

1910.  
—  
VICTORIA.

---

# REPORT

FROM

THE PARLIAMENTARY STANDING COMMITTEE  
ON RAILWAYS

ON THE PROPOSED

RUSHWORTH TO COLBINABBIN RAILWAY;

TOGETHER WITH

BOOK OF REFERENCE AND PLAN.

---

*Ordered by the Legislative Assembly to be printed, 22nd December, 1910.*

---

**By Authority:**

**J. KEMP, GOVERNMENT PRINTER, MELBOURNE.**

EXTRACTED FROM THE VOTES AND PROCEEDINGS OF THE  
LEGISLATIVE ASSEMBLY.

TUESDAY, 20TH DECEMBER, 1910.

4. RUSHWORTH TO COLBINABBIN RAILWAY.—Mr. A. A. Billson, in accordance with the requirements of the Railways Standing Committee Acts, moved, pursuant to notice, That the construction of a 5ft. 3in. gauge railway from Rushworth to Colbinabbin, and the provision of a deficiency rate, be referred to the Parliamentary Standing Committee on Railways for consideration and report.

Question—put and resolved in the affirmative.

MEMBERS OF THE PARLIAMENTARY STANDING COMMITTEE ON RAILWAYS.

(Ninth Committee.)

The Hon. E. H. CAMERON, M.L.A., Chairman ;

J. W. Billson, Esq., M.L.A.,

J. Cullen, Esq., M.L.A.,

The Hon. Dr. W. H. Embling, M.L.C.,

The Hon. D. Melville, M.L.C.

(Vice-Chairman),

E. C. Warde, Esq., M.L.A.

APPROXIMATE COST OF REPORT.

	£	s.	d.
Compilation *			
Printing (700 copies)	1	5	0

\* The compilation was a portion of the work of the Secretary of the Railways Standing Committee, who is paid by annual salary.

# R E P O R T.

---

THE PARLIAMENTARY STANDING COMMITTEE ON RAILWAYS, to which the Legislative Assembly referred the question of constructing a 5ft. 3in. gauge railway from Rushworth to Colbinabbin, and the provision of a deficiency rate, has the honour to report as follows :—

1. Last week the Committee presented a Report to the Legislative Assembly on the general question of the extension of the Rushworth railway to a station on the Kilmore and Bendigo line. The Committee stated in that Report that it could not recommend a connecting railway between Rushworth and the Kilmore and Bendigo line because of the largeness of the estimated annual loss (£3,539), and there being no prospect of the connexion becoming a paying one for many years. The Committee, however, recommended the construction of a section of the through line, namely, from Rushworth to Colbinabbin. The Report stated the area that would be served by this railway, the acreage under cultivation and the present and prospective production, the population of the district, the number of live stock, and the firewood traffic that would be carried over the proposed extension. Former Report.

2. The Committee repeats its former recommendation that a 5ft. 3in. railway from Rushworth to Colbinabbin, 12 miles in length, be constructed, with serviceable second-hand rails, at an estimated cost of £38,970, with £2,310 added for rolling-stock, conditionally on the land within the area to be benefited by that extension being made liable for a period of twenty years for an annual deficiency rate which will produce £520, so as to make good the estimated annual loss, or such lesser sum as may be required each year to make the railway a paying one. In addition, the land-holders within that area must hand over to the Government, free of charge, the land required for the railway track and station grounds, and also pay the cost of management of the local Railway Construction Trust. Witnesses at Colbinabbin, speaking on behalf of the local residents, offered to pay a deficiency rate averaging 2d. per acre per annum over the whole area benefited. A rate of 1d. per acre per annum on the 120,000 acres which will be enhanced in value by the proposed extension would produce £500 per annum. The Committee is of opinion that in ten years' time, at the longest, this railway extension should become a paying one. Recommendation.

Railways Standing Committee Room,  
State Parliament House,  
Melbourne, 21st December, 1910.

E. H. CAMERON,  
Chairman.