contribution to the National Debt Sinking Fund shown by the Railways and the Treasury | 8,536,982.20   |                |
|   | 137,751,843.85 |                |
| Less deficit as shown by the Treasury   | 29,751,632.97  |                |
|   | 29,751,632.97  |                |
| Working expenses as shown by the Treasury   |                | 108,000,210.88 |

**RAILWAY POSITION SUMMARIZED**

|  |                |  |
|--|----------------|--|
| Revenue  | 108,758,860.56 |  |
| Working expenses   | 129,214,861.65 |  |
|  | 129,214,861.65 |  |
| Loss on current operations   | 20,456,001.09  |  |
| Interest and exchange charges, loan conversion expenses and contribution to National Debt Sinking Fund | 8,536,982.20   |  |
|  | 8,536,982.20   |  |
| Deficit  | 28,992,983.29  |  |
|  | 28,992,983.29  |  |

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

| Particulars                             |  | Year 1970-71   | Year 1969-70                                |
|---|--|--|---|
| 1.                                      | Average Mileage of Railways open for Traffic .. .. .     | 4.166  | 4.170                                       |
| PASSENGER TRAFFIC                       |  |  |   |
| 2.                                      | Passenger Train Mileage .. .. .                          | Interstate .. 718,404<br>Country .. 4,050,039<br>Suburban .. 8,315,189           | 695,367<br>4,042,448<br>8,360,741           |
| 3.                                      | Earnings from Passengers Carried .. .. .                 | Interstate .. \$3,307,722<br>Country .. \$4,508,650<br>Suburban .. \$23,985,514  | \$3,136,542<br>\$4,384,748<br>\$24,174,507  |
| 4.                                      | Number of Passengers Carried .. .. .                     | Interstate .. 628,531<br>Country .. 3,451,797<br>Suburban .. 138,131,108         | 612,502<br>3,336,292<br>140,308,673         |
| 5.                                      | Number of Passengers Carried One Mile .. .. .            | Interstate .. 153,441,605<br>Country .. 226,403,482<br>Suburban .. 1,285,252,889 | 147,265,982<br>208,488,587<br>1,252,954,979 |
| 6.                                      | Average Miles each Passenger was Carried .. .. .         | Interstate .. 244.13<br>Country .. 65.59<br>Suburban .. 9.30                     | 240.43<br>62.25<br>8.93                     |
| 7.                                      | Average Number of Passengers per Car .. .. .             | Interstate .. 16<br>Country .. 11<br>Suburban .. 31                              | 18<br>9<br>30                               |
| 8.                                      | Average Earnings from each Passenger Journey .. .. .     | Interstate .. 526.26c<br>Country .. 130.62c<br>Suburban .. 17.36c                | 512.09c<br>131.43c<br>17.23c                |
| 9.                                      | Average Earnings per Passenger Mile .. .. .              | Interstate .. 2.16c<br>Country .. 1.99c<br>Suburban .. 1.87c                     | 2.24c<br>2.11c<br>1.93c                     |
| <i>Per Average Mile of Railway Open</i> |  |  |   |
| 10.                                     | Number of Passengers Carried .. .. .                     | Interstate .. 1,288<br>Country .. 847<br>Suburban .. 465,088                     | 1,255<br>818<br>472,420                     |
| 11.                                     | Number of Passengers Carried One Mile .. .. .            | Interstate .. 314,430<br>Country .. 55,573<br>Suburban .. 4,327,451              | 301,774<br>51,125<br>4,218,703              |
| 12.                                     | Passenger Train Mileage .. .. .                          | Interstate .. 1,472<br>Country .. 994<br>Suburban .. 27,997                      | 1,425<br>991<br>28,151                      |
| 13.                                     | Earnings from Passengers Carried .. .. .                 | Interstate .. \$6,778.12<br>Country .. \$1,106.68<br>Suburban .. \$80,759.30     | \$6,427.34<br>\$1,075.22<br>\$81,395.65     |
| <i>Per Passenger Train Mile</i>         |  |  |   |
| 14.                                     | Average Number of Passengers .. .. .                     | Interstate .. 214<br>Country .. 56<br>Suburban .. 154                            | 212<br>53<br>150                            |
| 15.                                     | Average Number of Cars .. .. .                           | Interstate .. 13<br>Country .. 5<br>Suburban .. 5                                | 12<br>6<br>5                                |
| 16.                                     | Average Earnings from Passengers Carried .. .. .         | Interstate .. 460.43c<br>Country .. 111.32c<br>Suburban .. 288.45c               | 451.06c<br>108.47c<br>289.14c               |
| GOODS AND LIVE STOCK TRAFFIC—PAYING     |  |  |   |
| 17.                                     | Goods Train Mileage .. .. .                              | 7,746,949  | 7,444,771                                   |
| 18.                                     | Earnings from Goods and Live Stock .. .. .               | \$64,596,567   | \$61,766,036                                |
| 19.                                     | Number of Tons Carried .. .. .                           | 12,490,335   | 11,835,141                                  |
| 20.                                     | Number of Tons Carried One Mile .. .. .                  | 2,118,682,473  | 2,037,222,139                               |
| 21.                                     | Average Haul per Ton of Goods (Miles) .. .. .            | 169.63   | 172.13                                      |
| 22.                                     | Average Tonnage per Loaded Wagon .. .. .                 | 16.40  | 16.03                                       |
| 23.                                     | Average Train Load (Tons) .. .. .                        | 301  | 300   |
| 24.                                     | Average Earnings per Goods Train Mile .. .. .            | 833.83c  | 829.65c                                     |
| 25.                                     | Average Earnings per Ton .. .. .                         | 517.17c  | 521.88c                                     |
| 26.                                     | Average Earnings per Ton Mile .. .. .                    | 3.05c  | 3.05c                                       |
| <i>Per Average Mile of Railway Open</i> |  |  |   |
| 27.                                     | Number of Tons Carried (Paying Traffic) .. .. .          | 2,998  | 2,838                                       |
| 28.                                     | Number of Tons Carried One Mile (Paying Traffic) .. .. . | 508,077  | 488,542                                     |
| 29.                                     | Goods Train Mileage .. .. .                              | 1,859  | 1,785                                       |
| 30.                                     | Earnings from Goods and Live Stock .. .. .               | \$15,505.66  | \$14,301.55                                 |
| GOODS AND LIVE STOCK TRAFFIC—GROSS      |  |  |   |
| 31.                                     | Average Tonnage per Loaded Wagon .. .. .                 | 29.27  | 28.96                                       |
| 32.                                     | Average Train Load (Tons) .. .. .                        | 656  | 663   |
| 33.                                     | Average Number of Vehicles per Train—Loaded .. .. .      | 18   | 19  |
| 34.                                     | Average Number of Vehicles per Train—Empty .. .. .       | 9  | 9   |

## NEW LINES UNDER CONSTRUCTION AT JUNE 30, 1971

| Section   | Miles |
|---|-------|
| Tyabb to Long Island Railway. (Traffic conducted from 29.4.'69) .. .. . | 1½    |
| Barry Beach Line. (Traffic conducted from 2.4.'69) .. .. .              | 3     |

## LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED JUNE 30, 1971

| Section     | Miles | Date closed |
|-------------|-------|-------------|
| Nil .. .. . | Nil   | Nil         |

## MILEAGE OF RAILWAYS AND TRACKS

|              |              | Mileage open for traffic at June 30              |         |         |            |              |              |            |             |              |            |            |         |
|--------------|--------------|--|---------|---------|------------|--------------|--------------|------------|-------------|--------------|------------|------------|---------|
|              |              | Tracks   |         |         | Railways   |              |              |            |             |              |            |            |         |
|              |              | Tracks   | Sidings | Total   | Ten tracks | Eight tracks | Seven tracks | Six tracks | Four tracks | Three tracks | Two tracks | One tracks | Total   |
| Year 1970-71 | 5' 3" gauge  | 4579.93  | 960.43  | 5540.36 | } 0.38     | 1.34         | 0.88         | 1.55       | 17.08       | 58.63        | 440.34     | 3636.86    | 4157.06 |
|              | 4' 8½" gauge | 206.64   | 39.00   | 245.46  |            |              |              |            |             |              |            |            |         |
|              | Dual gauge   | 5.34   | 3.48    | 8.82    |            |              |              |            |             |              |            |            |         |
|              | 2' 6" gauge  | 8.48   | 0.78    | 9.26    |            |              |              |            |             |              |            |            |         |
|              | Total        | 4800.21  | 1003.69 | 5803.90 | 0.38       | 1.34         | 0.88         | 1.55       | 17.08       | 58.63        | 440.34     | 3645.34    | 4165.54 |
| Year 1969-70 | 5' 3" gauge  | 4580.13  | 965.37  | 5545.50 | } 0.38     | 1.34         | 0.88         | 1.55       | 17.08       | 58.63        | 440.34     | 3637.06    | 4157.26 |
|              | 4' 8½" gauge | 206.46   | 39.00   | 245.46  |            |              |              |            |             |              |            |            |         |
|              | Dual gauge   | 5.34   | 3.48    | 8.82    |            |              |              |            |             |              |            |            |         |
|              | 2' 6" gauge  | 8.48   | 0.78    | 9.26    |            |              |              |            |             |              |            |            |         |
|              | Total        | 4800.41  | 1008.63 | 5809.04 | 0.38       | 1.34         | 0.88         | 1.55       | 17.08       | 58.63        | 440.34     | 3645.54    | 4165.74 |
|              |              | 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 tracks | Total   |
| Year 1970-71 | 5' 3" gauge  | 4579.96  | 962.18  | 5542.14 | } 0.38     | 1.34         | 0.88         | 1.55       | 17.08       | 58.63        | 440.34     | 3636.89    | 4157.09 |
|              | 4' 8½" gauge | 206.46   | 39.00   | 245.46  |            |              |              |            |             |              |            |            |         |
|              | Dual gauge   | 5.34   | 3.48    | 8.82    |            |              |              |            |             |              |            |            |         |
|              | 2' 6" gauge  | 8.48   | 0.78    | 9.26    |            |              |              |            |             |              |            |            |         |
|              | Total        | 4800.24  | 1005.44 | 5805.68 | 0.38       | 1.34         | 0.88         | 1.55       | 17.08       | 58.63        | 440.34     | 3645.37    | 4165.57 |
| Year 1969-70 | 5' 3" gauge  | 4583.45  | 967.56  | 5551.01 | } 0.38     | 1.34         | 0.88         | 1.55       | 14.36       | 62.12        | 439.26     | 3642.02    | 4161.91 |
|              | 4' 8½" gauge | 206.46   | 38.32   | 244.78  |            |              |              |            |             |              |            |            |         |
|              | Dual gauge   | 5.34   | 3.48    | 8.82    |            |              |              |            |             |              |            |            |         |
|              | 2' 6" gauge  | 8.48   | 0.78    | 9.26    |            |              |              |            |             |              |            |            |         |
|              | Total        | 4803.73  | 1010.14 | 5813.87 | 0.38       | 1.34         | 0.88         | 1.55       | 14.36       | 62.12        | 439.26     | 3650.50    | 4170.39 |

## RAILWAYS STORES SUSPENSE ACCOUNT

|  | \$           | \$            |                                   | \$           | \$            |
|--|--------------|---------------|-----------------------------------|--------------|---------------|
| Funds provided at the date of the authorization of the Stores Suspense Account (June 30, 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                          | 7,744,287.93 |               |
|  |              | 1,018,881.62  | Construction Board                | 34,993.02    |               |
| Advances from Loan Account subsequent to June 30, 1896   |              | 7,981,118.38  | Equalization Account              | 2,728.21     | 7,782,009.16  |
| Total funds provided   |              | 9,000,000.00  | Sundry debtors                    |              | 171,416.23    |
| Sundry creditors   |              | 1,715,458.43  | Cash in Treasury at June 30, 1971 |              | 2,764,648.22  |
| Advances with Agent General  |              | 2,615.18      |                                   |              |               |
|  |              | 10,718,073.61 |                                   |              | 10,718,073.61 |

## RAILWAYS RENEWALS AND REPLACEMENTS FUND

| Nature and source of funds                      | During the year ended June 30, 1971 |                | Period July 1, 1937, to June 30, 1971 |    | Disposal of funds          | During the year ended June 30, 1971 |                | Period July 1, 1937, to June 30, 1971 |    |
|---|-------------------------------------|----------------|---------------------------------------|----|----------------------------|-------------------------------------|----------------|---------------------------------------|----|
|   | \$                                  | \$             | \$                                    | \$ |                            | \$                                  | \$             | \$                                    | \$ |
| Balance at June 30, 1970                        | —                                   | —              |                                       |    | Renewals and replacements: |                                     |                |                                       |    |
| Funds specially appropriated under Act No. 6355 | 400,000.00                          | 13,600,000.00  |                                       |    | Traffic                    | —                                   | 486,131.42     |                                       |    |
| Additional funds authorised by Parliament       | —                                   | 11,500,000.00  |                                       |    | Rolling Stock              | 218,933.98                          | 114,317,178.32 |                                       |    |
| Rail motor and road motor, &c. depreciation     | 73,835.75                           | 4,363,339.56   |                                       |    | Way and Works              | 849,699.01                          | 37,828,326.34  |                                       |    |
| Sundry sales, abolitions, &c.                   | 594,797.24                          | 7,009,684.37   |                                       |    | Electrical Engineering     | —                                   | 6,441,154.19   |                                       |    |
| Interest on investments                         | —                                   | 1,406,582.80   |                                       |    |                            |                                     |                |                                       |    |
| Amount charged Item 5 Loan Acts                 | —                                   | 119,193,183.54 |                                       |    |                            |                                     |                |                                       |    |
|   | 1,068,632.99                        | 159,072,790.27 |                                       |    |                            | 1,068,632.99                        | 159,072,790.27 |                                       |    |

## DEPRECIATION—PROVISION AND ACCRUAL

|   | During the year ended June 30, 1971 |                | Period July 1, 1937, to June 30, 1971 |    |  | During the year ended June 30, 1971 |                | Period July 1, 1937, to June 30, 1971 |    |
|---|-------------------------------------|----------------|---------------------------------------|----|--|-------------------------------------|----------------|---------------------------------------|----|
|   | \$                                  | \$             | \$                                    | \$ |  | \$                                  | \$             | \$                                    | \$ |
| Special appropriations  | 400,000.00                          | 13,600,000.00  |                                       |    | Normal depreciation—   |                                     |                |                                       |    |
| Additional funds authorised by Parliament                             | —                                   | 11,500,000.00  |                                       |    | Way, works, buildings, &c.   | 2,252,928.00                        | 36,966,584.53  |                                       |    |
| Sundry depreciation provided in working expenses                      | 73,835.75                           | 4,363,339.56   |                                       |    | Rolling stock (including machinery and equipment in Rolling Stock Workshops) | 5,821,027.00                        | 78,354,016.35  |                                       |    |
| Provision from sundry sales, &c., included as additional depreciation | —                                   | 687,993.39     |                                       |    | Electrical Engineering plant and equipment                                   | 347,403.00                          | 8,186,829.32   |                                       |    |
| Interest on investments   | —                                   | 1,406,582.80   |                                       |    | Electric tramways, rail motors and road motors                               | 62,673.75                           | 4,310,530.14   |                                       |    |
| Balance at June 30, 1971 amount short provided                        | 8,010,196.00                        | 95,990,044.59  |                                       |    |  |                                     |                |                                       |    |
|   | 8,484,031.75                        | 127,547,960.34 |                                       |    |  | 8,484,031.75                        | 127,547,960.34 |                                       |    |

## STATEMENT OF CAPITAL EXPENDITURE

|   | Year ended<br>June 30, 1971 | Year ended<br>June 30, 1970 |
|---|-----------------------------|-----------------------------|
|   | \$                          | \$                          |
| New lines and surveys—                                      |                             |                             |
| Gross expenditure   | 107,907                     | 90,390                      |
| Credits   | —                           | —                           |
| Net expenditure   | 107,907                     | 90,390                      |
| Additions and improvements on existing lines—               |                             |                             |
| Gross expenditure   | 9,908,313                   | 10,998,749                  |
| Credits   | 848,560                     | 1,361,380                   |
| Net expenditure   | 9,059,753                   | 9,637,369                   |
| Rolling stock—  |                             |                             |
| Gross expenditure   | 6,661,442                   | 6,406,122                   |
| Credits   | 218,934                     | 315,053                     |
| Net expenditure   | 6,442,508                   | 6,091,069                   |
| Electrification of Melbourne suburban lines—                |                             |                             |
| Gross expenditure   | 279,766                     | 218,457                     |
| Credits   | —                           | 545                         |
| Net expenditure   | 279,766                     | 217,912                     |
| Total railways—   |                             |                             |
| Gross expenditure   | 16,957,428                  | 17,713,718                  |
| Credits   | 1,067,494                   | 1,676,978                   |
| Net expenditure   | 15,889,934                  | 16,036,740                  |
| Road motor public service (including garage accommodation)— |                             |                             |
| Gross expenditure   | —                           | —                           |
| Credits   | 1,139                       | 7,247                       |
| Net expenditure   | Cr. 1,139                   | Cr. 7,247                   |
| Total—  |                             |                             |
| Gross expenditure   | 16,957,428                  | 17,713,718                  |
| Credits   | 1,068,633                   | 1,684,225                   |
| Net expenditure   | 15,888,795                  | 16,029,493                  |