

Mr. Reid

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New South Wales Government Railways and Tramways.

ANNUAL REPORT

OF THE

RAILWAY COMMISSIONERS,

FOR THE YEAR ENDING

30 JUNE 1894.

1894.

NEW SOUTH WALES.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

(ANNUAL REPORT OF RAILWAY COMMISSIONERS, YEAR ENDING 30TH JUNE, 1894.)

Presented to Parliament, pursuant to Act 51 Vic. No. 35.

Offices of the Railway Commissioners of New South Wales,
Sydney, 3rd August, 1894.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

SIR,

In accordance with the provisions of the 45th clause of the Railways Act of 1888, 51 Vic. No. 35, we have the honor to present, for the information of Parliament, our Annual Report upon the working of the Railways and Tramways for the year ending June 30th, 1894.

GENERAL REMARKS.

The year closed by this report has been one of exceptional difficulty, owing to the continued commercial depression, and the endeavour, whilst conserving the financial position of the property, to let the retrenchments and reductions fall as lightly as possible upon the staff.

The financial result for the year is as under:—

Total traffic, Railways and Tramways	...	...	£3,091,735
Total expenditure, Railways and Tramways	...	...	1,821,125

Net return after paying working expenses... £1,270,610

being an increase in net profit over last year of £20,511, making an accumulated increase in net profits paid into the Treasury during the past six years of £2,212,840.

From this sum must be deducted £225,000, three instalments of £75,000 each, towards paying off the £1,000,000 vote under Act 53 Vic. No. 24, for reconstruction and improvement of rolling-stock and permanent-way, which fell due up to the 31st December last; after deducting this amount the Treasury will still have received £1,987,840 increased net earnings during the past six years.

The

The following tables will show the progress and result of the Railway and Tramway working for the seven years prior to our taking office, and for the period we have had the administration of the property:—

RAILWAYS.

Year.	Length of Line open 30 June, 1894.	TOTAL EARNINGS.	ACCUMULATED INCREASES. TOTAL EARNINGS.	NET EARNINGS after paying Working Expenses.	NET EARNINGS.	Capital expended on Lines open.
	Miles.	£		£		£
1882	1,268	1,701,016	INCREASE ON 1882 TRAFFIC, £2,668,164.	763,661	ACCUMULATED DECREASE ON 1882 RESULT, £141,656.	15,843,616
1883	1,320	1,934,694		751,220		16,905,014
1884	1,618	2,089,749		796,010		20,080,138
1885	1,732	2,178,172		717,555		21,831,276
1886	1,889	2,169,808		668,577		24,071,454
1887	2,036	2,212,718		752,375		26,532,122
1888	2,114	2,295,124		764,573		27,722,748
1889	2,171	2,538,477	INCREASE ON 1888 TRAFFIC, £3,223,133.	903,875	ACCUMULATED INCREASE ON 1888 RESULT, £2,030,021, or 62.08 per cent. of the increased gross earnings.	29,839,167
1890	2,182	2,633,086		967,251		30,555,123
1891	2,182	2,974,431		1,143,050		31,768,617
1892	2,185	3,107,296		1,188,044		33,312,608
1893	2,351	2,927,056		1,188,540		34,657,571
1894	2,501½	2,819,541		1,221,089		35,855,271

TRAMWAYS.

Year.	Length of Line open 30 June, 1894.	TOTAL EARNINGS.	ACCUMULATED INCREASES. TOTAL EARNINGS.	NET EARNINGS after paying Working Expenses.	NET EARNINGS.
	Miles.	£		£	
1882	22	126,202	INCREASE ON 1882 TRAFFIC, £569,046.	23,088	ACCUMULATED DECREASE ON 1882 RESULT, £52,281.
1883	25	190,699		11,822	
1884	27½	219,942		4,775	
1885	27½	223,340		15,345	
1886	29	230,410		23,957	
1887	38½	225,348		12,893	
1888	38½	236,519		17,323	
1889	38½	243,563	INCREASE ON 1888 TRAFFIC, £264,912.	21,728	ACCUMULATED INCREASE ON 1888 RESULT, £182,819.
1890	39½	268,962		44,889	
1891	42½	292,850		53,171	
1892	48	305,090		56,499	
1893	49	295,367		61,539	
1894	58½	278,194		48,911	

RAILWAYS.

Since the last Annual Report was issued the following lines have been opened for traffic:—

	Date of opening.
Cootamundra to Temora	1st September, 1893.
Molong to Forbes	18th December, 1893.
Lismore to Mullumbimby... ..	15th May, 1894.

Making a total of 2,501½ miles at present in use.

It is expected that the Marrickville-Burwood Road Line will be opened before the end of the year, and that the line from Mullumbimby to Murwillumbah on the Tweed River will be opened about the 1st January next. The opening of these lines will complete the whole of the construction work now in hand in the Colony, and bring the total railway mileage up to 2,531½ miles.

The cost of the lines open for traffic on the 30th of June amounted to £35,855,271.

Debentures of the value of £1,248,975 have been finally paid off.

The revenue derived from working the lines during the year was £2,813,541, and the expenses amounted to £1,591,842, or 56·58 per cent. of the gross revenue, leaving a net revenue of £1,221,699 towards paying interest upon capital, or a return of 3·46 per cent. upon the total cost of the railways open for traffic.

The revenue shows a decrease of £113,515; this is entirely owing to the depression which has been affecting the whole of the Australian Colonies for the past two years, the expenses having however been reduced by £146,674, leaves the net result £33,159 better than last year.

~~Of this sum~~ ^{of the reduced earnings} The Coaching traffic is responsible for £68,013, the 1st class Passenger traffic having decreased by £53,002 and the 2nd class by £8,599, and miscellaneous receipts by £6,412. The number of passenger journeys made amounted to 19,265,732, a decrease of 666,971.

The revenue derived from the Goods Department shows an aggregate decrease of £45,502, the main item of decrease being coal and other minerals, £38,380.

The train miles run were 7,169,785, being a decrease of 335,525. This is after providing the necessary train service for the new lines worked during the year.

The earnings per train mile, in the face of the heavy falling off in coaching traffic, show satisfactory results, every mile run having earned 7s. 10¼d., as compared with 7s. 9½d. in the preceding year. The expenditure per train mile has decreased from 4s. 7½d. to 4s. 5¼d., leaving a net earning of 3s. 5d. as against 3s. 2d. last year, and 2s. 3½d. in 1888, an increased net profit upon the 1888 results of 1s. 1½d. per train mile, or a total sum of £403,300 for the year.

WORKING

WORKING EXPENSES.

The percentage the working expenses bear to the gross revenue shows a decrease of 10 per cent. since 1888. This result has been brought about by a gradual reduction year by year, as will be seen from the following figures:—

Year.	Percentage of working expenses to Gross Earnings.		
1888	66·69
1889	64·39
1890	63·26
1891	61·57
1892	61·60
1893	59·39
1894	56·58

The condition of the rolling-stock, permanent-way, and the property generally, has been considerably improved and increased in value at the same time.

EXCEPTIONAL EXPENDITURE.

During the time we have been in office, exceptional expenditure in connection with slip and flood repairs has been incurred in consequence of the unprecedented floods which have been experienced in several districts.

For instance, the floods in the Darling River district by which the town of Bourke was inundated in April and May, 1890, was the most disastrous on record, the line being inundated and seriously damaged for 13 miles; and for over one month communication with the town of Bourke had to be maintained by a service of boats.

In May, 1889, the rainfall was abnormal, and caused serious damage in various directions. In the month of May of that year from 20 to 23 inches of rain fell in four days in many of the coastal districts through which the line passes, and on three occasions between May, 1889, and June, 1890, the traffic on the Northern line was suspended in consequence of the height of the floods in the Hunter River.

In 1893, in the month of March, 11 inches of rain fell in one day in the Hunter River Valley, again causing serious interruption to the traffic, the main Northern line being closed against through traffic for eight days. This flood rose 48 feet above the ordinary river level, and was the highest ever known since the district was settled in 1820. Again, in March of this year, the Hunter River district suffered from floods, 13 inches of rain falling in 11 hours near West Maitland.

Mr. H. C. Russell, C.M.G., Government Astronomer, states that "not only were the five years ending December 31st, 1893, the wettest on record, since rainfall observations have been made (more than 20 years), but the rain was remarkable for its heaviness, and therefore for disastrous floods, which have, in many places, never been equalled since the Colony was founded."

The expenditure incurred in repairing the damage caused by the floods, for the five years 1890-94, amounts to a sum of £140,000.

EARNINGS.

The following table, giving the earnings per mile of railway open, gross and net earnings per train mile, and the total and net earnings for all lines for the past ten years, shows that from 1888 to 1892 the improvement in the property was continuous,

continuous, and that, in spite of the great depression through which the country has been passing for the past two years, the net return to the Treasury has been maintained in those years.

Year.	Year ending	Average miles open during year.	Per Mile open.		Train Miles run.	Earnings per Train Mile.		Total Earnings.			
			Gross Earnings.	Net Earnings.		Gross Earnings.	Net Earnings.	Gross.	Net, after paying working expenses.		
1885	Dec...	1,663½	£ 1,307	£ 431	6,638,399	s. 6	d. 6½	s. 2	d. 1½	£ 2,178,172	£ 717,556
1886	"	1,790	1,207	373	6,479,265	6	8	2	0½	2,163,803	668,577
1887	"	1,935½	1,141	388	6,472,107	6	9½	2	3½	2,212,718	752,376
1888	June..	2,044	1,123	374	6,689,313	6	10½	2	3½	2,295,124	764,573
1889	June..	2,128	1,193	425	7,641,769	6	7½	2	4½	2,538,477	903,875
1890	"	2,177	1,210	444	8,008,826	6	6½	2	5	2,633,086	967,251
1891	"	2,182	1,303	524	8,410,421	7	1	2	8½	2,974,421	1,143,060
1892	"	2,182½	1,423	546	8,356,096	7	5½	2	10½	3,107,296	1,193,044
1893	"	2,316	1,264	514	7,505,310	7	9½	3	2	2,927,056	1,188,540
1894	"	2,427½	1,159	503	7,169,785	7	10½	3	5	2,813,541	1,221,699

It is interesting to note that the earnings of each mile of line open in the year just closed was £1,159, or £36 more than in 1888, yet, in consequence of the more economical administration of the property, £129 per mile additional net profit was paid into the Treasury.

SAFETY APPLIANCES.

The following return will show the progress made in extending the absolute block system of working, and the interlocking of points and signals:—

RETURN showing number of Miles of Line open for Traffic, number of Miles worked under Absolute Block System, also Number and Percentage of Places which have or have not Points and Signals Interlocked.

Date to end of—	Number of Miles of Line open for Traffic.				Number of Miles of Line on which the Traffic is worked under the Absolute Block System.			Number and Percentage of Places which have or have not Points and Signals Interlocked.				
	Quadruple.	Double.	Single.	Total.	Quadruple and Double.	Single.	Total.	Number of Places.			Percentage.	
								Interlocked.	Not Interlocked.	Total.	Interlocked.	Not Interlocked.
October, 1888 .....	...	71½	2,042½	2,114	28	...	28	104	318	422	24.63	75.36
July, 1890 .....	...	78	2,108	2,181	72½	189½	263	176	294	470	37.45	62.55
July, 1891 .....	...	124	2,058½	2,182½	118½	207½	326½	234	262	496	47.17	52.83
July, 1892	8½	143	2,126½	2,278½	149	507½	656½	257	248	505	50.39	49.11
July, 1893	8½	149½	2,198	2,351	154½	910½	1,065	204	337	541	55.36	44.64
July, 1894	8½	149½	2,242½	2,501½	154½	1,014	1,169½	339	324	663	60.21	39.79

In consequence of the great necessity for economy this work is being dealt with gradually. The

The fitting up of the goods stock with the Westinghouse quick-acting freight brake has progressed quietly during the year. About 3,000 vehicles are now fitted with the brake or pipe. This provision has added very materially to the safety of working, and has also enabled considerable economy to be effected.

We are pleased to report that the year has been exempt from any purely passenger train accident, the only mishap that has occurred to a train conveying passengers being a slight collision between the mixed train on the Cooma branch and a live stock train at Lake Bathurst watering station on the 28th April last. Slight damage was done to the rolling stock, but no passenger was injured.

RATES.

The question of the rates for the carriage of goods has been brought prominently into notice, through the Press, during the past year, and we deemed it desirable to publish an official communication upon the general question of railway rates; and, appended hereto, page 63, we give a copy of that paper, which explains clearly our views upon the whole matter.

We recognise the necessity for reducing the rates as much as possible, and much has been done in this direction, particularly in respect of the agricultural interests, the returns given on the following page showing that a large proportion of the produce of the soil is carried at about $\frac{1}{2}$ d. per ton per mile, and that 80 per cent. of the total tonnage of all descriptions of traffic carried upon the Railways paid rates varying from $\cdot 45$ d. to $\cdot 88$ d. per ton per mile. The average rate per ton per mile for all traffic, including merchandise, wool, and live stock, amounting to $1\cdot 62$ d.

Had the traffic of 1893 been carried at the same rates as were in force in 1883, the revenue would have been £300,000 in excess of that realised, and this additional income would have been contributed as follows:—

Grain, flour, &c. ...	£44,000
Coal, coke, and shale ...	12,000
General goods ...	234,000
Miscellaneous classes ...	10,000

This is equal to a reduction of $16\frac{1}{2}$ per cent. on the total goods traffic.

New South Wales, owing to its great extent, and the consequent long distances the produce has to be carried, requires a low tariff, and for many classes of traffic we have adopted a cheap mileage scale for long distances, which practically limits the disadvantage consequent on the longer distance the goods have to be carried to reach their markets and the seaboard. For instance, the rate per ton in 6-ton lots for flour, grain, potatoes, &c., for 300 miles is 14s. per ton, but from 300 to 400 miles the additional rate is only 1s. 3d. per ton, and from 400 to 500 miles 1s. per ton additional only. A somewhat similar principle has been applied in regard to wool, a maximum rate being fixed for a certain distance, and little or no additional charge being made for distances beyond. This may be illustrated by the case of Nyngan (377 miles), the rate being £3 16s. per ton; while to Bourke, 126 miles further,

further, the rate is £4 0s. 3d. per ton, and this rate applies uniformly between that station and Girilambone, a distance of 98 miles. Again on the Northern line, a common rate for greasy wool applies from Tamworth to Jennings, a distance of 211 miles.

In a revision of the goods rates, in May last, an important alteration in the system of charging when goods are carried in truck loads was made. Hitherto this concession has only applied in regard to general goods for long distance traffic, but the arrangement has now been made of general application to and from all stations over 100 miles, and already has proved of much benefit to storekeepers and others while being of much advantage in the Railway working.

In view of the fact of the volume of our traffic being comparatively small, it is fairly satisfactory to find so large a proportion of the business carried at about $\frac{3}{4}$ d. per ton per mile, when it is borne in mind that an annual loss of about £324,000 per annum has to be provided out of the general revenue of the Railways in connection with the unprofitable lines.

Any considerable development in business in the future will materially assist in reducing the present rates, and if some arrangement could be made for writing down the Railway capital a further opportunity would also be afforded.

The following return will give full particulars of the rates paid by all descriptions of traffic, and the distance each class was conveyed:—

Return of Ton Mileage for Year ending 31st December, 1893.

Description of Traffic.	Total Tons carried.	Total Miles carried.	Average Miles per Ton.	Earnings, exclusive of Terminal Charges.	Earnings per ton per Mile.	Percentage of each class to Total Tonnage.
	tons	miles	miles	£	D.	per cent.
Coal and Shale... ..	2,031,627	35,935,372	17·69	108,055	·72	37·31
Firewood	195,535	5,239,257	26·79	19,249	·88	5·52
Grain, Flour, &c.	246,214	36,446,242	148·02	95,421	·63	6·94
Hay, Straw, and Chaff	78,112	12,560,105	160·80	23,987	·45	2·20
* Miscellaneous and A class	309,067	18,438,937	59·66	64,988	·84	8·72
Wool	121,791	33,452,570	274·67	346,277	2·48	3·44
Live Stock	157,273	37,197,711	236·51	311,387	2·00	4·43
All other goods	405,550	59,790,236	147·43	644,796	2·58	11·44
Total	3,545,169	239,080,430	67·44	1,614,160	Average 1·62	100·00

* Miscellaneous traffic consists of timber, lime, manures, fruit, vegetables, hides, tobacco leaf, bricks, gravel, drain-pipes, and traffic of a similar nature.

The following table will show the extent to which the rates have been reduced since 1879 :—

RETURN showing Mileage per Ton and Earnings per Ton per Mile of Goods Traffic carried during the years ending 31st December, 1879, 1883, 1891, and 1893.

	COAL AND SHALE.				FIREWOOD.							
	1879.	1883.	1891.	1893.	1879.	1883.	1891.	1893.				
Tons carried	1,039,099	1,596,406	2,673,378	3,031,627	119,171	160,662	176,790	195,585				
Miles carried	14,212,583	26,368,600	46,882,655	35,255,872	3,009,080	4,349,344	4,724,019	5,289,257				
Average miles per ton	13.68	16.58	17.53	17.69	26.83	27.07	26.77	26.79				
Gross Earnings	£ 74,371	125,730	148,299	108,055	15,781	22,818	21,709	19,249				
	d.	d.	d.	d.	d.	d.	d.	d.				
Earnings per ton per mile	1.25	1.19	0.76	0.72	1.26	1.25	1.10	0.88				
	GRAIN AND FLOUR.				HAY, STRAW, AND CHAFF.							
	1879.	1883.	1891.	1893.	1879.	1883.	1891.	1893.				
Tons carried	36,249	65,738	199,491	246,314	22,487	35,119	64,967	78,112				
Miles carried	3,611,407	7,756,269	22,130,334	36,446,242	743,679	2,712,896	10,024,149	12,560,105				
Average miles per ton	99.63	117.99	111.49	148.03	33.10	77.23	154.29	160.80				
Gross Earnings	£ 19,160	32,068	61,521	95,421	6,825	15,251	19,797	23,987				
	d.	d.	d.	d.	d.	d.	d.	d.				
Earnings per ton per mile	1.27	1.02	0.66	0.63	2.20	1.35	0.46	0.45				
	WOOL				LIVE STOCK.				General Merchandise, and Traffic not included in other groups.			
	1879.	1883.	1891.	1893.	1879.	1883.	1891.	1893.	1879.	1883.	1891.	1893.
Tons carried.....	31,773	63,887	111,797	121,791	27,805	68,059	128,211	157,273	451,251	875,571	1,008,599	714,617
Miles carried	5,283,838	15,184,040	30,892,223	23,452,570	9,726,178	13,224,154	24,650,631	37,197,711	26,862,450	66,374,164	92,087,454	78,229,173
Average miles per ton	166.30	237.01	270.86	274.67	134.01	194.80	270.26	236.51	61.68	98.65	91.80	109.47
Gross Earnings ...	£ 61,876	156,763	314,151	346,277	45,816	154,960	267,661	311,387	408,687	762,817	806,332	709,784
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Earnings per ton per mile	2.81	2.47	2.49	2.48	2.90	2.81	1.85	2.00	2.66	2.12	2.10	2.18

NOTE.—The figures for 1879 and 1883 include traffic carried for departmental purposes, also terminal charges, but in 1891 and 1893 terminals and departmental traffic are excluded.

OPENING

OPENING OF NEW LINES AND THEIR EFFECT UPON THE TRAFFIC.

The following statement shows the earnings and expenses in connection with a number of outlying lines in the Colony for the year ending the 31st December last.

Line.	Length.	Capital Cost.	Interest on Capital.	Working Expenses.		Total Earnings.		Loss after providing for Working Expenses and Interest.	
				Year ending December, 1893.	Year ending December, 1892.	Year ending December, 1893.	Year ending December, 1892.	Year ending December, 1893.	Year ending December, 1892.
	Mls. ch.	£	£	£	£	£	£	£	£
Sydney to Kiama	71 52½	2,180,867	76,812	101,907	120,002	139,863	139,530	38,356	56,777
Junce to Hay	167 35½	1,043,282	41,731	33,525	38,023	56,134	55,400	19,122	24,322
Narrandera to Jerilderie ...	64 54½	424,175	16,987	7,694	7,451	9,855	8,880	14,806	15,538
Wallerawang to Mudgee ...	85 0	1,042,818	41,563	24,680	25,087	36,146	37,132	30,097	29,517
Cootamundra to Gundagai..	33 45½	252,266	8,829	5,563	6,062	7,629	6,633	6,763	6,959
Goulburn to Cooma	130 40	1,462,170	51,176	24,883	30,074	30,952	35,460	45,107	45,798
Orange to Molong... ..	22 60	286,870	10,040	7,175	6,725	10,325	10,561	6,890	6,204
Hornsby to St. Leonards ...	10 29½	223,344	7,817	7,603	5,801	5,470	2,847	9,950	10,627
Armidale to Jennings ...	132 42½	1,539,946	60,955	36,576	39,857	33,991	37,150	63,540	63,658
Murrumburrah to Blayney..	110 63	1,141,535	39,954	32,253	37,199	35,273	38,047	36,934	39,106
Culcairn to Corowa	47 39	215,074	7,528	4,226	1,116	3,936	847	7,818	2,131
Nyngan to Cobar	81 27½	313,417	10,969	6,097	5,093	8,040	5,508	9,026	4,332
Blacktown to Richmond ...	16 12	196,168	8,698	9,774	10,288	12,192	12,614	6,280	6,370
	974 28	10,321,441	382,539	301,956	333,378	389,806	392,609	294,689	311,237
<i>Lines opened since previous return was issued—</i>									Date of Opening.
St. Leonards to Milson's Point	2 78	323,719	13,224	3,229	.....	3,675	.....	12,848	1 May.
Kiama to Nowra	22 43½	375,477	14,150	5,109	.....	6,153	.....	13,106	3 June.
Cootamundra to Temora	38 69	180,644	6,022	3,254	.....	8,293	.....	983	1 Sept.
Molong to Forbes	72 69	390,242	7,297	5,143	.....	10,054	.....	2,386	13 Dec.
	1,111 47½	11,591,523	423,232	318,761	.....	417,981	.....	324,012	.....

The figures for 1892 shown against the Culcairn-Corowa and Nyngan-Cobar lines are for 3 months and 6 months, ending 31 December, respectively.

The lines from Dubbo to Bourke and Werris Creek to Narrabri now pay working expenses and interest upon their outlay, and are therefore withdrawn from the return.

The foregoing return shows the enormous burden of unprofitable lines which has to be provided for out of the general revenue of the Railways, and points very strongly to the necessity to act with caution in the extension of lines into districts which are unable to support them, unless provision be made for providing the capital from moneys derived from the sale of Crown lands or the districts through which the lines run be called upon to contribute towards any loss that may arise in connection therewith.

It will be observed that the traffic upon the lines in question shows scarcely any expansion; in the majority of instances in fact a slight falling-off has taken place, the better financial result which has been brought about arising from the reduction effected in the working expenses.

A careful study of the figures will show that nearly every line provides sufficient traffic to pay working expenses; therefore it is the capital cost that requires to be kept as low as possible, and provided from some other source than Loan moneys. By this means reduced rates could be given, which are so necessary for New South Wales, looking at the long distances over which so much of the produce has to be carried.

The first section of the Lismore-Tweed line, from Lismore to Mullumbimby, a length of 38 miles 57 chains, was opened on the 15th May. The capital expenditure incurred for this section of the line amounts to £476,108; but the traffic for the first eight weeks amounted to £561 only.

When reporting upon the proposal for making this line in 1889, we pointed out that it would be a considerable time before the large capital required for its construction would receive a fair return, and we therefore recommended that an exceptional course should be followed in regard to its construction, and that "the railway capital should be credited with one-half the money realised from the sale of the Crown lands sold from the time it was decided to make the railway;" the Crown lands within a radius of 10 miles of the line aggregating no less than 622,000 acres. We also pointed out that the district, being isolated from the trunk line, could not contribute any additional traffic thereto, and that consequently we felt justified in making this proposal for consideration. This recommendation was not carried out, and the new opening will therefore be a burden of a most onerous character.

We regret that the line from Narrabri to Moree, the making of which we have urged for a number of years, has not yet been carried out. This line would be a considerable feeder to the existing lines, and we strongly recommend its construction as early as possible.

ACCOMMODATION FOR THE TRAFFIC AND CONDITION OF LINES AND ROLLING STOCK.

Ample provision exists for the traffic generally and a largely increased business could be carried without any material increase in the accommodation.

The only additional provision of any importance that will have to be made is in connection with the chilled and frozen meat trade, a considerable development of which is expected. We are taking steps to provide increased rolling stock for the traffic.

The condition of the lines is excellent and the main trunk lines have been so improved in their character that they will now bear comparison with the best lines in the world. We have paid out of Working Expenses for the renewal of 392 miles of road during the last six years as against 152 miles paid for in the fourteen years preceding our taking office, and a reduction in this expenditure will now be possible.

A large proportion of the relaying has been done with 80-lb. steel rails, and these rails have replaced 70-lb. iron rails; ironbark sleepers have been exclusively used for all renewals, and are of heavier scantling and closer spaced than formerly. All the extra cost of this work has been debited to Working Expenses.

All the new rolling stock is of excellent design and gives much increased comfort to passengers. We append to this Report a few illustrations showing the standard Engine, Carriage, and Wagon Stock adopted.

STAFF.

In consequence of the continued contraction of traffic, we decided, instead of reducing the staff to its smallest limits, to extend to other grades of the Service the plan adopted for the workshops, viz., that of placing the men on short time. A considerable proportion of the staff has therefore been working five and five and a half days per week only for some time past. The workshops men were placed on three-quarter time for nearly three months ending 30th June last; but we are pleased to state that from 1st July the shops were again opened for five days per week. The rate of pay of the Wages Staff has not been reduced and the New South Wales Railway men are the best paid in Australasia. Table showing the rates of pay is given on page 28.

The periodical increments in pay to the Adult Staff remain in abeyance, but we have granted all advances to the Junior Staff receiving less than 5s. per day on the wages lists, and less than £70 per annum on the salaried lists.

The following Comparative Statement of the staff employed in the chief offices in October, 1888, when the Commissioners took office and at the present time, will show how largely the administrative expenses have been reduced :—

Particulars.	October, 1888.		June, 1894.	
	Number employed.	Amount per annum.	Number employed.	Amount per annum.
Commissioners' office staff, including Secretary and staff..	50	£ 10,614	21	£ 4,105
Chief Accountant and staff... ..	48	11,520	42	10,178
Traffic Auditor and staff	67	11,644	65	9,816
Chief Traffic Manager and staff	37	8,411	18	4,203
Chief Mechanical Engineer and staff	82	7,100	23	5,180
Comptroller of Stores and staff	41	7,646	28	4,479
Engineer-in-Chief for Existing Lines and staff, and Divisional Engineer for Metropolitan Division and staff...	72	16,337	44	10,869
Totals	347	78,272	241	48,880
DECREASE ... ..	.....	.....	106	24,442

The following figures show the total number of persons employed on the Railways and Tramways, October, 1888, and June, 1894; and also the traffic and mileage dealt with :—

	October, 1888.	June, 1894.
Railways and Tramways (Number employed) ...	11,393	10,351
	30 June, 1888.	30 June, 1894.
Gross traffic for preceding 12 months ...	£2,531,643	£3,091,735
Net profit after paying working expenses...	£791,896	£1,270,610
Miles open—Railways	2,114	2,501½
Do Tramways	38½	58½
Total mileage	2,152½	2,559½

The Appendices to the Report will give complete information regarding the railway traffic and expenses, and the reports of the Chief Mechanical Engineer and the Engineer-in-Chief for Existing Lines will give details regarding the condition of the rolling stock and lines.

A diagram is also attached showing graphically the most interesting features of the working of the Department.

RESULTS OF THE WORKING.

RAILWAYS.

Year ending 30 June, 1894, compared with 1893 and 1888.

PARTICULARS.	1894.	1893.	1888.
Total spent in construction and equipment	£35,855,271	£24,657,571	£27,722,748
Total Debentures finally paid off	£1,248,975	£1,201,075	£1,017,875
Total cost per mile open for traffic... ..	£14,335	£14,743	£13,114
Total mileage open for traffic	2,501½	2,351	2,114
Average miles opened for the year	2,427½	2,316	2,044
Gross revenue	£2,813,541	£2,927,056	£2,295,124
Working expenses	£1,591,842	£1,738,516	£1,530,551
NET PROFIT ON WORKING (After paying Working Expenses).	£1,221,699	£1,188,540	£764,573
PERCENTAGE OF WORKING EXPENSES TO REVENUE	56·58	59·39	66·69
Earnings per average mile open	£1,159	£1,264	£1,123
Working expenses per average mile open	£656	£750	£749
NET RETURN PER AVERAGE MILE OPEN	£503	£514	£374
Gross earnings per train mile	s. d. 7.10½	s. d. 7.9½	s. d. 6.10½
Working expenses per train mile	4.5½	4.7½	4.7
NET PROFIT PER TRAIN MILE (After paying Working Expenses).	3.5	3.2	2.3½
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	3·46	3·48	2·85 2·85
Number of passenger journeys	19,265,732	19,932,703	15,174,115
Goods tonnage	3,343,958	3,623,728	3,381,671
Live-stock tonnage	149,961	150,115	68,101
Train mileage... ..	7,169,785	7,505,310	6,689,313
Locomotives, Number of	522	515	428
Passenger Stock, Number of	1,047	1,053	1,039
Goods Stock, Number of	10,553	10,551	8,833

TRAMWAYS.

TRAMWAYS.

On the 30th June, 1893, 49 miles were open for traffic, and during the year the following additional sections have been opened, making a total of 58½ miles on the 30th June, 1894.

	Miles	chains.	
Open 30th June, 1893	49	16	
Extensions opened during the year:—			
17 July, 1893—Ridge-street to North Sydney Road	0	60	Cable system.
1 Aug., 1893—Lyon's Road to Abbotsford, Five Dock	1	25	Steam motor system.
20 Sept., 1893—Falcon-street to Spit Road, North Sydney	2	13	Electric (overhead wire) system.
23 Dec., 1893—Hunter-street, Newcastle, to the Military Reserve	0	62	
19 Feb., 1894—Denham-street to Bondi Beach	0	45	} Steam motor system.
19 April, 1894—Union-street, Newcastle, to Merewether	1	69	
19 „ 1894—Hannell-street, Wickham, to Tighe's Hill	1	78	
	58	48	

The cost of the lines opened for traffic is £1,248,986.

The traffic has decreased to the extent of £17,173, and the expenses have been reduced by £4,525, and the percentage return upon the capital invested has fallen from 5.51 per cent. to 4.07.

It is regretted the tramway returns show such a marked decrease. This is principally owing to the depression, which has affected all financial properties during the past year. The lack of continued employment to many who formerly had permanent engagements not only caused them to travel less to and from their work, but also necessitated greater economy by the members of their households, who contributed largely to the tram revenue by travelling during the day. The tramway expenses have been reduced in past years to almost the lowest limits, and therefore it has not been possible during the year terminated by this report to overtake the serious loss of traffic by curtailing the expenses to a corresponding extent.

It may be mentioned that the total expenditure in connection with the city and suburban trams for the year 1894 was only £206,554, or £8,613 less than in 1884, when the total earnings were £219,942 as against £250,809 last year. The miles of tramway open in the city and suburbs in 1884 amounted to 27½ miles, as against 40 miles 25 chains worked in the year just closed.

The difficulties in the way of continuing good financial results and in giving concessions to the public have been increased considerably by our being burdened with a number of unprofitable lines, and to this question we drew the attention of Parliament in our report for the quarter ending December, 1892.

The competition to which the trams are exposed by the omnibuses has of late become of a very serious nature, consequent upon the low price of fodder and the low rates of pay and longer hours which obtain for the staff, as compared with those which are operative in connection with the Government Tramways. Another most serious consideration in connection with the omnibus and tramway traffic is the fact that the omnibus owners are free from all contribution towards the maintenance of the roads upon which the omnibuses run; whereas the maintenance of the tram lines is a most costly item, particularly where the roads are wood-blocked. The expenditure upon relaying of late years has been very heavy, during the last year for 2 miles 23 chains of road (principally wood-blocked), which had to be renewed, no less a sum than £14,753 was expended thereon; and in the year 1892 the expenditure upon 3 miles 15 chains of the same class of road the expenditure was £20,425; it will be therefore seen how heavily the tramways are handicapped in this respect.

The experience of the tramways, however, in regard to the traffic is not exceptional, as the Sydney Omnibus Company have found that their traffic has been reduced very considerably, and it will be well known how the traffic upon the Melbourne tram-lines has also been reduced. For instance, for the year ending 30th June, 1893, the traffic on the Melbourne trams fell off to the extent of £103,985—equal to about 20 per cent. of the whole revenue, and for the year just closed a further reduction in traffic of £48,382 has taken place.

CONDITION OF EXISTING LINES.

The lines generally are in good order, a considerable sum for relaying and wood-blocking having been spent during the past year. Additional expenditure for similar work has been authorised for the coming year.

ACCOMMODATION FOR THE TRAFFIC.

With the exception of the terminal accommodation in the city, to which we have called attention in our three last annual reports, the accommodation for the traffic is sufficient. This question is a most important one and should be decided without further delay.

The working of the Tram Lines in sections is as under:—

	1894.	1893.	1888.
CITY AND SUBURBAN LINES.			
<i>Length, 40 miles 25 chains.</i>			
Total Cost of Construction and Equipment	£954,035	£947,775	£742,555
Gross Revenue	250,809	271,041	221,060
Working Expenses	206,554	214,824	204,227
Profit on Working	44,255	56,217	16,833
Percentage, Working Cost to Revenue	82.35	79.26	92.38
Total Mileage open	40½	38	20½
Passenger Fares collected	58,773,094	63,588,885	51,503,197
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	4.64	5.94	2.27
NORTH SHORE CABLE TRAMWAY.			
<i>Length, 2 miles 11 chains.</i>			
Total Cost of Construction and Equipment	£118,247	£75,368	£71,519
Gross Revenue	11,683	10,635	7,248
Working Expenses	8,146	7,198	6,833
Profit on Working	3,537	3,437	415
Percentage, Working Cost to Revenue	69.72	67.68	94.26
Total Mileage open	2½	1½	1½
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	3.04	4.56	0.58
NEWCASTLE TO PLATTSBURG.			
Including Merewether and Tighe's Sections.			
<i>Length, 12 miles 1 chain.</i>			
Total Cost of Construction and Equipment	£136,047	£79,723	£63,170
Gross Revenue	18,193	12,549	8,211
Working Expenses	11,177	10,024	8,136
Profit on Working	2,016	2,525	75
Percentage, Working Cost to Revenue	84.72	79.88	99.08
Total Mileage open	12	7½	7½
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	2.09	3.17	0.12
ASHFIELD TO ENFIELD.			
<i>Length, 1 mile 78 chains.</i>			
Total Cost of Construction and Equipment	£15,805	£15,605	
Gross Revenue	1,004	1,142	
Working Expenses and Interest on Capital	2,418	2,308	
Percentage, Working Cost to Revenue	185.56	154.29	Not open.
Total Mileage open	2	2	
LOSS ON WORKING	1,414	1,166	
NORTH SHORE—MILITARY ROAD—ELECTRIC.			
<i>Length, 2 miles 13 chains.</i>			
Total Cost of Construction and Equipment	£24,792		
Gross Revenue	1,505		
Working Expenses and Interest on Capital	2,218		
Percentage, Working Cost to Revenue	102.52	Not open.	Not open.
Total Mileage open	2½		
LOSS ON WORKING	713		

RESULTS OF THE WORKING.

TRAMWAYS—ALL LINES.

Year ending 30 June, 1894, compared with 1893 and 1888.

PARTICULARS.	1894.	1893.	1888.
Total spent on construction and equipment	1,248,986	£1,118,471	877,244
Total cost per mile open	21,814	22,826	22,786
Total mileage open for traffic	58½	49	38½
Gross revenue	278,194	£295,367	236,519
Working expenses	229,283	£233,808	219,196
NET PROFIT (After paying Working Expenses) ...	48,911	£61,559	17,323
PERCENTAGE OF WORKING EXPENSES TO REVENUE	82·42	79·15	92·67
Earnings per average mile open	5,104	6,090	6,224
Working expenses per average mile open	4,207	4,821	5,768
Gross earnings per tram mile	2/8½	3/1½	3/4½
Working expenses per tram mile	2/2¾ d. 3/4	2/5½ d. 7/4	3/1¾ d. 3
NET PROFIT PER TRAM MILE	5¾	7¾	3
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	4·07	5·51	1·98
Number of passenger fares collected	65,345,097	69,403,094	53,957,395
Tram mileage... ..	2,060,781	1,902,303	1,388,786
Motors, Number of	120	121	96
Cars, Number of	268	268	159
General Stock, Number of	22	21	19

We have the honor to be,

Sir,

Your most obedient Servants,

W. E. Eady Chief Commissioner.
J. M. Wilson Commissioner.
Charles Wilson Commissioner.

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APPENDIX I

Report upon the Condition of Lines and Works for the Year ending 30th June, 1894.

New South Wales Government Railways,

Sir, Office of Engineer-in-Chief for Existing Lines, 19 July, 1894.

I have the honor to report for the information of the Railway Commissioners that the whole of the Lines and Works have been well maintained during the past year, and the Lines generally are in excellent running order.

A distance of 60 miles 12 chains has been either completely relaid, rerailed, or resleepered; and 166 miles 55 chains have been lifted and reballasted.

A considerable amount of repairs and renewals of fencing has been carried out during the year.

Additional accommodation, consisting of sidings, cattle-yards, platforms, footbridges, shelter-sheds, and other necessary works of a capital nature, has been provided and paid for out of Working Expenses during the past financial year.

Very heavy rains fell in March last, particularly on the Northern Division, where the traffic was interrupted for about two days, owing to the embankment north of Thornton having been washed away. Slight washaways and slips also occurred on the South Coast and other lines.

Improvement of Gradients and Curves.

The improvements of the grades near Glenfield and Colo Vale on the Southern Line, and near Faulconbridge on the Western Line, rendered necessary on account of the frequent breakage of draw-gear at these places, and those near Quirindi on the Northern Line, which will enable engines to haul much heavier loads, are well advanced.

The following extensions have been opened for traffic during the year:—

Railways—

Cootamundra to Temora	...	...	...	...	1st September, 1893.
Molong to Forbes	...	...	...	...	18th December, 1893.
Lismore to Mullumbimby	...	...	...	...	15th May, 1894.

Tramways—

Scott-street Extension, Newcastle	...	...	...	...	23rd December, 1893.
Newcastle to Tighe's Hill	...	...	...	...	19th April, 1894.
Newcastle to Merewether	...	...	...	...	19th April, 1894.

I have, &c.,

WILLIAM T. FOXLEE,

Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

RETURN showing the number of Men employed in the maintenance of Permanent-way.

	30th June, 1894.	30th June, 1893.
	Number per Mile.	Number per Mile.
Sydney to Granville Junction	94	94
Granville Junction to River Murray	81	81
Granville Junction to Bourke	65	69
Strathfield Junction to Hamilton Junction	75	82
Newcastle to Wallangarra	68	74
Illawarra Line	69	72
Cooma Line	43	43
Murrumburrah-Blayney Line	54	54
South-Western Line	41	44
Jerilderie Branch	32	43
Gundagai Branch	35	35
Richmond Branch	49	74
Mudgee Branch	44	44
Molong Branch	42	52
North-western Line	54	54
St. Leonards Line	61	77
Culcairn-Corowa Line	31	31
Nyngan-Cobar Line	29	21
Cootamundra-Temora Line	30	—
Camden Tramway	51	51
Sans-Souci Tramway	40	40
Plattsburg Tramway	67	81
Yass Tramway	18	68

The

The following work was performed during the year :—

Sidings laid in and extended	...	...	...	...	...	3 miles 27½ chains.
Sleepers used in new sidings	...	...	...	...	...	6,452.
Sleepers used in main lines	...	...	...	...	...	152,850.
Ballast used on maintenance of main lines	...	...	...	...	...	70,441 cubic yards.
Length of fences renewed	...	...	...	...	...	14 miles 14½ chains.
Sidings relaid with steel rails	...	...	...	...	...	32 chains.
Sidings relaid with re-rolled iron rails	...	...	...	...	...	30 chains.
Length of fences wired	...	...	...	...	...	2 miles 9½ chains.

RETURN showing length of line relaid and paid for out of working expenses during each year 1881 to 1894.

Year ending 30th June.							Relaying done.	Relaying paid for.
							miles.	miles.
1875	...	...	...	...	...	...	1	1
1876	...	...	...	...	...	...	0½	0½
1877	...	...	...	...	...	...	3½	3½
1878	...	...	...	...	...	...	4	4
1879	...	...	...	...	...	...	3½	3½
1880	...	...	...	...	...	...	5½	5½
1881	...	...	...	...	...	...	12½	12½
1882	...	...	...	...	...	...	10	10
1883	...	...	...	...	...	...	8	8
1884	...	...	...	...	...	...	20½	20½
1885	...	...	...	...	...	...	32½	32½
1886	...	...	...	...	...	...	11½	11½
1887	...	...	...	...	...	...	26	18½
1888	...	...	...	...	...	...	23	20½
Total for 14 years							162	152
1889	...	...	...	...	...	...	25	35
1890	...	...	...	...	...	...	44½	44½
1891	...	...	...	...	...	...	107½	61½
1892	...	...	...	...	...	...	46½	76
1893	...	...	...	...	...	...	98½	99½
1894	...	...	...	...	...	...	60	70½
Total for 6 years							382	387

APPENDIX II.

Chief Mechanical Engineer's Report for the year ending June 30th, 1894.

Sir,

Eveleigh, 24 July, 1894.

I have the honor to report, for the information of the Railway Commissioners, that the rolling-stock, machinery, pumping and hydraulic plant, belonging to this Branch have been maintained in good working order. A decrease in the cost of the Branch per train mile executed has occurred.

Locomotives.

One new locomotive and 1 rebuild were constructed in the Eveleigh works, and 363 others have been repaired during the year, 200 of them at Eveleigh, 44 at Newcastle, and the remaining 119 at smaller depôts. 251 of these engines received heavy repairs, and 112 of them had general repairs of a lighter character.

Boilers.

Three new boilers were built in the Eveleigh works, 1 of them for a rebuilt engine, and 2 for new consolidation engines. 264 locomotive boilers were overhauled during the year, 196 of them at Eveleigh, 41 at Newcastle, and the remaining 27 at smaller depôts; 85 of these boilers were internally examined, heavily repaired, refilled with tubes, and returned to engines. Eighty stationary boilers were overhauled; 11 of them received heavy repairs.

Carriages

Carriages and Waggon.

Forty-three new vehicles, consisting of 36 sheep-vans, 5 heavy goods brakes, and 2 bogie horse-boxes, with 60 rebuilds, consisting of 2 bogie sleeping-cars, 6 first-class bogie carriages, 4 second-class bogie carriages, 17 sheep-vans, 13 cattle-vans, 12 goods-wagons, and 6 goods vehicles of various classes were turned out of the Eveleigh shops and charged to working expenses. 1,134 passenger vehicles were thoroughly repaired, 819 of them at the Eveleigh works and the remaining 285 at the Newcastle shops; 338 of these vehicles received heavy repairs. 7,816 wagons and vans passed through the Eveleigh and Newcastle shops during the year; 2,838 of them were heavily repaired. 117 defective axles have been withdrawn from traffic and replaced by stronger ones. 1,699 axle-boxes of defective design have been replaced by standard types.

New Locomotives.

Two imported express compound engines and one consolidation goods engine—built in the Eveleigh shops—have been added to the locomotive stock.

The following brief summary shows the mileage executed and the cost of working the Locomotive Branch during the years 1893 and 1894:—

	1894.	1893.	Increase.	Decrease.
Train miles	7,169,785	7,505,310	.....	335,525
Engine miles	9,586,029	10,154,648	.....	568,619
Revenue... ..	£2,813,541	£2,927,056	.....	£113,515
Expenditure	£628,511	£676,125	.....	£47,614
Do in per cents. to revenue... ..	22.34	23.10	.....	.76
Cost in pence per train mile	21.039	21.621	.....	.592

The following improvements in rolling stock have been effected between the 1st January, 1889, and the 30th June, 1894:—

54 new boilers fitted to locomotives.

2,483 defective axles replaced by stronger ones.

3,469 defective axle-boxes removed and replaced by standard design.

7,325 vehicles have had stronger draw-gear put into them.

522 wagons have been strengthened and their carrying capacity increased from $4\frac{1}{2}$ to 6 and 7 tons.

169 goods wagons increased in carrying capacity from 6 to 8 tons by having stronger axles put under them.

1,301 vehicles with a carrying capacity of 8,024 tons replaced by wagons capable of carrying 10,543 tons.

133 wagons with spiral springs have been altered, and laminated springs supplied, also new axle-boxes so as to increase their safety.

I have, &c.,

W. THOW,

Chief Mechanical Engineer.

To the Secretary to the Railway Commissioners.

APPENDIX
NEW SOUTH WALES
STATEMENT showing the number and classes of the Locomotive Engines,
LOCOMOTIVE

	PASSENGER.				
	Tender.				
	Express 4-wheels coupled, bogie.	4-wheels coupled, double bogie front.	6-wheels coupled, single bogie front.	4-wheels coupled, single bogie front.	10-wheeled engines, 6-wheels coupled.
Stock, 30th June, 1893	47	82	20	13	54
Renewals to 30th June, 1894 ... ..	.....	.....	.....	.....	1
Additions to 30th June, 1894 ... ..	.....	.....	.....	.....	8
Stock, 30th June, 1894	47	82	20	13	62

One 10-wheeled Passenger engine, with a tractive co-efficient of 173.83, has been paid for out of working

COACHING

	Dining.	State.	Sleeping Cars.				First Class Cars.				Composite Cars.						
			Pullman.	46ft. Lavatory, Composite.	8 and 12-wheel Ordinary bogie.	4-wheel.	8-wheel bogie Saloon.	46ft. Lavatory.	Bogie and 8-wheel compartment.	Bogie compartment Suburban.	Bogie Suburban.	6-wheel.	Ashbury 12-wheel bogies.	Bogie and 8-wheel compartment.	Bogie Suburban.	6-wheel.	4-wheel.
Stock on 30th June, 1893	1	3	8	12	17	3	9	30	55	9	83	14	8	44	8	11	...
Renewals to 30th June, 1894 ... ..	...	...	...	...	2	...	...	...	2	...	4	...	...	...	...	...	...
Stock, 30th June, 1894	1	3	8	12	17	2	9	30	53	9	80	14	8	46	12	11	1

A. Two Bogie 8-wheeled Horse-boxes, carrying 12 horses each, replace eight 4-wheeled

GOODS

	OPEN WAGONS.				TOTAL OPEN WAGONS.	COVERED VANS.						TOTAL COVERED VANS.
	4-wheels.	6-wheels.	Bogies.	Coal Hopper, 4-wheels.		Ordinary, 4-wheels.	Louved, 4-wheels.	Bogies.	Powder, 4-wheels.	Meat, 4-wheels.	Refrigerators, Bogies.	
Stock on 30th June, 1893	6,419	3	492	500	7,414	341	255	6	38	47	25	712
Renewals to do., 1894	12	...	1	...	13	1	...	...	...	...	...	...
Stock, 30th June, 1894...	6,425	2	491	500	7,418	341	255	6	38	47	25	712

Other differences owing to

III.

GOVERNMENT RAILWAYS.

Passenger Carriages, and Goods Waggon, on the 30th June, 1894.
ENGINES.

	TANK.			TENDER.				Hans-Sonci Tramway engine motors.	Total.	
	TANK.			TENDER.						
	Suburban 4-wheels coupled, single bogie front.	Suburban 4-wheels coupled, double bogie front.	Suburban 4-wheels coupled, double bogie front, single bogie rear.	8-wheels coupled, single bogie front.	6-wheels coupled, single bogie front.	6-wheels coupled.	6-wheels coupled.			6-wheels coupled, bogie front and rear.
Stock, 30th June, 1893	18	6	15	81	105	79	11	32	2	515
Renewals to 30th June, 1894 ... ..	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Additions to 30th June, 1894 ... ..	.....	.....	.....	1	.....	.....	.....	.....	.....	9
Stock, 30th June, 1894	18	6	15	82	105	79	9	32	2	522

expenses to replace two 6-wheeled coupled small Goods Tank engines having a tractive co-efficient of 70.43 each.

STOCK.

Second Class Cars.						Total, Passenger-carrying Rolling Stock.	Miscellaneous.										Total, Miscellaneous.	Grand Total.
46-ft. bogie compartment.	Bogie compartment, Suburban.	Bogie compartment.	Bogie Suburban.	6-wheel.	4-wheel.		Train-cars.	Mail-vans.	Prison-vans.	Hearers.	Horse-boxes, 4-wheel.	Horse-boxes, bogies.	Carriage Trucks.	40 ft. Second Class brakes.	Brake-vans.	Workmen's Vans.		
36	9	53	97	7	45	562	8	28	7	12	152	A	71	24	157	33	492	1,053
...	...	...	4	...	...	12	...	...	...	...	2	...	...	2	...	...	4	16
36	9	53	96	7	45	562	8	28	7	12	144	2	71	24	157	32	389	1,047

Horse-boxes carrying three horses each; other differences owing to conversions.

STOCK.

STOCK TRUCKS.					TOTAL STOCK TRUCKS.	TOTAL VEHICLES USED FOR GOODS TRAFFIC PURPOSES.	BRAKE-VANS.	DEPARTMENTAL.						TOTAL DEPARTMENTAL.	Grand Total.	
Cattle.		Sheep.		Combination, 4-wheels.				Dump (Loco. Coal) Cars.	Ballast.		Water Wagons.	Gas.	Accident Vans.			
4-wheels.	Bogies.	4-wheels.	Bogies.	4-wheels.	4-wheels.	Hopper.	Ordinary.	Wagon.	Van.	Truck.						
467	26	634	3	18	1,148	9,274	211	200	377	422	54	1	1	11	1,066	10,551
13	...	53	...	...	66	80	5	2	...	...	...	...	...	...	2	87
452	26	649	3	18	1,148	9,278	211	200	377	420	54	1	1	11	1,064	10,553

conversions and replacement.

SUMMARY OF STOCK.

	1894.	1893.
Total, Locomotives	522	515
" Coaching Stock	1,047	1,053
" Wagon Stock	10,553	10,551
Grand Total	12,122	12,119

APPENDIX IV.

STATEMENT OF ACCOUNT OF THE EXPENDITURE AND REVENUE FOR YEAR 1894, WITH COMPARISONS FOR 1893 AND 1888.

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RAILWAYS.

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EXPENDITURE.	YEAR ENDING JUNE 30,	CORRESPONDING PERIOD IN		REVENUE.	YEAR ENDING JUNE 30,	CORRESPONDING PERIOD IN	
	1894.	1893.	1888.		1894.	1893.	1888.
	£	£	£		£	£	£
To MAINTENANCE OF WAY, WORKS, AND STATIONS	418,989	471,517	429,001	By PASSENGERS—			
LOCOMOTIVE POWER	507,649	557,219	485,452	BOOKINGS.			
CARRIAGES AND WAGGONS	127,221	129,156	127,536	1894. 1893.			
TRAFFIC EXPENSES	458,011	502,502	420,025	FIRST CLASS No. 2,803,516 2,273,523	285,627	339,421	} 723,845*
COMPENSATION—PASSENGERS	2,238	1,701	21,100	SECOND CLASS No. 9,384,850 9,348,522	503,904	511,992	
Do GOODS	2,948	1,859	4,583	SEASON { 1ST CLASS No. 10,572 12,001	43,462	44,120	} 59,891*
GRATUITIES TO WIDOWS AND CHILDREN OF EMPLOYEES AND PAYMENTS ON ACCOUNT OF PENSION ALLOWANCES	10,744	6,044	1,307	TICKETS { 2ND CLASS No. 227,711 221,768	38,380	40,140	
GENERAL EXPENSES	54,042	58,355	50,144	HORSES, CARRIAGES, AND DOGS	16,085	17,768	20,196
	1,591,842	1,736,516	1,530,551	PARCELS AND CLOAK ROOM	74,535	77,937	59,312
				MAILS	59,967	57,750	45,727
				MISCELLANEOUS	3,251	3,150	1,512
				TOTAL COACHING	1,025,411	1,092,338	910,083
				GENERAL MERCHANDISE	933,767	956,587	629,747
BALANCE, NET RETURN } AFTER PAYING WORKING EXPENSES }	£ 1,221,699	1,188,540	764,573	WOOL	371,979	336,373	217,671
				LIVE STOCK	299,600	299,798	164,647
				MINERALS—COAL AND COKE	148,495	181,026	145,456
				MISCELLANEOUS	10,694	7,396	6,068
				TOTAL GOODS	1,764,535	1,811,180	1,362,809
				GENERAL MISCELLANEOUS	23,595	23,538	22,232
GRAND TOTAL	2,813,541	2,927,056	2,295,124	GRAND TOTAL	2,813,541	2,927,056	2,295,124

* NOT KEPT SEPARATE IN 1888.

THOMAS HALL,
Chief Accountant.

APPENDIX VI.
COMPARATIVE Analysis of Revenue and Expenditure for the years ending 30 June, 1894, 1893, and 1888.

Particulars.	Year ending 30 June, 1894.				Year ending 30 June, 1893.				Year ending 30 June, 1888.			
	Miles. 2,627½				Miles. 2,316				Miles. 2,046			
	Average miles open for traffic				Average miles open for traffic				Average miles open for traffic			
	Train mileage—				Train mileage—				Train mileage—			
	Passenger 2,530,838				Passenger 2,678,308				Passenger 3,074,678			
	Goods 3,689,188				Goods 3,638,804				Goods 3,614,635			
	Total mileage 7,169,783				Total mileage 7,505,810				Total mileage 6,689,313			
	Numbers or Tonnage.	Revenue.	Per mile open.	Per train mile.	Numbers or Tonnage.	Revenue.	Per mile open.	Per train mile.	Numbers or Tonnage.	Revenue.	Per mile open.	Per train mile.
REVENUE.												
	Numbers.	£	£	d.	Numbers.	£	£	d.	Numbers.	£	£	d.
Passengers	2,602,618	285,827	117.7	19.43	2,278,923	339,421	144.5	21.14	9,572,785	723,645	354.0	50.48½
Do Season Tickets	10,672	43,462	17.9	2.96	12,001	44,120	19.1	2.88	189,850	59,691	29.2	4.66
Horses, carriages, and dogs	237,711	38,390	15.8	2.61	231,795	40,140	17.2	2.62	.....	20,198	9.9	1.57
Cloak-room and parcels	.....	16,085	6.8	1.09	.....	17,788	7.7	1.16	.....	59,312	20.0	4.63
Mails	.....	74,535	30.7	5.06	.....	77,937	33.6	5.09	.....	46,727	22.4	3.57
Miscellaneous	.....	59,967	24.7	4.07	.....	57,760	24.9	3.77	.....	1,512	0.7	0.12
	.....	3,251	1.4	0.22	.....	3,180	1.4	0.21	.....	.....	.....	.....
Total, coaching	.....	1,025,411	422.4	69.70	.....	1,092,338	471.6	71.27	.....	910,083	445.2	71.03
	Tons.	£	£	d.	Tons.	£	£	d.	Tons.	£	£	d.
General Merchandise	1,111,477	917,891	379.1	60.54	1,171,815	964,985	416.6	60.51	1,152,877	829,747	405.8	55.09
Wool	118,022	371,979	153.2	24.53	107,491	336,373	146.2	21.10	74,148	217,671	106.4	14.45
Live stock	149,961	299,800	123.4	19.76	150,115	299,798	129.5	18.80	68,101	164,847	80.6	10.94
Minerals—Coal and Coke	2,042,510	144,495	61.2	9.79	2,228,577	181,028	78.1	11.35	2,106,148	145,456	71.1	9.68
Minerals, other than coal	71,949	15,873	6.6	1.05	115,845	21,722	9.4	1.36	.....	.....	.....	.....
Miscellaneous	.....	10,684	4.4	0.70	.....	7,398	3.2	0.47	.....	5,088	2.8	0.34
Total, goods	3,493,919	1,764,535	726.9	115.37	3,778,943	1,811,180	782.0	113.59	3,390,772	1,362,809	668.7	90.48
Sundries, special and miscellaneous	.....	23,595	9.7	0.79	.....	23,538	10.2	0.75	.....	22,232	10.9	0.80
Total Revenue	.....	2,813,541	1,159.0	94.18	.....	2,927,056	1,263.8	98.60	.....	2,295,124	1,122.8	82.34
EXPENDITURE.												
	Expenditure.	Per mile open.	Per train mile.	Percent. to Revenue.	Expenditure.	Per mile open.	Per train mile.	Per cent. to Revenue.	Expenditure.	Per mile open.	Per train mile.	Per cent. to Revenue.
WORKING EXPENSES.	£	£	d.		£	£	d.		£	£	d.	
Maintenance of way, works, and stations	418,999	172.8	14.08	14.89	471,517	203.6	15.08	16.11	429,001	209.0	15.39	18.69
Locomotive power	507,649	209.1	16.99	18.04	557,219	240.6	17.82	19.04	400,452	228.2	16.78	20.33
Carriages and waggons	127,221	52.4	4.26	4.52	120,188	65.8	4.13	4.41	127,896	62.5	4.59	6.57
Traffic expenses	458,011	189.7	15.33	16.28	502,802	217.0	16.07	17.17	420,028	205.5	15.07	18.80
Compensation — Passenger	2,238	0.9	0.8	0.08	1,701	7	0.5	0.6	21,100	10.3	0.75	0.92
Do Goods	2,948	1.2	1.0	0.11	1,830	8	0.6	0.6	4,683	2.3	0.17	0.06
Gratuities to widows and children of employes, and payment on account of Pension Allowance.	10,744	4.4	0.36	0.39	6,044	2.6	0.19	0.21	1,307	0.6	0.5	0.20
General expenses	64,042	26.4	2.14	2.28	68,856	29.5	2.19	2.33	60,144	29.5	2.16	2.62
Total expenditure	1,591,842	655.7	53.29	66.58	1,738,516	750.6	55.59	59.39	1,530,551	748.8	54.91	66.69
Net profit	1,221,699	503.3	40.89	...	1,188,540	513.2	38.01	...	764,573	374.0	27.43	...
Increase in net profit over year ending 30 June, 1888.	457,126	...	...	...	423,967	...	...	...	.....	.....	.....	.....
(After paying working expenses.)	EXPENDITURE PERCENTAGE TO GROSS REVENUE. 56.58.				Expenditure percentage to gross revenue, 59.39.				Expenditure percentage to gross revenue, 66.69.			

* The figures in 1888 include the weight of coal and general goods carried for the service, but are not included in 1893 and 1894. † The weight and money of "other minerals" were included in general merchandises in 1888. ‡ First and second class not separately kept in 1888.

Percentage of Expenditure in each Division.

Divisions of Expenditure.	Year ending 30 June, 1894.	Year ending 30 June, 1893.	Year ending 30 June, 1888.
Maintenance of Way, Works, and Stations	26.32	27.12	28.08
Locomotive Power	31.89	32.05	30.48
Carriage and Wagon	7.90	7.43	8.25
Traffic Expenses	28.77	28.91	27.44
Compensation (Passengers)	1.14	1.10	1.38
Do (Goods)	1.19	1.11	0.81
Gratuities to Widows and Children of Employes, and payment on account of Pension Allowance	0.68	0.35	0.09
General Expenses	4.02	3.93	3.92
	100.00	100.00	100.00

APPENDIX VII.

RETURN of the Number of Passengers, Tonnage of Goods, Earnings and Working Expenses, Total and per Train Mile, Percentage of Working Expenses to Gross Earnings, Net Earnings, Capital Invested on Lines open, and Interest on Capital each year, from 1855 to 1894, inclusive.

Year.	Length of Line.	Number of Passengers.	Tonnage of Goods.	Train Mileage.	Earnings from Coaching Traffic.	Earnings from Goods Traffic.	Total Earnings.	Working Expenses.	Earnings per Train Mile.	Working Expenses per Train Mile.	Percentage of Working Expenses to Gross Earnings.	Net Earnings.	Total Capital expended on Lines open.	Interest on Capital.
	Miles.	No.	Tons.	No.	£	£	£	£	d.	d.	%	£	£	%
1855	14	99,846	140	14,107	9,093	156	9,249	5,959	157-34	101-37	64-43	3,290	515,317	·63
1856	23	350,724	2,469	68,371	29,528	2,757	32,285	21,788	113-32	78-49	67-49	10,495	683,217	1-53
1857	40	329,019	20,847	107,822	34,970	8,417	43,387	31,337	96-58	69-75	72-23	12,050	1,023,838	1-17
1858	55	376,492	33,385	141,495	45,854	16,451	62,305	43,928	106-69	74-51	70-50	18,881	1,331,867	1-49
1859	55	425,877	43,020	147,818	46,592	15,258	61,780	47,598	100-41	77-38	77-07	14,162	1,278,416	1-10
1860	70	551,044	55,394	174,240	45,428	16,841	62,269	50,427	88-87	67-52	80-98	11,842	1,422,672	·83
1861	73	595,591	101,180	214,881	49,637	25,367	75,004	61,187	83-77	68-34	81-58	13,817	1,536,032	·89
1862	97	642,431	205,139	274,565	62,096	41,775	103,871	68,725	90-79	69-07	66-16	35,146	1,907,807	1-84
1863	124	627,164	218,535	315,177	71,297	52,844	123,941	96,867	94-28	73-76	78-18	27,074	2,466,950	1-09
1864	143	693,174	379,661	415,422	81,487	66,167	147,654	103,715	85-30	59-92	70-24	43,938	2,631,790	1-66
1865	143	751,587	418,707	483,446	92,984	73,048	166,032	108,926	82-42	54-07	65-60	57,106	2,746,373	2-07
1866	143	668,330	500,937	490,475	85,630	82,890	168,520	106,230	82-49	51-99	68-64	62,305	2,786,004	2-23
1867	204	616,375	517,022	600,751	87,584	101,509	189,072	117,324	82-02	46-87	62-08	71,748	3,282,320	2-13
1868	247	714,503	598,514	788,529	99,408	124,951	224,359	144,201	70-06	45-03	64-29	80,158	4,060,950	1-97
1869	318	759,635	714,113	893,562	109,427	155,548	264,975	176,363	71-17	47-37	66-57	88,613	4,081,329	1-89
1870	339	776,707	766,523	901,189	117,854	189,268	307,122	206,003	81-81	54-64	67-06	101,139	5,568,092	1-81
1871	358	759,062	741,968	931,33	129,496	225,926	355,322	197,065	91-57	50-79	55-46	158,357	5,887,258	2-68
1872	398	733,910	825,360	1,036,255	164,862	260,127	424,989	207,918	98-43	48-15	48-93	217,071	6,366,737	3-29
1873	403	875,602	923,788	1,109,879	178,216	306,020	484,236	238,035	104-71	51-47	49-16	246,201	6,739,918	3-85
1874	403	1,065,501	1,070,938	1,249,233	189,595	347,980	536,575	257,703	103-09	49-51	48-03	278,872	6,844,546	4-07
1875	473	1,288,225	1,171,354	1,472,204	205,941	408,707	614,648	296,174	100-20	48-28	48-18	318,474	7,345,379	4-23
1876	509	1,727,780	1,244,131	1,688,964	233,870	459,355	693,225	339,406	98-50	48-22	48-96	353,819	7,990,601	4-43
1877	598	2,957,144	1,430,041	2,106,802	271,588	544,332	815,920	418,965	92-95	47-73	51-35	396,935	8,883,177	4-46
1878	688	3,705,733	1,625,886	2,653,176	306,308	596,681	902,989	536,984	81-63	46-54	59-47	366,001	9,784,645	3-74
1879	734	4,317,964	1,720,515	2,932,463	319,950	632,416	952,366	604,721	77-94	49-49	63-49	347,645	10,406,495	3-34
1880	840	6,440,138	1,712,971	3,239,462	390,149	770,868	1,161,017	647,719	86-02	47-99	55-79	513,296	11,778,819	4-36
1881	995	6,907,312	2,033,850	3,923,939	488,675	965,531	1,444,206	733,334	88-33	45-16	51-12	705,992	13,301,597	5-30
1882	1,268	8,984,313	2,619,427	4,851,157	587,825	1,111,038	1,698,863	934,635	84-06	46-24	55-02	764,328	15,343,516	5-13
1883	1,320	10,372,037	3,864,565	5,937,261	661,731	1,260,713	1,921,444	1,177,788	79-07	47-61	60-97	753,676	16,905,014	4-48
1884	1,618	11,253,100	3,124,425	6,403,041	745,665	1,340,372	2,086,037	1,301,259	78-19	48-77	62-37	794,978	20,060,138	4-20
1885	1,732	13,506,346	3,273,004	6,638,399	830,904	1,343,464	2,174,368	1,458,163	78-61	53-72	67-06	716,216	21,831,276	3-37
1886	1,889	14,831,604	3,219,532	6,479,265	849,253	1,310,817	2,160,070	1,492,992	80-01	55-30	69-12	667,078	24,071,454	3-90
1887	2,036	14,451,303	3,339,253	6,472,107	850,499	1,357,796	2,208,295	1,457,760	81-98	53-05	66-01	730,535	26,539,122	2-96
1887-88	2,114	16,174,115	3,399,773	6,689,313	918,975	1,376,149	2,295,124	1,530,551	82-34	54-91	66-69	764,373	27,722,748	2-86
1888-89	2,171	16,088,233	3,485,939	7,641,769	1,035,601	1,512,878	2,538,477	1,634,602	79-72	51-34	64-30	903,875	29,839,167	3-14
1889-90	2,182	17,071,945	3,788,950	8,008,826	1,059,791	1,573,295	2,633,086	1,655,835	78-90	49-91	63-26	967,251	30,555,123	3-17
1890-91	2,182	19,037,760	3,902,849	8,410,421	1,177,037	1,797,384	2,974,421	1,831,371	84-88	52-26	61-57	1,143,050	31,768,617	3-59
1891-92	2,185	19,918,916	4,296,713	8,356,096	1,180,231	1,918,063	3,107,296	1,914,252	89-25	54-98	61-60	1,193,044	33,312,806	3-58
1892-93	2,351	19,933,703	3,773,849	7,806,310	1,115,042	1,813,014	2,927,056	1,738,516	93-60	55-59	59-89	1,188,540	34,857,571	3-45
1893-94	2,501	19,265,732	3,493,919	7,169,785	1,047,023	1,768,512	2,815,541	1,691,842	94-18	53-29	55-58	1,221,699	35,855,271	3-46

The accounts were made up to the 31st December in each year up to 1887, since that time up to the 30th June in each year.
Camden and Bane Bouch Tramways not included prior to 1888 in this return.

APPENDIX VIII.

STATEMENT showing the Average Rates of Pay made to the undermentioned class of Employes in October, 1888, as compared with June, 1894.

Occupation.	October, 1888.				June, 1894.			
	No.	From	To	Average Rate.	No.	From	To	Average Rate.
Locomotive engine-drivers, Railways ...	441	per day. 11/-	per day. 15/-	per day. 13/8½	307	per day. 11/-	per day. 15/-	per day. 14/-
Locomotive firemen, Railways ...	468	8/-	10/-	9/1½	379	8/-	10/-	10/-
Locomotive cleaners, Railways ...	347	8/-	11/-	8/2½	368	4/-	10/-	7/-
Fitters ...	309	7/-	14/-	10/6½	276	8/-	15/-	10/8½
Turners ...	88	8/-	12/8	10/8	103	8/-	12/8	10/8
Machinists ...	57	8/6	10/8	8/8	60	7/6	12/-	8/10
Boiler-makers ...	96	8/-	12/2	10/2	121	8/-	14/-	10/4
Boiler-makers' assistants ...	88	6/-	9/2	7/2½	79	7/-	8/6	7/4
Moulders ...	24	7/6	14/-	9/11½	38	8/-	14/-	10/8½
Blacksmiths ...	129	7/-	16/-	10/7	118	8/-	16/-	11/-
Strikers ...	160	8/-	8/6	7/4½	141	6/8	8/8	7/4½
Tinsmiths ...	20	7/6	11/4	9/8½	19	9/6	11/8	10/3½
Pattern-makers ...	14	9/-	12/2	10/8½	8	10/-	15/-	11/3½
Gas-fitters ...	17	4/-	12/-	8/10	26	6/6	12/-	9/8½
Gas-makers ...	17	5/6	10/-	8/11½	16	7/-	11/8	9/8
Carriage and wagon builders ...	184	7/-	11/8	10/0½	181	8/-	14/-	10/2
Carriage and wagon examiners ...	81	6/-	14/8	9/7½	77	7/6	13/-	9/7½
Carpenters ...	177	8/-	13/-	9/11½	76	7/-	13/-	10/8
Painters ...	94	6/-	11/2	9/1	91	8/-	12/-	9/3½
Stationary engine-drivers ...	40	7/-	10/8	8/2	24	7/6	10/8	8/8
Fuelmen ...	156	5/-	12/-	7/5½	125	6/-	9/-	7/4½
Oilers ...	35	4/-	9/-	7/2½	20	4/-	8/-	7/1
Pumpers ...	73	7/-	11/-	8/3½	49	5/6	10/-	8/5½
Guards ...	242	8/-	12/-	10/0½	247	8/6	12/-	10/2½
Assistant guards ...	90	7/-	8/6	8/8	46	8/6	8/6	8/6
Porters ...	1,028	6/-	12/-	7/-	648	6/-	10/-	7/3
Junior porters ...	118	1/8	5/-	3/8½	313	2/6	5/-	4/7½
Signalmen ...	139	6/-	11/-	8/6	181	7/-	11/6	9/2½
Shunters ...	161	5/-	11/-	7/6½	159	7/-	11/-	7/11½
Gangers ...	514	8/-	12/-	9/0½	420	8/6	12/-	8/11½
Fettlers and labourers ...	2,818	5/-	10/-	7/8½	2,149	6/6	9/6	7/4½
Station-masters ...	153	per annum. £150	per annum. £400	per annum. £232/14/-	163	per annum. £150	per annum. £380	per annum. £214/1/-
Officers-in-charge ...	127	£117	£210	£159/8/4	155	£180	£209	£151/5/8
Night officers ...	150	£60	£195	£119/8/1	150	£120	£180	£134/15/4
Clerks ...	303	£120	£500	£191/8/1	295	£125	£470	£188/11/6
Junior clerks ...	170	£26	£120	£91/10/5	239	£30	£120	£78/3/6
Operators ...	142	£50	£250	£101/19/10	58	£50	£200	£113/11/-

Every servant, except salaried officers, is granted a day's leave on full pay for each proclaimed public holiday (averaging about twelve days each year). An equivalent in money is allowed if the holidays cannot be taken.

In addition to the above, engine-drivers, firemen, guards, signalmen, and gangers are allowed six good conduct holidays.

Expenses, averaging 3s. per day, are also allowed to drivers, firemen, guards, and all others, when away from their home station.

Lodging-houses, with attendants, are also provided at all the principal depôts, for drivers, firemen, and guards, free of charge.

Station-masters and Officers-in-charge are allowed free houses.

Salaried Staff allowed three weeks' holiday per annum on full pay.

Free passes are also allowed, when on leave, to each member of the staff, including wife and family, not exceeding three persons.

APPENDIX IX.

RETURN of the Total Amount paid for Wages on the different Branches of the Railways during the years ending 30th June, 1894, 1893, and 1888.

Branches.	1894.	1893.	1888.
RAILWAYS:—	£	£	£
Maintenance Branch	299,767	340,089	394,891
Locomotive "	451,637	496,448	431,229
Traffic "	236,521	256,145	235,259
TOTAL..... £	987,925	1,092,682	1,061,389

NOTE.—Includes all wages paid by the Department, whether on Maintenance or New Works.

APPENDIX X.

STATEMENT of the Staff employed on the Railways and Tramways of New South Wales in June, 1894, as compared with October, 1888.

Branch.	October, 1888.			June, 1894.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
RAILWAYS.						
Commissioners' and Secretary's Office	40	8	48	15	6	21
Chief Accountant	40	3	43	40	2	42
Traffic Audit	66	1	67	64	1	65
Stores	29	79	108	25	37	62
Permanent-way	156	3,140	3,296	109	2,251	2,360
Locomotive	145	3,218	3,364	A 150	3,148	3,298
Traffic	773	2,341	3,114	B 790	2,224	3,014
Electrical	54	24	78	C 53	54	107
Interlocking	17	188	205	14	138	152
General.....	5	.....	5	11	8	14
	1,332	9,001	10,333	1,273	7,863	9,136
TRAMWAYS.						
Permanent-way	1	200	201	6	174	180
Locomotive	24	590	614	21	725	746
Traffic	14	201	215	8	254	262
Do Plattsburg .....	.....	19	19	.....	24	24
Stores	4	7	11	3	1	4
	43	1,017	1,060	38	1,178	1,216
TOTAL, RAILWAYS AND TRAMWAYS ...	1,375	10,018	11,393	1,310	9,041	10,351

A Includes 49 officers in charge of locomotive running sheds and time keepers.

B Includes 65 officers for additional stations and crossing places, 30 night-officers transferred from wages to salary list; also clerical positions formerly filled by men on wages list; 463 are officers and night-officers in charge of stations and sidings, and 180 are clerks employed at stations.

C Includes 37 telegraph operators.

APPENDIX XI.

RETURN of the Mileage of Suburban Passengers on All Lines of Railway during the years ending 30th June, 1894, 1893, and 1888.

DESCRIPTION.		1894.	1893.	1888.
NUMBER OF ORDINARY PASSENGERS	No.	10,195,359	10,264,755	7,413,668
NUMBER OF WORKMEN'S JOURNEYS	"	2,452,680	2,499,708	1,739,294
NUMBER OF SEASON TICKET HOLDERS' JOURNEYS	"	4,024,504	4,049,214	3,227,780
TOTAL NUMBER OF PASSENGERS' JOURNEYS	"	16,672,543	16,813,677	12,379,912
NUMBER OF MILES TRAVELLED	MILES	94,552,116	95,917,445	70,172,793
AVERAGE MILEAGE PER PASSENGER	"	5'87	5'70	5'87
AMOUNT RECEIVED FROM PASSENGERS	£	242,913	250,379	186,393
AVERAGE RECEIPT PER MILE PER PASSENGER	D	0'62	0'63	0'64

NOTE.—Suburban Lines include only distances within 20 miles of Sydney and Newcastle, Liverpool and Morpeth included.

APPENDIX XII.

STATEMENT showing the cost of Construction and cost per Mile open on different sections of the Railway Lines, on the 30th June, 1894.

Lines opened for Traffic.	Length in Miles.	Total Cost.	Cost per Mile.
	m. ch.	£	£
Darling Harbour Branch.....	1 43½	359,108	234,516
Sydney to Granville.....	13 86¼	1,867,524	138,817
Granville to Goulburn.....	121 5¼	2,443,162	20,509
Goulburn to Wagga.....	174 79½	1,490,381	8,516
Wagga to Wodonga.....	79 18½	913,830	11,542
Culcairn to Corowa.....	47 39	207,493	4,369
Junee to Hay.....	167 35½	950,946	5,679
Narrandera to Jerilderie.....	64 54¼	409,376	6,328
Granville to Penrith.....	21 28½	607,944	28,504
Penrith to Bathurst.....	109 27	2,244,946	20,899
Bathurst to Dubbo.....	134 6	1,132,049	8,444
Dubbo to Bourke.....	225 45	1,389,905	6,140
Nyngan to Cohar.....	81 27½	301,637	3,708
Wallerawang to Mudgee.....	85 06	980,930	11,530
Blacktown to Richmond.....	16 12	175,146	10,844
Goulburn to Cooma.....	130 40	1,403,083	10,753
Cootamundra to Gundagai.....	33 45½	237,593	7,087
Cootamundra to Temora.....	38 69	158,590	4,081
Orange to Molong.....	22 60	269,263	11,835
Molong to Forbes.....	72 69	356,534	4,893
Murrumbarrab to Blayney.....	110 63	1,078,540	9,735
Sydney to Kiama.....	71 52	1,947,749	27,179
Kiama to Nowra.....	22 43½	359,692	16,366
Homebush to Waratah.....	93 03	2,622,625	28,189
Newcastle to Wallangarra.....	392 54	4,956,130	12,621
Werris Creek to Narrabri.....	96 48	565,634	5,855
Bullock Island Branch.....	1 45½	85,623	54,580
Morpeth Branch.....	3 37½	80,695	17,555
Hornsby to Milson's Point.....	13 27½	529,401	39,674
Lismore to Mullumbimby.....	38 57	454,189	11,732
Campbelltown to Camden.....	7 65	98,927	4,883
Kogarah to Sans Souci.....	4 71	18,111	2,478
Yass Tramway.....	2 73	28,295	9,714
Total mileage and cost.....	2,501 20	30,669,493	.....
Average cost of construction per mile.....	.....	.....	12,262
Rolling stock.....	£4,262,013	.....	.....
Machinery.....	282,156	.....	.....
Workshops.....	631,864	.....	.....
Furniture.....	9,745	.....	.....
Average cost of rolling stock, &c., per mile.....	.....	5,185,778	.....
Average and total cost, all charges.....	.....	35,855,271	14,335

APPENDIX XIII.

STATEMENT showing cost of Additions to Stations, Buildings, Siding Accommodation, &c., Machinery and Rolling Stock, the cost of which was charged to Capital Account, during the year ending 30th June, 1894.

	Amount.
	£
Additions to Stations, Buildings, &c.....	887
Rolling Stock and additional appliances.....	46,732
Additional Machinery.....	3,056
	<u>50,675</u>

APPENDIX XIV.

STATEMENT showing the length in miles of the different sections of the Railways of New South Wales, from the commencement to 30th June, 1894.

Date of opening.	From where opened.	To where opened.	Distance.	Date of opening.	From where opened.	To where opened.	Distance.
			m. c.				m. c.
22 Sept., 1854.	Sydney	Parramatta	14 23½	23 Feb., 1861.	Junee, north fork		0 12
26 " 1854.	Bedfern	Darling Harbours	1 43½	1 Sept., 1862.	Narrandera	Darlington	39 13½
26 " 1856.	Granville	Liverpool	8 84½	9 Jan., 1862.	Tamworth	Moonbi	12 14
5 April, 1857.	Near Newcastle	East Maitland	17 8	1 Mar., 1862.	Darlington	Carrathool	14 7½
9 Mar., 1858.	Near Newcastle	Newcastle	1 0	10 " 1862.	Campbelltown	Camden	3 65
17 May, 1858.	Liverpool	Campbelltown	11 64½	15 May, 1862.	Wallerawang	Capertee	22 25
27 July, 1858.	East Maitland	West Maitland	2 10½	4 July, 1862.	Carrathool	Hay	34 57½
2 " 1860.	West Maitland	Lochinvar	6 10½	11 " 1862.	Gunnedah	Boggabri	24 26½
4 " 1860.	Parramatta	Blacktown	7 15	2 Aug., 1862.	Moonbi	Uralla	51 66½
12 Dec., 1861.	Blacktown	Rooty Hill	3 65	1 Oct., 1862.	Boggabri	Narrabri	21 30½
24 Mar., 1862.	Lochinvar	Branxton	3 12½	20 " 1862.	Dubbo	Nevertire	39 6
1 May, 1862.	Rooty Hill	South Creek	5 7	3 Feb., 1863.	Uralla	Armidale	14 64½
7 July, 1863.	South Creek	Penrith	4 11	9 June, 1863.	Nevertire	Nyngan	26 1
1 Sept., 1862.	Campbelltown	Menangle	6 67½	14 " 1863.	Albury	River Murray	1 61
7 May, 1863.	Branxton	Singleton	14 40½	3 Jan., 1864.	Joppa Junction	Tarago	12 20
1 July, 1863.	Menangle	Picton	12 10½	9 June, 1864.	Capertee	Bystone	39 79
2 May, 1864.	East Maitland	Morpeth	3 27½	19 Aug., 1864.	Armidale	Glen Innes	62 51½
1 Dec., 1864.	Blacktown	Richmond	10 12	2 Sept., 1864.	Nyngan	Byrock	78 10
1 Mar., 1867.	Picton	Mittagong	24 0½	10 " 1864.	Bystone	Rudgee	21 52
11 July, 1867.	Penrith	Weatherboard	27 10	16 " 1864.	Narrandera	Jerrilderie	54 54½
2 Dec., 1867.	Mittagong	Buttles Forest	3 64	15 Oct., 1864.	Sydney	Hurstville	3 63½
1 May, 1868.	Weatherboard	Mount Victoria	15 13	4 Mar., 1865.	Tarago	Bungendore	19 26½
6 Aug., 1868.	Setton Forest	Marulan	28 62½	26 " 1865.	Murrumburrah	Young	17 28
19 May, 1869.	Singleton	Murwillbrook	30 72	26 " 1865.	Murrumburrah—De mondville fork		0 28
27 " 1869.	Marulan	Goulburn	19 65½	3 Sept., 1865.	Byrock	Bourke	42 29
18 Oct., 1869.	Mount Victoria	Bowenfels	19 43	21 Dec., 1865.	Orange	Molong	22 80
1 Mar., 1870.	Bowenfels	Wallerawang	7 43	25 " 1865.	Hurstville	Sutherland	6 8
1 July, 1870.	Wallerawang	Rydal	6 5	9 Mar., 1866.	Sutherland	Waterfall	8 74½
20 Oct., 1870.	Murwillbrook	Aberdeen	7 23½	9 " 1866.	Loftus Junction	National Park	1 14½
17 April, 1871.	Aberdeen	Scots	3 49	1 June, 1866.	Cootamundra	Gundagai	39 42½
1 Aug., 1871.	Scots	Wingen	10 34½	1 Sept., 1866.	Glen Innes	Tenterfield	27 41½
1 Jan., 1872.	Liverpool	Slidings, Colling-wood, &c.	0 24	17 " 1866.	Strathfield	Hornsby	14 0½
8 April, 1872.	Wingen	Murrumbundi	13 78½	1 Nov., 1866.	Young	Cowra	46 25
22 " 1872.	Rydal	Locke's Platform	12 70	7 April, 1867.	Hornsby	Hawkesbury	14 22½
1 July, 1872.	Locke's Platform	Macquarie Plains	5 49	21 June, 1867.	Chilton	Wollongong	12 27½
4 Mar., 1873.	Macquarie Plains	Raglan	5 12	15 Aug., 1867.	Gosford	Waratah	46 65
4 Feb., 1875.	Raglan	Kelso	2 52	15 " 1867.	Woodville and Lallaington loop		0 22
9 Nov., 1875.	Goulburn	Gunning	30 39	8 Sept., 1867.	Bungendore	Queanbeyan	17 27½
4 April, 1876.	Kelso	Bathurst	1 34	10 " 1867.	Koparah	Sans Souci	4 21
2 July, 1876.	Gunning	Bowling	29 31	9 Nov., 1867.	Wollongong	North Kiama	21 43½
1 Nov., 1876.	Bowling	Binalong	14 48	7 Dec., 1867.	Queanbeyan	Michelago	20 29½
1 " 1876.	Bathurst	Blayney	27 29	16 Jan., 1868.	Mullet Creek	Gosford	9 62½
12 Mar., 1877.	Binalong	Murrumburrah	21 8	16 " 1868.	Tenterfield	Wallangarra	11 29½
19 April, 1877.	Blayney	Orange	19 75	13 Feb., 1868.	Cowra	Blayney	44 65
18 Aug., 1877.	Murrumbundi	Quirindi	24 79	3 Oct., 1868.	Waterfall	Chilton	11 63½
1 Nov., 1877.	Murrumburrah	Cootamundra	23 37	1 May, 1869.	Brooklyn	Mullet Creek	4 67½
2 April, 1878.	Newcastle	Endock Island Branch	1 45½	21 " 1869.	Michelago	Cooma	46 21½
6 " 1878.	Cootamundra	Bethungra	15 21½	1 Jan., 1880.	Hornsby	St. Leonards	19 29½
6 July, 1878.	Bethungra	Junee	18 22½	1 July, 1880.	Wollongong	Harbour	0 74
3 Sept., 1878.	Junee	North Wagga Wagga	17 37	1 " 1881.	Homebush loop		0 21½
14 Oct., 1878.	Quirindi	Tamworth	27 24½	30 April, 1882.	Railway Station	Yass	2 73
25 Mar., 1879.	Werris Creek	Brooms	14 26½	1 July, 1882.	Nyngan	Cobar	21 27½
1 Sept., 1879.	North Wagga	South Wagga Wagga	4 49½	3 Oct., 1882.	Culcairn	Corowa	47 39
11 " 1879.	Brooms	Gunnedah	28 44	1 May, 1883.	St. Leonards	Milton's Point	2 75
1 June, 1880.	Orange	Wellington	65 56	3 June, 1883.	Kiama	Nowra	23 43½
1 Sept., 1880.	South Wagga	Gorogery	59 12½	1 Sept., 1883.	Cootamundra	Tamora	26 69
1 Feb., 1881.	Wellington	Dubbo	30 35	18 Dec., 1883.	Molong	Furber	72 69
3 " 1881.	Gorogery	Albury	12 20½	15 May, 1884.	Lismore	Mullumbumbby	22 57
23 " 1881.	Junee	Narrandera	66 5				
							Total, 30th June, 1894.
							2,501 20

Single, 1,200m. 11½.; double, 1,400m. 60.; quadruple, 6m. 61½. Total, 2,601m. 20.

APPENDIX XV.

RETURN of the number of LIVE STOCK forwarded on the New South Wales Government Railways during the year ending 30th June, 1894.

Table with columns for Stations, Number carried (Horses, Cattle, Calves, Sheep, Pigs), and Stations (repeated). Rows list various railway stations from Darling Harbour to Glenbrook, with numerical data for each category. A final row provides a total for the year ending 30 June, 1894.

APPENDIX XVI.

RETURN of the number of Bales of WOOL forwarded on the New South Wales Government Railways, during the years ending 30th June, 1894 and 1893.

Stations.	Number of Bales.		Stations.	Number of Bales.		Stations.	Number of Bales.	
	1894.	1893.		1894.	1893.		1894.	1893.
Darling Harbour	5,436	4,367	Whitton	7,142	4,492	Carcoar	836	94
Rookwood	.....	20	Darlington	3,627	3,274	Mandurama	1,072	1,437
Liverpool	7,477	4,568	Bringagee	2,668	2,259	Lyndhurst	1,014	987
Minto	54	29	Carrathool	3,869	2,951	Woodstock	1,804	1,511
Campbelltown	2	15	Hay	8,773	5,476	Cowra	22,777	21,353
Douglas Park	11	15	Morundah	3,140	2,760	Borenore	3,019	2,465
Piston	.....	2	Jerilderie	5,836	4,711	Molong	25,559	12,102
Mittagong	282	245	Menangle	.....	12	Parkes	324	.....
Bowral	4	8	Camden	44	43	Forbes	526	.....
Moss Vale	387	480	Bellambi	1	.....	Boppy Mountain	.....	1,545
Wingello	9	.....	Parramatta	3	1	Cobar	6,870	4,255
Marulan	1,035	1,158	Blacktown	12	.....	Teralba	.....	3
Towrang	478	555	St. Mary's	3	2	Newcastle	166	63
Goulburn	7,347	8,469	Penrith	4	.....	Morpeth	11	20
Broadalbane	620	427	Mount Victoria	451	546	West Maitland	2,473	3,263
Gunning	3,039	2,881	Rakbank	.....	2	Lochinvar	4	.....
Jerrawa	257	134	Bowenfels	96	127	Allandale	4	.....
Yass Junction	4,107	2,828	Wallerawang	1,196	1,521	Brantton	100	229
Yass Town	1,698	1,839	Rydal	96	94	Whittingham	90	246
Bowning	3,317	2,867	Tarana	618	910	Singleton	257	378
Binalong	4,503	5,017	Locksley	93	63	Glennie's Creek	15	59
Galong	2,054	1,918	Brewonglo	537	456	Ravensthorpe	563	752
Harden	2,048	1,723	Raglan	204	156	Muswellbrook	7,790	8,188
Murrumburrah	298	344	Kelso	1,861	1,585	Aberdeen	6,190	2,186
Nubba	215	236	Bathurst	2,970	2,422	Scots	5,629	5,947
Wallendbeen	2,350	2,236	Perth	1,828	1,680	Wingen	407	351
Cootamundra	5,329	5,094	George's Plains	55	48	Blairford	1,789	1,896
Bethungra	1,158	898	Wimbleton	292	263	Murrumbidgee	301	257
Illabo	1,527	1,360	Newbridge	1,423	1,698	Ardglen	811	751
Junee	3,822	3,617	Blayney	545	544	Willow Tree	3,711	3,015
Harefield	539	478	Millthorpe	397	1,258	Quirindi	8,852	8,370
Bomen	.....	13	Spring Hill	233	223	Werris Creek	751	727
Wagga Wagga	9,613	9,753	Orange	1,651	1,246	Currahubula	2,723	2,960
Uranquinty	1,874	1,292	Mullion Creek	665	795	West Tamworth	17,398	16,850
The Rock	2,363	5,081	Kerr's Creek	163	197	Tamworth	1,079	763
Yerong Creek	3,148	3,136	Warne	1,143	1,010	Moonbi	1,160	1,111
Henty	806	754	Stuart Town	382	310	Woolbrook	751	723
Culcairn	3,978	3,756	Store Creek	.....	75	Walcha Road	4,937	5,951
Burrumbuttock	.....	671	Mumbil	1,442	1,288	Kentucky	1,443	1,702
Brooklaby	2,330	236	Dripstone	236	213	Uralla	8,137	8,162
Corowa	.....	36	Wellington	2,963	2,399	Armidale	4,889	4,756
Geogery	223	491	Mary Vale	469	365	Damareq	1,128	1,206
Yambla	36	4	Geurie	511	484	Black Mountain	310	462
Albury	25	.....	Murrumbidgee	2,552	1,644	Guyra	2,031	2,160
Tarago	1,120	1,578	Dubbo	18,404	16,775	Glencoe	296	363
Bungendore	2,423	2,972	Narromine	9,172	8,991	Glen Innes	12,157	12,863
Queanbeyan	4,653	5,308	Trangie	12,039	10,769	Ben Lomond	865	811
Michelago	2,399	2,672	Nevertire	40,890	29,583	Dunedin	1,089	1,489
Cooma	9,059	9,715	Mullangudgery	.....	1,160	Deepwater	2,340	1,421
Coolac	1,107	946	Nyngan	11,197	10,699	Bolivia	15	47
Gundagai	5,238	5,244	Girilambone	8,491	6,306	Tenterfield	356	683
Stockinbingal	1,058	.....	Coolabah	2,425	2,988	Jennings	121	274
Temora	10,694	.....	Byrock	7,668	6,306	Breca	2,726	2,306
Demondrille	309	212	Bourke	74,233	75,892	Curlewis	1,290	1,214
Young	17,744	17,813	Riverstone	232	211	Gunnedah	8,605	9,042
Koorawatha	682	686	Mulgrave	.....	135	Boggabri	3,725	3,195
Old Junee	1,849	2,981	Windsor	3,063	3,072	Baan Baa	426	356
Coolaman	2,900	5,028	Piper's Flat	23	30	Narrabri	79,719	66,064
Grong Grong	2,807	2,417	Capertee	884	884			
Narrandera	19,322	17,516	Rylstone	1,565	1,547			
Yanko	1,528	1,429	Mudgee	18,954	18,208			
						Total	699,905	638,629

APPENDIX XVII.

COMPARATIVE Abstract of the Tonnage and Amount received for the Carriage of COAL, COKE, and SHALE from the various Collieries during the years ending 30th June, 1894 and 1893.

Stations.	1894.		1893.		Increase.		Decrease.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
A.A. Company	1,318	64	2,228	93	.....	.....	1,010	29
Anvil Creek	6,062	436	6,152	560	.....	.....	1,070	124
Abrams (Homeville) .....	.....	.....	190	21	.....	.....	190	21
Blackwall	1,242	598	1,338	541	.....	67	96	.....
Barwood .....	.....	.....	41,768	1,786	.....	.....	41,768	1,786
Barwood Extended .....	.....	.....	5,242	267	.....	.....	5,242	267
Barwood West	15,893	713	8,780	368	7,113	345	.....	.....
Barwood No. 3	30,191	1,266	16,512	701	13,679	565	.....	.....
Co-operative	69,428	3,198	74,788	3,474	.....	.....	5,360	280
Curlewis	544	183	451	150	93	33	.....	.....
Denton Park	1,556	107	.....	.....	1,556	107	.....	.....
Dudley (Barwood, South)	12,563	968	62,216	3,908	.....	.....	49,653	2,940
Dulwich	4,196	781	4,166	784	32	.....	.....	3
East Maitland	2,226	104	3,692	551	.....	.....	1,466	443
Elranora	9,315	485	10,661	533	.....	.....	1,266	48
Ferndale	15,548	434	14,969	367	579	71	.....	.....
Foot Hill	419	29	.....	.....	419	29	.....	.....
Gladstone .....	.....	.....	35	7	.....	.....	35	7
Great Northern	77,903	4,234	35,754	2,838	42,149	1,396	.....	.....
Greta	4,704	405	107,137	9,254	.....	.....	102,433	8,849
Greta East	17,204	1,226	1,078	99	16,126	1,127	.....	.....
Hetton	173,846	5,823	150,281	4,892	23,565	1,431	.....	.....
Hillside	7,869	304	2,759	118	4,510	186	.....	.....
Lambton	154,023	6,418	210,332	8,764	.....	.....	56,309	2,346
Lambton East	9,127	395	4,337	209	4,790	176	.....	.....
Lambton South, New	36,786	1,632	39,602	1,649	.....	.....	2,816	17
Minmi (Duckensfield)	208,420	9,737	240,047	12,055	.....	.....	31,618	2,318
Muswellbrook	92	27	175	19	.....	8	83	.....
Newcastle	185,873	7,769	119,018	5,000	66,855	2,769	.....	.....
Northern Extended	19,949	1,338	12,842	698	7,107	640	.....	.....
Oceanic	1,751	102	.....	.....	1,751	102	.....	.....
Purified	15,771	972	11,751	2,201	4,020	.....	.....	1,228
Rix's Creek	5,679	2,564	3,569	1,763	2,020	781	.....	.....
Rosehill	113	5	.....	.....	113	5	.....	.....
Sneddon's (Wallsend)	28,248	1,177	22,199	925	6,049	252	.....	.....
Thornton	6,396	374	1,526	89	4,872	285	.....	.....
Wallsend	290,033	11,956	281,742	11,942	.....	14	1,709	.....
Wallsend South	24,230	1,021	25,353	1,061	.....	.....	1,123	40
Wallsend West	5,425	306	73,954	5,620	.....	.....	68,529	5,314
Wallsend, Young .....	.....	.....	3,934	320	.....	.....	3,934	220
Waratah	17,813	706	39,615	1,561	.....	.....	21,802	855
Wickham and Bullock Island	179,438	4,491	166,268	4,153	13,170	338	.....	.....
Woolham	99,117	5,676	47,937	2,631	51,180	3,045	.....	.....
Total, North	1,728,048	78,023	1,854,408	91,391	271,152	13,767	397,512	27,135
Austinmer	3,770	609	150	4	3,620	605	.....	.....
Bellambi	9,786	2,153	21,025	4,299	.....	.....	11,237	2,139
Bulli	6,429	2,112	11,147	4,200	.....	.....	4,718	2,088
Bong Bong	1,543	214	1,566	196	.....	19	23	.....
Carson's	1,032	90	5,838	1,564	.....	.....	4,806	1,474
Corrimal	115,081	2,240	75,628	1,193	39,453	1,044	.....	.....
Cox's Siding	784	98	143	15	651	83	.....	.....
Ironbark	3,383	680	6,689	1,192	.....	.....	3,328	612
Joadja	1,876	423	3,571	855	.....	.....	1,695	432
Lithgow Collieries	71,361	26,754	92,748	32,992	.....	.....	21,387	7,238
Metropolitan	82,059	11,097	96,031	12,656	.....	.....	13,972	1,569
Mittagong (Box Vale)	629	90	428	58	101	32	.....	.....
Mount Kembla	2,690	1,111	2,791	948	.....	163	101	.....
Mount Kiera	91,513	1,458	668	136	90,845	1,322	.....	.....
Mount Pleasant	1,944	251	4,054	398	.....	.....	2,110	142
North's Siding	2,800	736	5,935	1,605	.....	.....	3,075	859
South Clifton	78,041	13,076	71,131	12,032	6,910	1,044	.....	.....
Portland	450	127	.....	.....	450	127	.....	.....
Total, South, West, and Illawarra	475,123	63,819	398,543	75,333	142,080	4,439	66,450	16,453
Total, North	1,728,048	78,023	1,854,408	91,391	271,152	13,767	397,512	27,135
Total, North, South, West, and Illawarra	2,203,171	141,842	2,253,951	166,724	413,182	18,206	463,962	43,588
<i>Shale.</i>								
Cupertoe	486	244	.....	.....	486	244	.....	.....
Hartley Vale	6,154	2,100	15,389	5,959	.....	.....	9,235	3,359
Joadja	5,733	1,850	8,181	2,838	.....	.....	2,448	988
North's Siding	8,600	2,451	16,246	4,603	.....	.....	7,646	2,152
Doughboy Hollow .....	.....	.....	11	9	.....	.....	11	9
Total, Shale	20,973	6,645	39,827	13,409	486	244	19,340	7,008
Grand Total, Coal and Shale	2,224,144	147,987	2,293,778	180,133	413,668	18,450	483,302	50,596

APPENDIX XVIII.

COAL EXPORTED FROM NEWCASTLE.

RETURN of the quantity of COAL EXPORTED from Newcastle to Foreign and Intercolonial Ports for the years ending 30th June, 1894 and 1893, showing the increase and decrease in each.

Countries.	1893-94.	1892-93.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Victoria	587,413	720,845	.....	142,432
New Zealand	153,897	146,977	16,920	.....
South Australia	147,518	181,505	16,018	.....
Tasmania	55,520	70,373	.....	14,853
Western Australia	21,080	23,410	.....	2,330
Fiji	4,844	10,265	.....	5,421
Queensland	13,711	14,594	.....	883
Total, Intercolonial	999,783	1,126,869	.....	123,186
Foreign—				
Peru	21,085	15,790	5,295	.....
New Caledonia	13,369	13,740	.....	371
India	23,277	26,190	.....	2,913
United States	182,589	250,391	.....	73,782
Hong Kong	20,120	21,686	.....	1,566
Mauritius	6,120	7,539	.....	1,419
Philippine Islands	44,100	45,026	.....	926
Chili	193,030	185,915	37,116	.....
Sandwich Islands	37,646	28,680	8,966	.....
Java	16,452	35,301	.....	18,849
Mexico	6,871	6,932	.....	1,061
South Sea Islands .....	.....	1,558	.....	1,558
Solomon Islands .....	.....	520	.....	520
Singapore	16,900	13,158	4,742	.....
New Guinea .....	.....	540	.....	540
Other Countries	15,116	17,863	.....	2,747
Total, Foreign	595,765	655,837	.....	60,072
Grand Total (Intercolonial and Foreign)	1,595,548	1,782,806	.....	193,258

NUMBER of Tons and Value of Coal exported to Foreign and Intercolonial Ports for the years ending 30th June, 1894 and 1893.

1893-94.		1892-93.		Decrease.	
Tons.	Value.	Tons.	Value.	Tons.	Value.
	£		£		£
1,595,548	635,695	1,782,806	790,463	193,258	154,768

PORT OF NEWCASTLE.

Foreign and Intercolonial Shipping out of Newcastle.

FROM JUNE TO JUNE.

1893-94.		1892-93.		Decrease.	
No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
1,133	1,225,758	1,217	1,319,155	84	93,399

APPENDIX XIX.
RAILWAYS.

MISCELLANEOUS ARTICLES imported for the Railways during year ending 30th June, 1894.

Date of Arrival.	Name of Ship.	Description of Material.	Supplied by	Weight.	Rate.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per ton of Article.
				T. a. q. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1893.											
28 "	Strathclyde	1 crank axle	Vickers, Sons, & Co.			125 14 4				125 14 4	125 14 4
28 June	Clackmannshire	2 pass. engines	Beyer, Peacock, & Co.			8176 17 0		147 3 8		8324 0 8	8162 0 4
27 July	Yarrowonga	500 valve springs	Charles Cammell & Co.		0 3 4	83 6 8	3 14 10	1 19 4	1 2 4	90 2 2	0 8 7
27 "	"	20 1" air-cocks	Waddinghouse Brake Co.		0 9 0	9 0 0	0 10 6	0 9 7	0 1 8	10 1 9	0 10 1
9 Aug.	Hubbuck	100 sheets purple glass for signals.	J. Duffies & Son		0 3 6	17 10 0	0 10 6	0 13 0	0 2 9	18 16 3	0 3 9
25 "	Wilcanala	2 pairs injectors	Beyer, Peacock, & Co.			56 0 0	0 10 6	1 8 4	0 7 6	58 6 4	29 3 2
25 "	"	24 bundles and 79 bars of spring steel.	Steel, Perch, & Tower	6 0 0 0	13 0 0	78 0 0	2 15 2	1 17 2	0 18 6	83 10 10	13 18 5½
14 Sept.	Morayshire	100 valve springs	Turton Bros. & Matthews		0 4 3	21 5 0	0 14 0	0 14 6	0 4 7	22 18 1	0 4 7
14 "	"	10 miles fencing wire, with fittings.	William Bain & Co.		30 0 0	300 0 0			1 3 2	301 3 2	30 2 3½
18 "	Bungaroo	Plastic metal	J. E. Medley & Co.	0 1 0 0	8 10 0	8 10 0		0 11 5	0 1 4	9 2 9	9 2 9
25 Oct.	Warrigal	287 bundles and 183 bars steel.	Steel, Perch, & Tower	23 10 2 24	13 0 0	423 2 6	14 19 7	9 0 5	4 19 10	452 2 4	13 17 9½
25 "	"	6 copper tubes	Killick's Metal Company	0 6 3 15	0 0 7½	23 5 10	0 10 6	0 15 4	0 3 9	24 15 5	0 0 7½
25 "	"	6 Emery wheels	La Sierne & Co. (Ltd.)		3 11 3	21 7 6	0 10 6	0 14 6	0 2 11	22 15 5	3 15 10½
7 Dec.	Gulf of Bothnia	Steel wire for loco. springs	J. H. Andrews & Co.	1 18 0 10	2 16 0	101 1 0	1 8 5	2 6 5	0 15 4	105 11 2	2 18 7½
7 "	"	2 driving axles	Fried. Krupp, & Co.	0 14 1 17	1 4 9	17 16 6	0 8 7	0 9 0	0 3 4	18 17 5	9 8 5½
7 "	"	4 leading axles	"	1 7 3 14	1 5 3	35 4 0	0 11 0	0 16 0	0 6 5	36 17 5	9 4 4½
7 "	"	20 steel engine tyres	"	18 2 2 2	0 19 9	359 0 1	8 7 0	7 7 10	3 11 2	378 6 1	7 11 4
7 "	"	2 sets of coupling rods	Beyer, Peacock, & Co.			90 0 0	0 18 0	1 18 0	0 11 8	93 7 8	45 13 10
7 "	"	1 pair of connections	"			50 0 0	0 10 6	1 2 0	0 9 1	52 1 7	52 1 7
7 "	"	1 set cast-steel horn blocks	"			45 0 0	0 13 4	1 0 0	0 6 3	46 19 7	46 19 7
11 "	Colgate	6 cast-steel circular saws	Thomas Turton & Co.		1 8 0	8 8 0	0 10 6	0 9 4	0 1 5	9 9 3	1 11 6½
4 Feb.	Firth of Salway	10000 Glenboig fire bricks	Glenboig Union Fire Co.		3 0 0	30 0 0	25 16 4	0 15 0	2 13 10	59 5 2	5 18 6½
29 Jan.	Fifehire	6 axles, driving and leading.	Bryer, Peacock, & Co.		12 15 6	76 13 0	1 17 1	1 16 8	0 13 6	80 19 9	13 9 11½
2 Feb.	Yarrowonga	276 bundles & 142 bars steel.	Steel, Perch, & Tower	23 12 1 23 3 10 9 0 1 5 0 0	13 0 0 17 10 0 13 10 0	333 1 10 61 5 0 16 17 6	11 15 9 1 12 4 0 11 6	7 0 3 1 6 11 0 7 11	3 17 7 0 12 6 0 3 11	265 15 5 84 16 9 18 0 10	13 17 8 13 10 8 14 8 8
24 Mar.	Warrambool	257 straw boards	James Spicer & Sons			22 2 0	3 4 7	0 14 9	0 5 7	26 6 11	0 2 1
24 "	Per Mail Post	16 types	J. Sloper & Co.		0 2 0	1 0 0		0 0 5		1 0 5	0 2 0½
14 May	Echna	2500 l.t. springs	North British Rubber Company.		0 2 9	343 15 0	3 3 5	7 3 6	2 6 9	356 8 8	0 2 10½
"	"	1100 s.d. brass tubes	John Wilks, Sons, & Mappleback.	13 0 0 16½	0 0 5½	713 4 9	14 7 3	14 11 3	5 11 8	747 14 11	0 0 6½
"	"	1 bale of worsted waste	Adams & Co.	0 2 6 0	1 3 0	2 4 10	0 10 6	0 3 19	0 0 6	2 19 5	1 9 10
"	"	100 v.l. springs 8 + 2½ + 3½	George Spencer Moulton & Co.		less 2½%	72 10 0	0 13 6	1 12 0	0 9 5	75 1 11	0 15 0
5 May	Warrigal	2 dies	W. Clifton			24 10 0	0 10 6	0 3 0	0 3 1	25 6 7	8 3 10½
"	"	3 driving ropes	Craven Bros. (Ltd.)		23 10 0	70 10 0	1 13 1	1 14 2	0 10 0	74 7 3	24 15 9
Various 1893.	Various	4583 20 ft. 80 lb. T rails.		2249 10 2 24	4 5 0	9955 11 7	910 9 0	99 4 9	314 11 4	11209 16 8	4 16 3½
25 Oct.	Warrigal	40000 patent steel lock nuts and lock-bolts.	Ibbotson Bros. & Co.	26 2 2 9	1 0 0	525 11 7	13 5 10	5 15 4	5 14 10	550 7 7	1 0 11½
7 Dec. 1894.	Gulf of Bothnia	20000 fish-plates	Charles Cammell & Co.	106 11 3 12	5 15 0	612 18 3	51 13 6	5 19 10	13 5 2	683 16 9	6 8 3½
2 Feb.	Edinway	7048 fish-plates	Charles Cammell & Co.	67 6 2 19	6 5 0	420 16 10	28 4 7	2 19 1	9 10 10	461 11 4	6 17 1
29 Jan.	Fifehire	25000 Grover washers	Grover & Co., Ltd.		3 10 0	87 10 0	0 10 6	2 1 0	0 12 1	90 13 7	per 1,000.
Various	Various	150000 sponge cloths	Higby, Wainwright, & Co.		0 10 6	546 6 4	12 0 1	11 16 6	4 4 4	574 7 3	per 100.
"	"	3000 springs	Turton Bros. & Matthews		less 2½%	0 1 9	262 10 0	10 4 7	5 17 0	281 16 2	0 7 8
"	"	18 train tablet apparatus	Tyer & Co.		40 0 0	720 0 0	4 6 1	0 12 0	4 18 9	729 16 10	0 1 10½
											40 10 11

TRAMWAYS.

PERMANENT WAY Materials, Rails for Renewals, and Miscellaneous Articles Imported for the Tramways during year ending 30th June, 1894.

Date of Arrival.	Name of Ship.	Description of Material.	Supplied by	Weight.	Rate.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost Per Ton of Article.
				T. a. q. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7 July	Woolloomooloo	2000 fish-plates 7½ H.T. rails	Darlington Steel Co.	14 17 1 27	6 18 9	98 14 7	10 11 0	0 19 4	2 7 0	112 11 11	per ton. 7 11 4
27 July	Yarrowonga	3 combination injectors	Holden & Brook		2 10 0	17 0 0		1 6 7	0 2 7	18 9 2	9 4 7
9 Aug.	Hubbuck	150 semi-disc car wheels	Miller & Co.		1 0 0	150 0 0	5 19 5	3 8 0	3 2 0	162 7 6	1 1 7
14 Sept.	Morayshire	1 spring leveling machine	Joshua Buckton & Co.			185 0 0	2 11 7	4 0 0	1 8 7	194 0 2	194 0 2
18 "	Bungaroo	100 cast-steel axles	Brown, Bayley, & Co.		0 16 2½	81 0 10	2 17 6	1 14 5	1 10 10	87 7 7	0 17 5½
"	"	100 Spencer cylinder springs	Geo. Spencer, Moulton, & Co.		0 19 9	62 8 2	0 10 6	1 6 11	0 9 11	64 15 6	0 10 11½
4 Dec.	Gulf of Bothnia	12 cast steel tyres	Vickers, Sons, & Co., Ltd.	2 11 1 23	less 2½%	32 10 0	1 3 7	1 19 5	1 0 4	37 15 8	7 6 3½
21 "	Fax	Vacuum brake fittings	James Vacuum Brake Co.			261 14 2	2 16 11	25 11 2	0 6 2	310 8 6	per 100. 3 10 8 6
29 Jan. & May.	Fifehire	150 cast-steel axles	Hadfield Steel Co.		1 15 0	262 10 0	5 9 11	5 11 0	3 18 0	277 8 11	1 17 0
"	Warrigal	250 motor tyres	Vickers, Sons, & Co.	37 13 3 5	22 10 0	1294 18 4	19 15 9	24 15 10	14 16 4	1334 6 3	5 2 9
"	"	66 bundles of bars steel	Steel Co. of Scotland	4 1 3 21	10 12 8	42 8 10	2 3 0	1 2 11	1 0 7	46 15 6	per ton. 8 11 5½
Various	Various	700 cast-steel wheels	Hadfield Steel Co.		less 2½%	0 0 0	1675 0 0	25 5 8	33 6 4	1652 10 1	per set of 4. 0 2 10½

APPENDIX XX.
RAILWAYS.

RETURN of the number and nature of the Accidents and Injuries to Life and Limb which have occurred during the year ending 30th June, 1894.

Date of Accident.	Passengers killed or injured.		Servants of the Department or of Contractors killed or injured.				Trespassers, &c.		Nature or cause of accident.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1893.									
4 July.	1	...	Porter run over.
4 "	1	...	Porter knocked down by train.
8 "	1	...	Porter strained his back.
8 "	1	Leg crushed by turn-table.
8 "	1	...	Driver fell into culvert stepping from engine.
12 "	1	...	Porter slipped and fell.
15 "	1	...	Crane contractor's man jammed between draw-hooks.
16 "	1	...	...	Porter injured taking staff from driver.
17 "	1	...	...	...	...	...	Woman passed from one car to another, train in motion.
17 "	1	...	...	...	...	...	Woman attempted to join train in motion.
17 "	1	...	...	...	...	...	Boy fell between train and platform.
18 "	1	...	Guard came in contact with signal post.
19 "	1	...	Man run over.
19 "	1	...	...	...	...	...	Man left train before it reached the platform.
21 "	1	...	...	...	...	...	Slipped and fell on platform.
22 "	1	...	Porter injured passing from one car to another.
23 "	1	...	...	...	...	...	Woman left train in motion.
25 "	1	...	Shunter sprained his ankle getting off an engine.
28 "	1	...	Guard fell between train and platform.
28 "	1	...	Shunter's hand crushed while coupling trucks.
4 Aug.	1	...	Guard sprained his ankle getting off the brake-van.
5 "	1	...	Man run over.
6 "	1	...	Man run over.
7 "	1	...	Case slipped and slightly injured the carter.
8 "	1	School pupil attempted to get on rod of waggon.
9 "	1	...	Man run over.
9 "	1	...	Guard fell into ash-pit.
11 "	1	...	...	Fettler injured by trolley coming into collision with a tricycle.
12 "	1	...	Porter sustained scalp wound while shunting.
14 "	1	...	Porter injured unloading rails.
17 "	1	...	...	...	...	...	Woman left train in motion.
18 "	1	...	...	...	...	...	Man left train in motion.
20 "	1	...	...	...	...	...	Attempted to join train in motion.
20 "	1	...	...	...	...	...	Attempted to join train in motion.
30 "	1	...	Man run over.
4 Sept.	1	...	...	Injured by horse when receiving wool from team.
6 "	1	...	Porter's heel crushed while shunting.
6 "	1	...	Knocked down by a train.
7 "	1	...	...	...	...	...	Woman fell from station platform.
7 "	1	...	...	...	...	...	Woman attempted to join train in motion.
8 "	1	...	...	...	...	...	Woman fell down steps of overhead bridge.
13 "	1	...	Woman fell off platform.
14 "	1	...	Crane contractor caught between buffers.
21 "	1	...	Drayman's leg broken whilst loading potatoes.
27 "	1	...	...	Shunter injured through head-rope of brake-van breaking.
2 Oct.	1	...	Boy run over by passenger train.
13 "	1	...	...	...	...	...	Prisoner jumped from train in motion.
12 "	1	...	...	...	...	...	Left train in motion.
15 "	1	...	...	...	...	...	Man attempted to join train in motion.
20 "	1	...	Labourer crushed by bale falling when unshunting wool.
21 "	1	...	Driver struck by passing train.
27 "	1	...	Porter fell off a stool.
31 "	1	...	Guard thrown against brake-van by movement of train.
1 Nov.	1	...	Drayman's leg broken assisting to unload goods.
2 "	1	...	Porter injured unloading timber.
3 "	1	...	...	Guard knocked off platform of car by a passenger.
7 "	1	...	Shunter fell over points and was struck by engine.
8 "	1	...	Porter sprained wrist when loading goods.
9 "	1	...	Shunter injured pinning down brakes.
11 "	1	...	...	...	...	...	Fingers jammed by carriage-door.
11 "	1	...	Fell into waterway.
13 "	1	...	...	...	...	...	Fell when crossing the line.
10 "	1	...	Shunter jammed between engine and wharf.
18 "	1	...	Thrown down by sudden movement of van.
18 "	1	...	Carter injured by wool falling from his lorry.
19 "	1	...	Killed while crossing the line.
25 "	1	...	Porter fell from truck while loading wool.
27 "	1	...	...	...	...	...	Chinaman jumped from train in motion.
28 "	1	...	Foot run over by waggon.
29 "	2	...	Two children injured by waggons going over stop-blocks.
29 "	1	...	Guard injured by prop-stack breaking.
30 "	1	...	Shunter's hand jammed between shackle and draw-hook.
30 "	1	...	Boy killed by stack of sleepers falling on him.
1 Dec.	1	...	Porter injured when pinning down brakes.
5 "	1	...	...	...	...	...	Left train in motion.
6 "	1	...	...	...	...	...	Left train in motion.
7 "	1	...	Porter crushed between buffers.
9 "	1	...	Shunter fell in ash-pit.
12 "	1	...	Guard fell on platform.
14 "	1	...	...	...	...	...	Left train in motion.
15 "	1	...	...	Porter run over and killed.
15 "	3	...	Contractor's men thrown from bridge.
16 "	1	...	Porter's thumb fractured unhooking points.

APPENDIX XX—continued.

Date of Accident.	Passengers killed or injured.		Servants of the Department or of Contractors killed or injured.				Trespassers, &c.		Nature or cause of accident.
	Outside beyond their own control.	Their own misconduct or want of caution.	Outside beyond their own control.	Their own misconduct or want of caution.	Killed.	Injured.	Killed.	Injured.	
1893.									
16 Dec...	1	...	Drayman fell from cart.
24 "	1	...	Porter sprained his back lifting a heavy case.
27 "	1	...	Ganger jumped off a truck of sleepers.
27 "	1	...	A truck door fell on guard's toe.
1894.									
1 Jan...	1	...	...	...	...	...	Slightly injured by carriage seat.
2 "	1	...	Woman knocked down at level crossing.
3 "	1	...	Man run over.
4 "	1	...	Porter injured fastening truck doors.
4 "	1	...	Guard thrown from brake-van.
4 "	1	...	Ganger fell from a trolley.
6 "	1	...	...	...	...	...	Left train in motion.
8 "	1	...	Porter's toe crushed through table falling on it.
8 "	1	...	Shunter injured whilst spragging a truck.
17 "	1	...	...	...	...	...	Left train in motion.
17 "	1	...	Cleaner's foot run over by engine.
19 "	1	...	Examiner crushed between car and platform.
21 "	1	...	Conductor fell off train in motion.
23 "	1	...	Porter's fingers crushed by a barrel falling on them.
25 "	1	...	Porter fell when running to catch a train.
26 "	1	...	Guard's thumb crushed by door of brake-van.
27 "	1	...	Driver fell from his engine.
31 "	1	...	...	...	Piece of wood fell from a passing train.
4 Feb...	1	...	Man fell down a cutting.
8 "	1	...	Lad fell between train and platform.
8 "	1	...	Porter injured moving heavy crate of goods.
11 "	1	...	Fell from platform.
12 "	1	...	...	...	...	...	Left train in motion.
12 "	1	...	Porter's finger crushed whilst loading goods.
17 "	1	...	Woman run over.
20 "	1	...	...	...	...	...	Woman left train in motion.
23 "	1	...	Porter injured when assisting to load horses.
23 "	1	...	Guard crushed between the draw-hooks.
23 "	1	...	Waggon examiner run over.
1 Mar...	1	...	Little girl found injured in shunting yard.
2 "	1	...	Guard run over whilst shunting.
2 "	1	...	Guard fell off a truck when shunting.
2 "	1	...	Porter's finger crushed when coupling trucks.
7 "	1	...	Porter's finger crushed when coupling trucks.
8 "	1	...	...	...	...	...	Woman's finger crushed by carriage door.
9 "	1	...	Shunter's hand crushed when coupling carriages.
9 "	1	...	Porter crossing from one platform to another.
10 "	1	...	Shunter's hand crushed when coupling carriages.
10 "	1	...	Woman run over.
10 "	1	...	Porter jumped from platform.
12 "	1	...	Porter's finger crushed by tank.
14 "	1	...	Wife of officer-in-charge fell off platform.
16 "	1	...	Porter slipped and injured his ankle.
23 "	1	...	...	...	...	...	Woman fell between car and platform.
23 "	1	...	...	...	...	...	Woman's finger injured by carriage door.
4 April	1	...	Porter fell over a point-rod.
6 "	1	...	Guard fell between brake-van and platform.
9 "	1	...	...	...	...	...	Man fell between cars.
11 "	1	...	...	...	...	Woman left train in motion.
12 "	1	...	...	...	...	...	Fell between carriages and platform.
12 "	1	...	Man struck by engine; slightly injured.
14 "	1	...	...	...	...	...	Man fell from car platform.
16 "	1	...	Sleeper fell on fowler's foot.
21 "	1	...	Attempted to climb the crossing-gates and fell.
21 "	1	...	Struck by interlocking lever.
24 "	1	...	A piece of coal fell on boy's head.
25 "	1	...	Man attempted to get upon waggon in motion.
26 "	1	...	Crushed between platform and trucks.
27 "	1	...	Guard's hand crushed between buffers.
28 "	1	...	...	...	...	Driver fell from viaduct.
28 "	1	...	Guard crushed between draw-hooks.
1 May...	1	...	Jammed between brake-van and truck.
2 "	1	...	Woman found on line in an insensible condition.
7 "	1	...	Man found unconscious in a culvert.
8 "	1	...	Porter struck by buffer of truck.
12 "	1	...	Shunter came in contact with point-handle.
14 "	1	...	...	...	...	...	Man left train in motion.
15 "	1	...	Porter injured by a truck when cleaning points.
18 "	1	...	Guard thrown from brake-van.
21 "	1	...	Man run over, supposed suicide.
25 "	1	...	Porter slipped from ladder.
30 "	1	...	...	...	...	...	Woman attempted to enter train in motion.
30 "	1	...	Shunter came in contact with point-handle.
31 "	1	...	Woman left train in motion.
1 June...	1	...	Man run over crossing the line.
1 "	1	...	...	...	...	Woman left train in motion.
7 "	1	...	Porter injured loading goods.
13 "	1	...	Porter fell stepping from waggon to trolley.
18 "	1	...	Porter injured unloading sheets.
23 "	1	...	...	...	...	Left train in motion.
25 "	1	...	Driver knocked off engine by signal-post.
26 "	1	...	Porter's fingers crushed by crans.
30 "	1	...	...	...	...	Woman fell assisting child into train.

APPENDIX XXI—continued.

Stations.	No. of bands employed including station-masters.	Total Salaries and Wages Expenditure.		No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Revenue from Donks and Live Stock.	Total Earnings, exclusive of Special Earnings.			Increase.	Decrease.	Stations.
		1894.	1893.			1894.	1893.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.		1894.	1893.	1894.				1893.
Goulburn	36	3,674 0 3	21,000	14,019 0 4	25,240	25,522	1	7,108	310	310	7,247	114	160	51	36,067 18 1	50,086 13 5	60,928 14 5	10,839 16 11			Goulburn.	
Broadbent	7	383 12 2	1,508	439 3 8	1,084	418					680		82		236 3 5	665 7 1	665 3 2				Broadbent.	
Rozzback	3	306 10 1	178	44 4 6	51	118									1 14 8	45 19 2	46 6 0				Rozzback.	
Gunning	5	507 13 4	2,646	1,312 4 3	1,444	924					2,020	7	11	3	1,945 7 6	3,257 11 9	3,456 13 9				Gunning.	
Jerrava	4	298 4 0	401	138 6 4	173	32					637				31 14 10	170 1 2	160 12 7				Jerrava.	
Coolah	6	507 2 8	3,082	2,800 11 11	1,807	1,825		7	21		4,107	842	1		1,058 13 9	3,250 5 8	4,603 5 11				Coolah.	
Yass Township	2	109 4 9	6,000	1,414 4 6	911	1,544		227	6		1,003		1		4,405 0 7	5,819 5 1	4,781 7 6	1,037 17 7			Yass Township.	
Brown	4	443 16 8	1,154	409 15 1	1,204	474					3,317		8		661 15 10	1,161 10 11	1,482 7 10				Brown.	
Binalong	6	533 10 10	1,820	1,286 3 0	1,480	1,411			2		4,503		10		3,164 1 4	4,450 4 4	4,465 7 9				Binalong.	
Calong	2	282 18 7	668	248 17 0	3,053	240			4		2,054		122		289 0 0	537 17 0	500 1 5	37 15 7			Calong.	
Cunninger	1	26 0 0	688	248 17 0	3,053	240			4		2,054		122		289 0 0	537 17 0	500 1 5	37 15 7			Cunninger.	
Marden	10	1,137 8 6	6,856	2,052 2 11	1,003	1,320		14			2,043		31		2,039 13 6	4,991 16 5	5,300 7 3				Marden.	
Murrumburrah	4	335 15 6	4,254	1,345 5 10	2,606	3,407		315	9		308	8	67	4	7,239 7 9	8,484 8 7	8,200 11 6	283 17 1			Murrumburrah.	
Demondrille	2	327 6 6	425	70 12 2	387	89					309		81		85 18 1	156 10 6	141 8 2	15 2 4			Demondrille.	
Nubba	4	146 9 0	337	28 15 3	1,018	67					215		105		87 5 2	171 0 10	304 17 5				Nubba.	
Wallendbeen	5	509 3 8	1,677	601 19 1	2,845	743		13			2,350		63		926 12 7	1,523 11 8	1,684 3 2				Wallendbeen.	
Cootamundra	10	1,305 9 0	17,700	7,690 7 9	9,343	10,494		741	10	28	5,329	47	161	5	14,507 1 10	22,097 9 7	26,477 9 4				Cootamundra.	
Stockinadingal	1	70 1 8	431	128 13 7	1,111	373					1,058				351 15 6	483 8 1	488 8 1				Stockinadingal.	
Tomona	2	290 8 6	2,824	1,041 12 7	2,759	4,403		7	63		10,094		80	36	11,702 18 0	14,244 10 7	14,844 10 7	14,844 10 7			Tomona.	
Bethunga	6	415 14 0	1,513	423 19 8	1,910	615			17		1,156		3		303 0 10	736 0 6	1,034 15 4				Bethunga.	
Ilaba	2	290 1 8	731	188 2 11	1,651	325					1,527		12		182 19 0	381 4 11	813 1 0				Ilaba.	
Junee	23	2,106 13 10	8,755	6,130 10 9	3,206	3,236		21	135	2	17	3,822	1	100	4,181 7 11	10,320 18 5	14,877 14 8				Junee.	
Harrfield	3	204 8 0	561	122 11 6	1,975	110					539		178	1	157 4 5	279 16 1	291 13 10				Harrfield.	
Ermon	3	171 4 0	828	154 12 2	1,306	75							169		105 9 10	260 3 1	222 12 11	37 10 2			Ermon.	
Wagga Wagga	14	1,277 8 5	9,983	4,128 0 10	13,087	12,301		33	916	3	23	9,613	450	252	26	22,135 8 2	30,243 9 0	32,783 2 1				Wagga Wagga.
Uranguly	2	244 17 4	1,345	214 8 2	2,442	212					1,874		262		139 8 3	357 16 5	409 2 5				Uranguly.	
The Rock	5	449 8 0	1,875	487 3 8	1,383	664		5		16	2,363		25		818 11 10	1,355 15 3	1,674 8 8				The Rock.	
Young Creek	2	249 13 4	1,841	750 19 4	2,148	477					3,146		16	3	540 3 8	1,291 3 0	1,925 6 8				Young Creek.	
Henty	1	180 0 0	1,350	328 4 10	2,556	477		13			803			1	771 16 8	1,303 1 6	1,734 10 7				Henty.	
Calam	5	471 4 6	3,354	1,512 6 2	4,100	842		6			3,073		38	1	942 5 2	2,454 11 4	3,775 12 0				Calam.	
Walla Walla	1	0 10 0															119 9 0				Walla Walla.	
Burrumburrah	1	104 0 0	455	231 2 10	4,147	486					2,330		1	1	81 6 9	312 9 7	214 3 6	98 6 1			Burrumburrah.	
Coroona	2	266 5 0	1,420	1,181 9 6	2,282	1,204		7					2	1	2,288 15 11	3,470 5 5	2,308 5 3	1,262 0 2			Coroona.	
Geography	10	488 4 0	1,201	360 7 0	677	286		6			228		15		358 0 0	743 7 0	859 0 7				Geography.	
Yamba	2	145 0 0	873	378 16 7	1,537	103		7			36		21		117 12 10	306 11 5	538 5 10				Yamba.	
Albury	25	2,401 15 2	18,866	11,080 5 1	11,234	16,116		725		51	25	20,659		27	14,078 0 0	25,758 5 14	34,023 2 6				Albury.	
Tarago	6	419 3 6	2,885	1,982 5 9	2,786	1,670				2	1,120		55		1,234 16 3	3,167 2 0	3,764 10 6				Tarago.	
Bungendore	8	360 7 8	1,847	1,608 11 10	804	1,078		1,595	807		2,423		6		3,068 1 6	4,660 13 4	7,822 0 10				Bungendore.	
Queanbeyan	13	508 16 8	2,066	1,011 14 7	1,360	1,362		360			4,653	607	78		3,057 12 3	4,959 6 10	6,613 7 10				Queanbeyan.	
Nicholago	7	221 19 4	970	601 6 0	1,029	753			73		2,309		43		387 1 1	933 7 1	1,350 9 4				Nicholago.	
Cooma	8	504 10 0	4,167	4,978 10 11	2,102	2,191		8	1		9,059		10	1	7,733 10 4	12,130 1 3	15,181 2 0				Cooma.	
Goodac	9	302 15 7	1,741	549 15 8	847	635			648		1,107				764 3 8	1,313 19 4	1,519 7 4				Goodac.	
Oundagai	4	425 18 4	3,255	2,402 18 11	4,577	3,500		13	135	6	8,232		6		10,844 16 2	14,308 15 1	16,287 16 10				Oundagai.	
Young	19	858 11 3	9,708	4,978 1 5	9,832	6,526		683	44	139	17,744		4		13,902 10 5	17,808 11 10	20,377 11 1				Young.	
Koorawatha	6	212 16 0	781	283 1 5	1,414	524			64		642		20		307 19 0	691 0 5	691 0 1				Koorawatha.	
Old Junee	4	235 12 8	781	216 15 3	9,846	492			7		1,840		162	2	637 0 9	843 16 0	1,312 13 11				Old Junee.	
Coolaman	6	317 0 6	2,051	1,162 9 4	9,702	1,465			25		2,000		7		2,145 12 4	4,308 2 8	5,000 14 0				Coolaman.	
Grong Grong	1	138 6 8	2,326	733 11 3	2,258	723			8		2,307		14		711 8 2	1,444 14 11	1,790 15 4				Grong Grong.	
Narrandera	9	814 5 3	5,927	5,421 0 3	11,843	8,225		155	576		19,223	2,036	34	70	11,841 13 11	17,378 12 2	19,466 12 7				Narrandera.	
Yanko	1	150 0 0	350	481 17 6	1,033	300					1,523		23	1	262 0 2	703 17 6	555 13 4	308 3 4			Yanko.	
Whitton	4	319 10 2	1,429	1,542 10 9	2,177	1,161					7,143		5	2	2,100 12 7	4,703 3 4	5,834 9 9				Whitton.	
Darlington	1	150 7 0	690	636 14 2	1,414	419					2,637				985 3 8	1,571 17 11	1,803 13 0				Darlington.	
Bringagee	2	165 8 0	653	752 0 8	558	456			5		3,666				2,104 18 3	2,916 18 11	2,256 12 11	661 6 0			Bringagee.	
Carrathool	3	269 18 6	2,110	2,139 9 9	2,041	1,748		13	105	3	3,866		8	1	4,943 17 9	7,063 7 6	7,623 2 7				Carrathool.	

APPENDIX XXI—continued.

Stations.	No. of hands employed including station-masters.	Total Salaries and Wages Expenditure. 1894.	No. of Tickets Issued. 1894.	Revenue from Tickets and Coaching Traffic. 1894.	GOODS.		COAL.		Other Minerals.		WOOL.		MAY, STRAW AND CHAFF.		Revenue from Goods and Live Stock. 1894.	Total Earnings, exclusive of Special Earnings.			Increase. 1894.	Decrease. 1894.	Stations.
					Out Tons.	In. Tons.	Out Tons.	In. Tons.	Out Tons.	In. Tons.	Out Bales.	In. Bales.	Out Trucks.	In Trucks.		1894.	1893.	1892.			
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.			
Parramatta	18	2,471 3 2	208,779	10,301 10 10	11,757	18,440	29	5,302	220	204	3	47	31	370	5,875 13 0	23,177 11 10	21,850 10 2	2,181 14 4	Parramatta.		
Westworthville	2	341 14 9	5,420	211 8 9	770	865	.....	16	1,200	12	.....	.....	.....	243 1 10	843 7 7	423 15 11	117 18 2	Westworthville.		
Seven Hills	4	632 7 6	9,635	377 2 2	5,903	1,000	.....	19	2,354	245	.....	.....	.....	477 7 0	1,244 9 8	1,175 8 7	140 0 2	Seven Hills.		
Blacktown	7	1,000 12 7	10,800	1,021 12 2	8,790	1,322	.....	26	.....	592	.....	.....	.....	2,004 2 0	2,918 2 0	4,547 2 8	.....	Blacktown.		
Rooty Hill	8	871 0 8	8,983	1,270 0 8	17,134	1,322	.....	26	.....	122	.....	.....	.....	500 10 8	1,874 11 4	2,170 5 4	.....	Rooty Hill.		
Mount Drutt	1	130 0 0	2,309	234 12 2	1,711	233	.....	.....	.....	.....	.....	.....	.....	25 14 4	420 11 7	390 10 2	.....	Mount Drutt.		
Hl. Mary's	5	520 11 5	5,008	1,223 14 9	12,279	4,271	13	500	.....	305	.....	.....	.....	10 17	1,744 8 6	2,065 0 8	2,505 2 0	.....	Hl. Mary's.	
Kingwood	4	426 5 1	1,404	147 7 1	2,001	287	.....	28	.....	17	.....	.....	.....	120 1 0	207 2 1	294 1 0	.....	Kingwood.		
Fench	20	2,353 7 2	15,734	4,005 2 2	8,220	2,732	3	1,167	.....	147	.....	.....	.....	2,343 12 8	6,258 12 8	8,411 12 11	.....	Fench.		
Emu Plains	4	372 2 4	2,277	491 2 1	690	644	.....	205	20,222	.....	.....	.....	.....	544 2 7	1,025 2 2	2,077 10 11	.....	Emu Plains.		
Glensbrook	4	346 0 0	1,123	300 7 8	62	72	.....	.....	.....	.....	.....	.....	.....	40 14 2	260 1 11	1,213 5 7	.....	Glensbrook.		
Springwood	7	418 12 9	2,520	227 7 8	249	1,221	162	.....	.....	27	.....	.....	.....	200 1 2	1,423 1 2	1,642 0 0	.....	Springwood.		
Linton	5	287 0 0	618	127 0 2	19	170	.....	50	.....	.....	.....	.....	.....	31 2 6	179 2 9	198 4 10	.....	Linton.		
Lawson	4	444 0 2	2,000	679 8 0	72	714	.....	160	.....	.....	.....	.....	.....	7	229 16 11	1,002 2 21	1,244 7 9	.....	Lawson.	
Westworth Falls	4	426 14 6	2,222	544 12 10	41	242	.....	155	.....	11	.....	.....	.....	12	400 2 2	996 2 0	1,770 11 10	.....	Westworth Falls.	
Ratomona	2	238 2 6	2,700	2,782 1 8	472	2,262	11,440	702	.....	.....	.....	.....	.....	1	4,400 5 2	6,401 2 6	2,452 7 11	.....	Ratomona.	
Blackheath	5	497 1 11	2,509	1,006 12 8	226	2,006	.....	409	.....	.....	.....	.....	.....	2	1,100 0 1	2,104 12 8	2,253 2 2	.....	Blackheath.	
Mount Victoria	2	205 11 4	2,022	2,022 12 2	241	244	.....	207	.....	.....	.....	.....	.....	1	234 14 0	2,204 7 2	2,022 12 0	.....	Mount Victoria.	
Hartley Vale	2	140 0 0	557	221 11 4	1,506	1,208	2,124	.....	.....	.....	.....	.....	.....	.....	4,147 1 4	4,428 12 8	1,302 10 5	.....	Hartley Vale.	
Beil	2	421 15 0	507	167 9 2	180	108	.....	12	.....	.....	.....	.....	.....	.....	120 0 10	228 10 1	273 15 4	.....	Beil.	
Clarence Siding	2	261 4 2	512	72 2 2	202	122	.....	21	.....	.....	.....	.....	.....	.....	20 5 10	100 15 0	178 12 11	.....	Clarence Siding.	
Zig Zag	4	531 11 0	24	19 2 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19 2 2	11 12 0	.....	Zig Zag.	
Kahank	24	2,441 9 1	4,246	1,872 2 4	2,262	6,252	70,161	1,200	412	1,027	.....	.....	.....	.....	.....	.....	.....	.....	.....	Kahank.
Lithgow	2	227 2 2	2,064	1,020 5 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Lithgow.
Bowenfels	2	574 14 6	1,226	541 19 5	565	776	1,200	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Bowenfels.
Wallerawang	12	1,644 12 1	5,200	1,277 8 0	10,114	1,022	4,222	705	42	1,104	.....	.....	.....	.....	.....	.....	.....	.....	.....	Wallerawang.
Rydal	2	624 1 2	1,700	420 12 1	610	220	.....	2,220	272	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rydal.
Tarana	4	441 6 6	1,222	779 17 9	1,272	652	.....	22	127	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Tarana.
Lockley	2	270 0 0	622	142 12 9	910	49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Lockley.
Brewongla	2	442 12 2	1,422	324 14 1	2,422	225	.....	161	42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Brewongla.
Raglan	4	412 5 6	722	156 10 2	1,222	172	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Raglan.
Kelloo	4	222 4 9	622	570 11 0	6,020	1,200	.....	207	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Kelloo.
Bathurst	20	2,222 2 2	21,222	11,222 2 7	17,122	20,222	71	11,222	245	112	.....	.....	.....	.....	.....	.....	.....	.....	.....	Bathurst.
Perth	6	210 17 0	2,222	497 5 1	4,222	722	.....	112	722	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Perth.
George's Plains	2	400 10 2	1,212	222 7 4	2,212	102	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	George's Plains.
Wimbledon	2	200 4 0	1,072	172 2 9	722	112	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Wimbledon.
Newbridge	6	422 11 2	2,122	1,222 12 2	4,222	1,204	.....	41	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Newbridge.
Blayney	14	1,072 0 2	7,222	2,222 2 10	4,222	2,042	.....	202	11	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	Blayney.
Milthorpe	9	622 2 0	4,222	1,022 12 9	2,222	1,222	.....	2,222	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Milthorpe.
Spring Hill	10	542 2 4	2,222	522 2 4	2,122	1,472	.....	2,222	202	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	Spring Hill.
Orange	22	2,172 10 9	22,222	10,222 0 6	14,222	14,222	.....	2,222	162	274	.....	.....	.....	.....	.....	.....	.....	.....	.....	Orange.
Mullion Creek	5	222 12 0	1,022	122 17 6	1,222	122	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Mullion Creek.
Kerr's Creek	2	272 0 4	522	222 2 2	422	47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Kerr's Creek.
Warna	1	222 10 2	1,222	222 17 4	212	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Warna.
Stuart Town	4	242 11 0	2,012	622 2 2	222	622	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Stuart Town.
Mumbli	2	222 4 0	622	212 12 1	1,422	122	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Mumbli.
Dripstone	1	222 12 4	722	122 17 2	1,212	122	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Dripstone.
Mary Vale	6	222 12 4	722	222 12 0	2,222	172	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Mary Vale.
Wellington	10	1,022 12 2	5,222	4,022 7 7	6,222	2,122	.....	112	414	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Wellington.
Gaurie	1	222 2 2	212	222 10 7	1,422	122	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Gaurie.
Murrumbidgee	4	202 2 0	1,442	222 14 2	2,242	122	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Murrumbidgee.
Dubbo	22	2,222 17 0	15,022	10,142 17 0	9,222	9,222	60	222	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Dubbo.
Narromine	6	422 5 2	2,222	1,222 9 2	4,222	1,222	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Narromine.
Trangie	2	222 12 2	2,212	1,722 11 2	2,122	1,442	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Trangie.
Nevertire	5	622 5 2	4,202	5,772 12 6	8,472	2,202	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Nevertire.

APPENDIX XXI—continued.

Station.	No. of hands employed, including Station-masters.	Total Salaries and Wages Expenditure.	No. of Tickets Issued.	Revenue from Tickets and Coaching Traffic.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Revenue from Goods and Live Stock.	Total Earnings, exclusive of Special Earnings.		Increase.	Decrease.	Stations.	
					Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales.	In. Bales.	Out. Trucks.	In. Trucks.		1894.	1893.				1894.	1893.
Mulleongderry	1	£ s. d. 15 3 4		£ s. d. 5,514 9 7½											£ s. d. 450 15 1					Mulleongderry.	
Nyngan	13	963 6 4	5,061	5,514 9 7½	2,633	2,817		70	49	670	11,197	406	16	10	8,986 18 5	13,501 8 0½	17,081 0 8		1,600 12 1½	Nyngan.	
Bobby Mountain																					Bobby Mountain.
Cobar	2	197 5 0	2,716	3,148 2 5	1,522	2,918		989	1,312		8,670		80		10,471 5 0	18,619 7 8	10,886 9 2	2,733 18 3		Cobar.	
Girilambone	3	250 15 11	702	635 17 7	1,167	603			32	73	6,481		8		1,498 14 7	2,124 13 2	2,808 10 8		477 18 8	Girilambone.	
Coolah	2	190 10 0	604	769 14 7	632	322			457		2,425				899 9 5	1,441 4 0	2,480 16 8		979 12 5	Coolah.	
Byrock	4	279 19 8	2,106	2,071 11 0	4,732	1,081					7,698		10		3,824 14 2	5,846 5 8	6,756 12 6	89 12 10		Byrock.	
Bourke	12	1,553 17 1	7,579	12,497 10 11	19,677	17,497		417		342	74,222	324	1	359	47,304 8 6	59,601 10 5	72,113 17 5½		13,311 18 0½	Bourke.	
Riverstone	2	447 5 8	8,818	1,249 6 9	80,009	2,348		1,078	557	100	232		4	12	21,494 8 1	22,723 14 10	20,854 0 4	12,079 14 6		Riverstone.	
Mulgrave	1	170 18 0	1,918	344 4 0	11,836	730							2	118	154 5 4	495 9 4	567 2 5		96 12 1	Mulgrave.	
Windoor	3	439 9 2	12,362	2,230 2 2	5,047	4,841		1,047		163	8,063	3,618	247	30	2,484 1 2	4,774 3 11	4,862 8 8		89 5 0	Windoor.	
Clarendon	1	180 0 0	1,806	184 1 10	151	89							9	1	91 7 2	275 9 1	523 3 10		252 14 2	Clarendon.	
Richmond	7	521 11 2	11,096	2,766 10 9	10,534	4,912		364		11			23	6	1,915 0 2	4,699 11 8	4,275 4 1		591 12 1	Richmond.	
Carcoar	4	104 12 8	1,497	660 12 5	928	1,080		19	145	30	636		25	2	1,334 12 11	2,015 12 4	2,108 8 4		90 11 0	Carcoar.	
Mandurama	2	178 11 0	1,071	331 14 11	791	458			14	18	6				901 11 0	1,323 5 11	1,108 15 9	124 10 2		Mandurama.	
Lyndhurst	3	198 18 0	1,232	375 12 10	1,851	291					1,014				442 5 8	717 19 4	807 16 1		60 16 2	Lyndhurst.	
Woodstock	4	258 8 0	1,770	619 9 2	2,225	680			7	513	1,004		125		1,106 16 0	1,816 8 8	2,044 6 6		229 1 2	Woodstock.	
Covera	17	828 9 2	4,923	3,542 14 4	7,581	4,500		87	75		22,777		16	1	13,223 15 1	16,768 9 5	22,597 7 11		5,830 18 6	Covera.	
Borenor	2	324 2 2	1,422	340 0 7	4,090	536			4		2,018		236		1,644 3 4	1,954 3 11	2,195 17 10		4,914 12 11	Borenor.	
Molong	3	508 3 4	5,408	4,112 8 1	12,483	11,784		1,670	5		25,560		165	1	17,908 12 2	22,081 0 4	26,345 9 11½		6,327 9 7½	Molong.	
Manildra	1	40 0 0	416	217 12 2	618	115									99 2 5	316 14 8			316 14 8	Manildra.	
Bumberry	1	51 14 0																			Bumberry.
Parke	6	516 9 4	5,718	2,762 19 0	988	1,854		25	24	5	334				6,223 12 11	9,045 12 11			9,045 12 11	Parke.	
Forbes	5	315 8 11	8,247	2,708 4 5	680	1,700			5		536				6,570 9 1	9,229 12 6			9,229 12 6	Forbes.	
Piper's Flat	2	266 5 10	286	96 4 8	222	757		52		24	22				780 19 1	670 7 6	1,189 16 3		213 6 2	Piper's Flat.	
Capertee	6	227 15 7	542	322 8 0	1,641	803	480		309		204				730 8 9	1,052 16 9	982 9 11	69 6 10		Capertee.	
Rylstone	12	410 6 0	1,717	1,244 8 0	1,058	1,080	653		352		1,565		3		1,692 16 2	2,085 19 0	2,511 5 1		424 4 1	Rylstone.	
Widgee	15	960 19 8	5,474	6,018 17 8	10,664	5,678	141		1,224	16	12,954				17,473 1 10	22,401 19 4	22,895 1 0		5,403 1 8	Widgee.	
Hawkesbury	4	408 0 4	2,519	908 12 2	600	789									255 10 11	954 4 1	1,169 2 4		244 19 3	Hawkesbury.	
Woy Woy	2	305 1 1	1,489	281 19 10	114	88									42 0 2	224 0 0	427 11 2		163 11 2	Woy Woy.	
Oxford	5	767 10 6	5,407	1,546 9 4	841	1,100			76						643 11 2	2,216 0 6	2,964 16 1		754 15 7	Oxford.	
Ourlimbah	7	406 6 2	2,312	328 12 1	2,417	499									210 17 7	589 10 8	715 0 2		175 9 6	Ourlimbah.	
Wyong	2	402 10 11	3,272	781 19 7	10,962	1,405			22						1,091 9 6	1,763 0 1	1,922 9 6		170 0 5	Wyong.	
Wyea	2	298 6 0																			Wyea.
Morrissett	2	340 12 4	2,654	510 1 6	5,451	530			2						229 2 7	749 4 1	744 12 2	4 11 5		Morrissett.	
Avoca	2	280 0 0	1,608	154 2 1½	2,982	119									84 11 1	302 12 2½	307 8 8		28 15 5½	Avoca.	
Panmora	2	366 0 0	2,216	402 12 4	1,271	524	608		22						69 2 7	471 15 11	527 3 11		55 8 0½	Panmora.	
Terraba	4	420 12 8	9,410	907 9 6	688	865	268		16	1,046					830 6 5	1,127 15 11	1,190 11 3		27 15 0½	Terraba.	
Cockle Creek	6	655 6 16	10,541	709 7 5½	522	2,342	1,254		16						268 1 7	1,183 9 0½	1,123 11 4	58 17 2½		Cockle Creek.	
Adamstown	4	517 19 11	14,049	975 16 4	1,401	1,307	22		149						123 16 4	1,098 12 8	1,123 6 3½		40 12 7½	Adamstown.	
Brandswood																					Brandswood.
Newcastle	183	17,269 2 8	77,170	22,790 1 1½	27,529	41,643	26	1,696,406	1,796	630	166	84,256	312	800	116,629 5 4	139,418 7 2½	181,068 0 9½		12,162 12 3½		Newcastle.
Honeyrock Point	16	2,078 14 6	21,222	2,451 2 10½	2,097	2,954		1,200	94	54					4,816 19 8	7,067 19 6½	6,561 16 7	516 2 11½		Honeyrock P.	
Bullock Island	43	8,162 13 1			1,488	2,425	6,272		7,178	250	757				140 11 6	149 11 0	122 4 5	17 7 2		Bullock Island.	
Hamilton	26	2,119 7 4	48,165	8,870 2 0½	576	2,008	60		680						617 8 2	2,997 11 2½	4,223 15 2½		246 4 0½	Hamilton.	
Hamilton Weighbridge	1	278 15 0					1,695,683														Hamilton W. B.
Warrah	11	1,328 16 11	27,180	2,722 18 0½	924	4,278	44		551	303	1,564				227 8 11	2,054 4 2½	2,444 2 2		230 17 6½	Warrah.	
Walstead	5	722 15 1	424	69 10 0	1,640	4,163			15	22	48				801 0 5	900 10 5	2,223 17 8		1,223 7 1	Walstead.	
Hexham	9	222 7 1	12,222	1,754 15 7	450	2,087	27		85	83	1,360				544 10 9	2,220 6 4	2,331 19 11		22 12 7	Hexham.	
Tarro	2	212 12 2	5,002	206 8 9	427	187									42 19 1	440 10 10	517 5 10		75 6 0	Tarro.	
Thornston	2	244 0 0	2,177	212 12 1	892	65	6,208			16					81 12 2	244 5 7	152 7 0	90 17 10		Thornston.	
East Maitland	12	1,250 19 2	22,421	2,978 18 6	2,122	1,742	2,226		16						275 5 2	4,854 2 8	5,796 6 0½		242 2 4½	East Maitland.	
Morpeth	12	1,442 19 10	12,622	1,454 5 10	9,017	15,515									20,011 1 6	40,475 7 4	22,819 18 6	4,655 10 10		Morpeth.	
High-street	5	620 2 2	10,498	2,123 16 1											2,123 16 1	2,691 17 9			502 0 11	High-street.	
West Maitland	23	2,987 9 2	21,900	5,612 19 0½	10,310	14,798	217		839		2,473	2,000	115	273	11,770 16 2	20,122 15 2½	22,410 1 2½		2,420 6 1	West Maitland.	

APPENDIX XXI—continued.

Stations.	No. of hands employed including station-masters.	Total Salaries and Wages Expended. 1894.	No. of Tickets Issued. 1894.	Revenue from Tickets and Carriage Traffic. 1894.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Revenue from Goods and Live Stock. 1894.	Total Earnings, exclusive of Special Earnings.		Increase. 1894.	Decrease. 1894.	Stations.	
					Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales.	In. Bales.	Out. Trucks.	In. Trucks.		1894.	1893.				
Farley	8	807 8 0	1,201	179 12 7	1,082	610	2,408	.....	112	224	.....	.....	.....	.....	1,806 18 0	1,485 5 7	1,047 1 0	438 4 7	.....	Farley.
Lochintar	4	446 10 11	7,095	394 17 2	728	302	.....	18	.....	.....	.....	.....	.....	.....	221 12 8	619 10 4	970 11 6	.....	.....	Lochintar.
Allandale	1	102 10 0	1,700	804 18 1	1,302	218	.....	.....	.....	.....	.....	.....	.....	.....	107 8 10	465 19 11	630 8 8	.....	.....	Allandale.
Oreta	4	447 2 0	4,170	1,188 4 7	808	717	.....	20	22	.....	.....	.....	.....	.....	446 12 0	1,631 17 4	2,256 11 0	.....	.....	Oreta.
Branston	6	808 2 8	3,694	942 4 8	2,908	980	.....	22	.....	.....	.....	.....	.....	.....	719 2 8	1,071 12 11	1,823 0 4	.....	.....	Branston.
Whittingham	8	174 4 0	808	205 5 7	300	223	.....	7	.....	.....	.....	.....	.....	.....	217 16 10	613 7 5	740 14 3	.....	.....	Whittingham.
Angleton	17	1,872 18 6	12,712	6,800 3 6	6,644	6,819	4,704	926	9	85	227	.....	.....	.....	4,895 14 1	10,504 17 7	12,481 2 6	.....	.....	Angleton.
Nunah	2	228 12 1	978	112 19 8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	112 19 8	317 0 8	.....	.....	.....	Nunah.
Glenale's Creek	1	180 0 0	721	234 18 0	1,476	812	6,160	.....	.....	.....	.....	.....	.....	.....	264 14 2	519 12 2	302 1 1	127 11 1	.....	Glenale's Creek.
Ravenworth	8	226 5 9	891	120 1 10	360	108	.....	.....	.....	.....	.....	.....	.....	.....	78 12 7	262 0 5	384 12 10	.....	.....	Ravenworth.
Mossburn	23	1,489 19 8	2,246	4,401 17 10	2,222	4,818	.....	.....	.....	.....	.....	.....	.....	.....	1,080 12 5	10,091 10 8	10,896 2 11	.....	.....	Mossburn.
Aberton	5	469 16 8	2,225	1,222 11 8	10,078	2,226	.....	6,102	.....	.....	.....	.....	.....	.....	18,974 10 2	15,280 1 4	17,814 1 4	.....	.....	Aberton.
Scots	12	815 17 10	4,004	2,087 1 0	2,465	2,080	.....	22	.....	.....	.....	.....	.....	.....	8,578 14 5	6,235 15 5	6,959 9 6	.....	.....	Scots.
Wippen	8	841 14 0	718	218 8 1	218	170	.....	.....	.....	.....	.....	.....	.....	.....	144 18 3	358 6 4	502 9 2	.....	.....	Wippen.
Maudford	2	231 0 10	871	200 8 11	420	106	.....	.....	.....	.....	.....	.....	.....	.....	170 12 5	437 2 4	594 1 7	.....	.....	Maudford.
Murrurundi	14	1,205 8 4	2,107	1,040 17 0	395	1,806	.....	.....	.....	.....	.....	.....	.....	.....	2,085 5 4	4,028 2 4	4,877 11 1	.....	.....	Murrurundi.
Arnglen	4	325 15 11	892	117 14 6	214	127	.....	.....	.....	.....	.....	.....	.....	.....	130 0 0	247 14 6	343 0 7	.....	.....	Arnglen.
Willow tree	6	601 14 1	987	223 11 10	967	420	.....	.....	.....	.....	.....	.....	.....	.....	687 0 2	1,050 12 0	1,819 15 3	.....	.....	Willow tree.
Galbraith	19	847 9 0	5,788	2,079 3 2	2,228	2,228	.....	.....	.....	.....	.....	.....	.....	.....	8,852	6,591 14 10	9,070 16 6	.....	.....	Galbraith.
Warris Creek	13	1,043 15 7	2,677	2,014 0 11	619	227	.....	.....	.....	.....	.....	.....	.....	.....	443 3 7	2,459 4 6	3,076 5 6	.....	.....	Warris Creek.
Brown	8	418 8 0	794	605 12 0	1,026	220	.....	.....	.....	.....	.....	.....	.....	.....	930 16 11	1,432 8 11	1,796 7 10	.....	.....	Brown.
Carlew's	2	213 4 2	631	278 11 2	476	226	.....	.....	.....	.....	.....	.....	.....	.....	430 0 10	708 12 0	718 19 3	.....	.....	Carlew's.
Gunnah	10	629 17 2	2,627	2,198 14 9	4,259	2,199	.....	.....	.....	.....	.....	.....	.....	.....	7,176 17 3	10,305 12 0	11,403 16 9	.....	.....	Gunnah.
Boppard	9	239 0 2	1,722	1,068 9 8	1,420	788	.....	.....	.....	.....	.....	.....	.....	.....	1,916 16 0	2,982 5 3	3,003 8 0	.....	.....	Boppard.
Bann Run	1	163 8 0	491	223 11 9	120	110	.....	.....	.....	.....	.....	.....	.....	.....	426	120 1 8	225 18 2	.....	.....	Bann Run.
Narrabri	17	1,826 0 3	4,011	8,010 10 10	16,250	9,921	.....	.....	.....	.....	.....	.....	.....	.....	79,719	52,798 11 10	49,011 9 1	4,187 2 9	.....	Narrabri.
Corrabubula	6	247 4 0	1,298	227 7 5	1,366	407	.....	.....	.....	.....	.....	.....	.....	.....	845 10 2	742 17 7	770 12 8	.....	.....	Corrabubula.
West Tamworth	10	400 7 1	479	244 9 9	4,123	3,703	.....	.....	.....	.....	.....	.....	.....	.....	17,302	5,902 7 6	6,296 17 8	.....	.....	West Tamworth.
Tamworth	17	1,218 5 8	10,227	7,721 10 2	9,946	9,745	.....	.....	.....	.....	.....	.....	.....	.....	17,908 7 8	25,587 17 11	25,523 6 4	.....	.....	Tamworth.
Mossbl	7	291 11 0	1,420	220 2 1	1,009	488	.....	.....	.....	.....	.....	.....	.....	.....	466 18 2	784 18 4	805 0 4	.....	.....	Mossbl.
Woodbrook	1	140 0 0	271	188 10 8	168	242	.....	.....	.....	.....	.....	.....	.....	.....	751	212	.....	.....	.....	Woodbrook.
Walcha Road	7	842 18 11	1,680	1,270 8 1	1,384	1,376	.....	.....	.....	.....	.....	.....	.....	.....	4,077	2,114 2 9	4,484 12 10	.....	.....	Walcha Road.
Kentucky	2	181 12 0	478	106 1 10	301	186	.....	.....	.....	.....	.....	.....	.....	.....	1,443	198 5 5	240 10 8	.....	.....	Kentucky.
Crails	11	571 0 2	2,457	1,202 18 4	2,101	2,240	.....	.....	.....	.....	.....	.....	.....	.....	2,127	6,021 18 8	6,428 12 10	.....	.....	Crails.
Armidale	14	1,620 8 8	7,122	7,912 11 1	3,410	8,959	.....	.....	.....	.....	.....	.....	.....	.....	4,840	22,263 2 11	22,771 16 0	.....	.....	Armidale.
Dumaresq	1	145 8 4	262	68 15 0	281	64	.....	.....	.....	.....	.....	.....	.....	.....	1,122	27 1 10	160 17 4	.....	.....	Dumaresq.
Black Mountain	8	109 8 0	536	200 17 7	1,281	283	.....	.....	.....	.....	.....	.....	.....	.....	214 16 5	445 14 0	476 4 9	.....	.....	Black Mountain.
Guys	8	423 1 10	1,821	846 17 11	2,990	917	.....	.....	.....	.....	.....	.....	.....	.....	2,031	1,271 17 5	2,119 16 4	.....	.....	Guys.
Ben Lomond	5	224 12 0	726	226 10 8	734	275	.....	.....	.....	.....	.....	.....	.....	.....	852	157 11 8	414 11 4	.....	.....	Ben Lomond.
Glenore	6	207 11 10	601	267 11 2	917	170	.....	.....	.....	.....	.....	.....	.....	.....	200	221 11 8	520 2 10	.....	.....	Glenore.
Glen Innes	14	978 17 1	4,428	4,768 7 4	5,419	7,176	.....	.....	.....	.....	.....	.....	.....	.....	12,157	14,423 12 8	19,703 0 0	.....	.....	Glen Innes.
Dumlas	4	107 4 2	375	121 15 4	1,204	256	.....	.....	.....	.....	.....	.....	.....	.....	1,080	101 14 2	225 10 0	.....	.....	Dumlas.
Deepwater	7	262 4 5	2,010	1,473 5 8	1,124	1,672	.....	.....	.....	.....	.....	.....	.....	.....	2,240	2,244 6 7	2,212 12 8	.....	.....	Deepwater.
Bolivia	1	140 0 0	306	95 5 6	663	86	.....	.....	.....	.....	.....	.....	.....	.....	18	24 5 2	122 11 2	.....	.....	Bolivia.
Tenterfield	16	829 11 8	2,978	2,459 5 0	2,079	1,671	.....	.....	.....	.....	.....	.....	.....	.....	200	6,927 7 0	8,069 12 0	.....	.....	Tenterfield.
Jennings	1	22 6 8	2,205	1,070 4 0	470	555	.....	.....	.....	.....	.....	.....	.....	.....	121	1,278 12 5	2,244 2 5	.....	.....	Jennings.
Byron Bay	8	114 12 4	1,720	315 18 7	75	108	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 7 7	94 5 4	.....	.....	Byron Bay.
Lismore	8	114 12 4	1,720	315 18 7	75	108	Lismore.
Victoria	16,694	20,425 14 9	5,672	5,010	2,202 15 0	22,728 10 2	25,008 4 11	Victoria.
Queensland	1,697	1,263 6 0	Queensland.
South Australia	813	1,817 10 6	South Australia.
Cook and Ross	1,444	1,907 2 5	Cook and Ross.
Orient S.S. Co.	Orient S.S. Co.
P. and O. S.S. Co.	P. and O. S.S. Co.
GRAND TOTAL	2,756	276,327 15 3	7,684,202	977,156 18 0	1,229,490	1,229,490	2,042,510	2,042,510	71,949	71,949	650,906	690,906	15,826	15,826	1,782,990 1 6	2,750,775 19 0	2,861,263 7 9	147,297 13 0	248,885 1 3

APPENDIX XXII.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

Return showing the Appointment of Railway Employés from 1st July, 1893, to 30th June, 1894.

Date.	Name.	Position.	Rate.	Remarks.
1893.				
SOLICITOR'S BRANCH.				
1 July 1894.	Thom, James Campbell	Solicitor for Railways	£1000 per annum	Transferred from Supernumerary Staff.
1 April	Harris, Thos. Wm.	Law clerk	£200 per annum	Transferred from Supernumerary Staff; position abolished on Supernumerary Staff.
1894.				
CHIEF ACCOUNTANT'S BRANCH.				
1 April	Wilkin, Frederick	Apprentice clerk	£50 per ann.	Transferred from Supernumerary Staff, vice A. Hill.
1 "	Bolemons, Simon	Apprentice clerk	£40 per ann.	Transferred from Supernumerary Staff, vice P. Hill.
1 "	Bavister, Albert	Apprentice clerk	£40 per ann.	Transferred from Supernumerary Staff, vice F. Waller.
1 May	Roberts, Perry E.	Clerk	£226 per ann.	From Secretary's Branch, vice F. J. Vick.
1893.				
ENGINEER-IN-CHIEF FOR RYSING LINES BRANCH.				
1 July	Williamson, Robert	Labourer	7/6 per day	Reinstated.
1 "	Biscoe, John	Sub-inspector	£280 per annum	Reinstated.
7 Aug.	Lindsay, Benjamin	Painter	9/- per day	Vice A. Fleming.
15 Sept.	McKay, Alexander	Boy	2/6 per day	Vice B. McKay.
19 Oct.	Douglas, Henry	Carpenter	11/- per day	From Interlocking Branch, vice J. West.
3 Nov.	Fawcett, William	Labourer	6/6 per day	Vice J. Curry.
1 Dec.	Gowans, James	Carpenter	11/- per day	From Interlocking Branch.
8 "	Furbanks, Ernest	Labourer	6/6 per day	Vice C. Robinson.
8 "	Perfect, Henry	Improver	7/- per day	From Interlocking Branch, vice W. Namba.
23 "	Aitchison, David	Carpenter	10/6 per day	From Interlocking Branch.
1894.				
3 Mar.	Offwood, Edward	Fettler	7/6 per day	From Tramways, vice E. T. Thompson.
1893.				
CHIEF MECHANICAL ENGINEER'S BRANCH.				
8 July	Harmon, William	Driver	14/- per day	Reinstated.
7 "	Logan, William	Apprentice	10/- per day	Vice C. Martin.
14 "	Graham, F. A.	Timekeeper	£125 per annum	From Traffic Branch.
14 "	McGowan, T. K.	Fireman	9/- per day	From Ambulance Corps. Position retrenched.
17 "	Fyfe, James	Apprentice	10/- per day	Vice J. Nelson.
18 "	Flint, Samuel	Apprentice	10/- per day	Vice A. Spooner.
18 "	Shaw, Edward	Apprentice	10/- per day	Vice M. Colyer.
21 "	Law, Charles	Boy	2/3 per day	Vice B. Namba.
21 "	Jones, Thomas	Apprentice	10/- per day	Vice D. Reid.
21 "	Morris, A. P.	Apprentice clerk	£40 per annum	From Traffic Branch.
21 Aug.	Miller, Fred.	Cleaner	7/- per day	From Tramways. Exchanged with J. Day.
2 Oct.	George, James	Washer-out	8/- per day	From Traffic Branch.
9 "	Stuart, William M.	Watchman	8/- per day	From Traffic Branch.
25 "	Edwards, John	Gland packer	4/- per day	From Traffic Branch.
7 Nov.	Robinson, Henry	Cleaner	5/6 per day	From Tramways, vice J. Davis.
29 "	Freckleton, Bertram	Shop boy	2/- per day	From Tramways.
1894.				
8 Mar.	Dowling, John H.	Cleaner	6/- per day	From Tramways, vice W. Stevenson.
1 April	Ward, K. E. W.	Apprentice clerk	£70 per ann.	Transferred from Supernumerary Staff
1 "	Burns, Cuthbert	Junior clerk	£78 per ann.	Transferred from Supernumerary Staff
1 "	Finlay, David	Apprentice clerk	£70 per ann.	Transferred from Supernumerary Staff
1 "	Holt, Ernest	Apprentice clerk	£40 per ann.	Transferred from Supernumerary Staff
6 "	O'Brien, Mrs.	Upholsterer	4/- per day	Vice Mrs. McDougall.
1 June	Scoullar, Jno.	Draftsman	£312/10/- p. ann.	Transferred from Supernumerary Staff; position abolished on Supernumerary Staff.
1893.				
CHIEF TRAFFIC MANAGER'S BRANCH.				
1 July	Rowland, E. A.	Gatekeeper	Free house	Vice E. Rowland.
8 "	Price, James	Porter	7/- per day	Reinstated.
6 "	Knight, Mary	Gatekeeper	Free house	Vice M. O'Toole.
7 "	McKay, Elizabeth	Gatekeeper	7/- per week	
10 "	Smith, Sarah	Gatekeeper	Free house	
10 "	Peacock, Amelia	Gatekeeper	7/- per week	Vice Mrs. Peacock.
11 "	Reyan, Elizabeth	Gatekeeper	7/- per week	Vice E. Annersley.
11 "	Edett, Elizabeth	Gatekeeper	Free house	Vice C. Sherritt.
11 "	Moore, Thomasina	Gatekeeper	Free house	Vice A. Ross.
11 "	McGarrity, A. O.	Porter	6/- per day	Vice F. A. Graham.
14 "	Taylor, Mrs. E.	Gatekeeper	Free house	Vice Mrs. E. Saunders.
15 "	Meadley, Mrs.	Caretaker	Free house.	
17 "	Brown, George	Probationer	2/6 per week.	
19 "	Woods, Elizabeth	Gatekeeper	Free house	Vice M. Harrison.
22 "	Poster, Annie	Gatekeeper	7/- per week	Vice Mrs. Costello.
24 "	Meads, Mrs. Mary	Gatekeeper	Free house	Vice C. Lee.
26 "	Lee, Catherine	Gatekeeper	Free house.	
27 "	Guerin, John	Porter	7/- per day	Reinstated.
28 "	Ellis, Ann	Gatekeeper	7/- per week	Vice M. Hill.
31 "	Knight, Charlotte	Gatekeeper	Free house	Vice E. Fisher.
1 Aug.	Hudson, M. P.	Apprentice clerk	£50 per annum	Transferred from Supernumerary Staff; vice A. E. Moore.
2 "	Raylis, Alice	Gatekeeper	7/- per week	Vice Mrs. F. Frank.
4 "	Higgins, M. A.	Gatekeeper	7/- per week	Vice Mrs. Farris.
5 "	Douglas, Maria	Gatekeeper	Free house	Vice S. Nowling.
7 "	Evans, H. J.	Junior porter	4/3 per day	Transferred from Supernumerary Staff; vice W. P. Brown.
9 "	Gow, Thomas	Signalman	7/- per day	Transferred from Supernumerary Staff; vice E. Tate.
9 "	Crawford, John	Gatekeeper	15/- per week	Vice E. Beston.
11 "	Jamieson, Selina	Gatekeeper	Free house.	
17 "	Egan, Patrick	Porter	7/- per day	Vice R. Brown.
18 "	Hodder, Catherine	Gatekeeper	7/- per week	Vice M. Jenkins.
19 "	Sherritt, Clara	Gatekeeper	Free house.	
21 "	Mendham, A. J.	Probationer	2/6 per week	Vice J. Johnson.
20 "	Holloway, Mrs.	Gatekeeper	Free house	Vice Mrs. Jameson.
31 "	Paul, Emily	Gatekeeper	Free house	Vice Mrs. Mitchell.
5 Sept.	Cairns, Adelaide	Gatekeeper	Free house	Vice A. Graham.
6 "	Weaver, Bridget	Gatekeeper	7/- per week.	
7 "	Ross, Ann	Gatekeeper	Free house	Vice T. Moore.
9 "	Brown, Mrs.	Gatekeeper	Free house	Vice Mrs. Barton.
12 "	Shedy, Catherine	Barrack attendant	20/- per week	Vice Mrs. Thom.
19 "	Clarke, Mrs.	Gatekeeper	Free house	Vice Mrs. Summargreen.
21 "	Parry, Mrs.	Gatekeeper	Free house	Vice M. Edwards.
28 "	Johnstone, Mrs.	Gatekeeper	Free house	Vice Mrs. Chamberl.
6 Oct.	Peters, Ellen	Gatekeeper	7/- per week	Vice Ellen McCarthy.
20 "	Cox, Walter E.	Porter	7/- per day	Vice J. McGrath.
20 "	Barry, Ellen	Gatekeeper	7/- per week	Vice Mrs. Hanly.
31 "	Lyncham, Frederick	Gatekeeper	Free house	Vice Elizabeth Julian.
8 Nov.	Riddle, Caroline	Gatekeeper	Free house	Vice Mrs. Knight.
8 "	Hanna, Mrs.	Gatekeeper	Free house	Vice Mrs. Sherritt.
13 "	Harting, Arnold	Porter	7/- per day	Vice William Riley.
15 "	Allen, James	Gatekeeper	7/6 per week	Vice Mrs. Allen.
17 "	Kingsion, Mary	Gatekeeper	7/- per week.	
17 "	Clarke, Elizabeth	Gatekeeper	7/- per week.	Vice Mrs. Clarke.
22 "	Haldwin, Ellen	Gatekeeper	7/- per week.	
1 Dec.	Miller, Mary	Gatekeeper	7/- per week	Vice Rebecca Davies.

APPENDIX XXII—continued.

Date	Name	Position	Rate	Remarks
1893. CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
1 Dec.	Shepherd, Sarah	Carotaker	5/- per week and free house	
7 "	Abbott, John	Gatekeeper	15/- per week	Vice Evelyn Lett.
15 "	Wilson, Mrs.	Gatekeeper	Free house	
15 "	Norton, Arthur	Junior porter	6/- per day	From Electrical Branch, vice J. Stephenson.
19 "	Biggs, Percy	Porter-in-charge	25/- per week	Retrenched officer; reinstated.
21 "	Wilson, Elizabeth	Gatekeeper	Free house	Vice Mary M'Cann.
22 "	Carry, Elizabeth	Gatekeeper	7/- per week	Vice Mary Highfield.
26 "	Hargrave, Ellen	Gatekeeper	Free house	Vice M. Adams.
1894.				
4 Jan.	Steel, Mrs. Mary	Gatekeeper	Free house	Vice Mrs. Lett.
5 "	Finch, Jane Ann	Gatekeeper	Free house	Vice E. Burns.
11 "	Neale, Geo. U.	Porter	7/- per day	Reinstated; vice C. Hopkins.
12 "	Elston, Albert	Junior porter	8/4 per day	From Electrical Branch.
13 "	Reilly, Mrs.	Linon attendant	25/- per week	Vice H. Stephens.
22 "	M'Cann, Kate	Gatekeeper	Free house	Vice Mrs. Knight.
23 "	Grant, John	Telephone boy	10/- per week	Vice D. Wells.
23 "	Struphal, Margaret	Gatekeeper	7/- per week	Vice M. Clifford.
24 "	James, George	Gatekeeper	14/- per week	Vice J. Crawford.
24 "	McCarthy, Ellen	Gatekeeper	Free house	Vice S. Knight.
25 "	Gelding, Jane	Gatekeeper	7/- per week	Vice R. Funnell.
31 "	Roid, Duncan	Gatekeeper	30/- per week	From Permanent Way Branch, vice C. Tynan.
1 Feb.	Hannon, Margaret	Gatekeeper	7/- per week	Vice A. Sognies.
6 "	Hanley, Honorata	Gatekeeper	Free house	Vice M. Reed.
9 "	Nichols, Ada	Gatekeeper	Free house	Vice Mrs. Miale.
10 "	Stokes, Kate	Gatekeeper	7/- per week	Required for platform and gate.
12 "	Hughes, Norman	Probationer	2/6 per week	
13 "	Frost, Margaret	Gatekeeper	Free house	Vice K. Russell.
13 "	Drummond, Mrs.	Gatekeeper	Free house	Vice Mrs. Berry.
14 "	Westlake, Thos.	Porter	7/- per day	Reinstated.
19 "	Harris, Martha	Gatekeeper	7/- per week	New opening.
21 "	Booth, Sarah M.	Gatekeeper	Free house	Vice B. Booth.
22 "	Stephens, Amanda	Gatekeeper	7/8 per week	Vice J. Martin.
22 "	Doughan, Margaret	Gatekeeper	Free house	Vice J. Haeml.
22 "	O'Sullivan, Pat. S.	Probationer	2/6 per week	Vice W. Bailey.
22 "	Sullivan, Mrs. Mary	Gatekeeper	Free house	Vice C. Lee.
22 "	Turner, Mrs. M. E.	Gatekeeper	7/- per week	Vice Mrs. Byrnes.
27 "	Wood, Ellen	Station caretaker	Free house	New opening.
27 "	M'Donnell, Louisa	Station caretaker	Free house	New opening.
29 "	Shaw, Wm. John	Probationer	2/6 per week	
29 "	Ross, Matilda	Gatekeeper	10/- per week	Vice A. Cummins.
29 "	Driver, Hannah	Gatekeeper	5/- per week	Vice C. Ewola.
29 "	Mortimer, Mrs.	Gatekeeper	7/- per week	Vice B. Byron.
22 "	Kennil, Elizabeth	Gatekeeper	Free house	Vice B. Kemp.
23 "	Baker, Mrs. A.	Station caretaker	Free house	Vice officer-in-charge, withdrawn.
23 "	Ross, Annie	Gatekeeper	7/- per week	Vice S. Felby.
24 "	Woolfe, Mrs. V.	Gatekeeper	Free house	Vice Mrs. Montgomery.
27 "	Hughes, Theresa	Carotaker	Free house	Vice Mrs. Farnsworth.
27 "	Haines, Emily	Carotaker	Free house	Vice officer-in-charge withdrawn.
29 "	Farnsworth, Matilda	Gatekeeper	Free house	Vice H. Toohy.
29 "	Riley, Sarah	Gatekeeper	7/- per week	Vice Mrs. Wood.
30 "	Booth, Mary	Station mistress	10/- per week and free house	Vice M. Booth.
31 "	Walsh, Catherine	Gatekeeper	7/- per week	Vice S. Peacock.
3 April	Collins, Wm. H.	Porter	7/- per day	From Interlocking Branch, vice N. Flynn.
3 "	Booth, Benjamin A.	Junior porter	5/- per day	From Interlocking Branch, vice T. Field.
13 "	Dowling, Margaret	Gatekeeper	7/- per week	Vice N. Guina.
17 "	Hansen, Charles B.	Probationer	2/6 per week	Vice J. Rae.
20 "	Sweeney, Mrs.	Gatekeeper	7/- per week	Vice Mrs. Eggar.
20 "	Murphy, Andrew	Porter	7/8 per day	From Interlocking Branch, for new opening.
26 "	Walkom, Harbart	Probationer	2/6 per week	From Electrical Branch.
27 "	Baker, Robt. C.	Telephone boy	10/- per week	Vice G. Roberts.
27 "	Lewis, Baby	Gatekeeper	Free house	Vice K. Deverish.
1 May	Madden, Henry	Junior clerk & operator	£80 per ann.	From Electrical Branch, vice H. Wallace.
1 "	Ross, Bridget	Gatekeeper	15/- per week	Vice N. Dever.
1 "	Campbell, Sarah	Station mistress	15/- per week and free house	Vice officer-in-charge, withdrawn.
1 "	Craven, Henry	Junior clerk	£80 per ann.	From Electrical Branch.
3 "	Spura, Mrs.	Gatekeeper	7/- per week	Vice M. Allmark.
4 "	Adams, Arthur	Junior porter	2/8 per day	From Electrical Branch, vice J. Jones.
4 "	Cameron, Faany	Gatekeeper	7/- per week	Vice F. Tonn.
4 "	O'Connell, Mrs.	Gatekeeper	Free house	Vice Mrs. O'Donnell.
4 "	Davidson, Clara	Gatekeeper	Free house	Vice Mrs. M'Cann.
14 "	Seery, Ellen	Station caretaker	Free house	New opening.
16 "	Melville, Hugh	Junior porter	2/8 per day	From Electrical Branch, vice H. Moore.
17 "	Gillard, Joshua	Telephone boy	10/- per week	Vice H. Craven.
19 "	Young, Emily	Gatekeeper	7/- per week	Vice A. Ross.
21 "	Goode, Chas.	Apprentice clerk	£40 per ann.	From Electrical Branch.
22 "	Hannon, Caroline	Gatekeeper	10/- per week	Vice J. Watts.
22 "	Baker, Rupert	Probationer	2/6 per week	
1 June	Buller, Walter	Telephone boy	10/- per week	
1 "	Dumbrell, Mrs. E.	Station caretaker	5/- per week	New opening.
1 "	Fredergan, Ellen	Gatekeeper	Free house	Vice M. Douglas.
8 "	Cowie, Sarah	Gatekeeper	Free house	Vice K. M'Goldrick.
8 "	Russell, Edward	Probationer	2/6 per week	
12 "	Harty, Mary	Station caretaker	Free house	New opening.
14 "	Walsh, Thomas	Probationer	2/6 per week	Vice W. Brown.
15 "	Stewart, Mary	Station caretaker and Postmistress	Free house and £5 per ann.	New opening.
18 "	Kennedy, James	Junior clerk & operator	£60 per ann.	From Electrical Branch, vice H. Higham.
20 "	Ross, Matilda	Gatekeeper	Free house	Vice Mrs. Carroll.
20 "	Melville, Wm. G.	Telephone boy	10/- per week	Vice C. O'Brien.
21 "	Kirby, Ed. J.	Telephone boy	10/- per week	Vice B. Fox.
25 "	Finlay, Mary Ann	Station caretaker	5/- per week and free house	New opening.
25 "	Long, Mary	Station caretaker	5/- per week and free house	New opening.
27 "	Butcliffe, Fred	Gatekeeper	20/- per week	Vice Wm. Donaldson.
27 "	Mears, Sarah	Baracks attendant	25/- per week	Vice Mrs. Stafford.
1894.				
CONTROLLER OF STORES BRANCH.				
27 Mar.	Handfield, Chas. A.	Clerk	£250 per ann.	From Secretary's Branch, vice R. Bamford.
1 April	Holt, Frank	Apprentice clerk	£70 per annum	
1 "	Thompson, William	Apprentice clerk	£60 per annum	
1 "	Maughan, Francis P.	Apprentice clerk	£50 per annum	
1 "	Andrew, George F.	Apprentice clerk	£40 per annum	
1 "	Hart, Albert L.	Apprentice clerk	£40 per annum	
1 "	Bennan, James	Apprentice clerk	£40 per annum	Transferred from Supernumerary Staff; positions abolished on Supernumerary Staff.
1893.				
SIGNAL AND INTERLOCKING BRANCH.				
9 Oct.	West, Joseph	Carpenter	11/- per day	From Permanent Way Branch, vice H. Douglas.
1894.				
PROPERTY AND ESTATE BRANCH.				
12 Feb.	Little, Robert B.	Apprentice clerk	£50 per ann.	From Traffic Branch, vice A. W. Larmour.

APPENDIX XXII—continued.

Date.	Name.	Position.	Rate.	Remarks.
ELECTRICAL ENGINEER'S BRANCH.				
1892.			£800 per annum	
9 Aug.	Elwell, P. B.	Electrical engineer		Transferred from Superintendy Staff; vice B. Watson and M. Mooney.
1893.				
1 Aug.	Shoobert, H.	Messenger	12/- per week	From Traffic Branch; vice E. Collins.
19 "	Dusbury, George	Filter	10/- per day	From Locomotive Branch.
16 Dec.	Stephenson, James	Messenger	by per day	From Traffic Branch, vice A. Norton.
1894.				
1 Jan.	Craven, Henry	Operator	£3 per ann.	From Traffic Branch, vice J. M'Kensie.
26 Feb.	Halley, William D.	Probationer	2/6 per week	From Traffic Branch.
1 May	Morphy, James J.	Probationer	6 per week	Vice H. Brady.
16 "	Yeoman, Sydney	Probationer	5/6 per week	Vice H. Melbourne.

APPENDIX XXIII.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

RETURN showing the Removals of Railway Employés from 1st July, 1893, to 30th June, 1894.

Date.	Name.	Position.	Rate.	Remarks.
SECRETARY'S BRANCH.				
1894.				
26 Mar.	Handfield, Charles A.	Clerk	£350 per ann.	To Rhondda Branch; position abolished.
1 May	Roberts, Percy E.	Clerk	£218 per ann.	To Chief Accountant's Branch; position abolished.
1 "	Clements, David	Clerk	£140 per annum	To Tramways; position abolished.
CHIEF ACCOUNTANT'S BRANCH.				
21 May.	Parvaden, Richard J.	Paymaster	£425 per annum	Resigned; position abolished.
30 June	Vick, Frederick J.	Judicial Clerk	£120 per annum	Retired.
1893.				
TELEGRAPH OFFICER'S BRANCH.				
6 Aug.	Ellis, John C.	Apprentice clerk	£40 per annum	Resigned; position abolished.
17 "	Heverley, Robert J.	Clerk	£125 per annum	Discharged.
30 Sept.	Farry, Robert	Clerk	£105 per annum	Retrenchment.
ENGINEER-IN-CHIEF FOR EXHIBITS LINES BRANCH.				
5 July	Fagan, Christopher	Peller	7/6 per day	Resigned; position abolished.
6 "	Brady, Owen	Labourer	7/6 per day	Retrenchment.
6 "	Riddell, James	Fettler	7/6 per day	Retrenchment.
6 "	Gill, George	Fettler	7/6 per day	Retrenchment.
6 "	Cozens, Charles	Labourer	7/6 per day	Retrenchment.
6 "	Lowe, Peter	Labourer	7/6 per day	Retrenchment.
6 "	Robinson, Charles	Labourer	7/6 per day	Retrenchment.
6 "	Grant, Alexander	Flagman	7/6 per day	Retrenchment.
6 "	Devoren, James	Labourer	7/6 per day	Retrenchment.
6 "	Ward, John	Labourer	6/6 per day	Retrenchment.
6 "	Richards, Robert	Flagman	7/6 per day	Retrenchment.
6 "	Hynes, Cornelius	Labourer	7/6 per day	Retrenchment.
6 "	Brygan, John	Labourer	7/6 per day	Retrenchment.
6 "	M'Garrigale, John	Labourer	7/6 per day	Retrenchment.
6 "	Hannesev, Jeremiah	Fettler	7/6 per day	Retrenchment.
6 "	Ferrin, Louis	Labourer	9/- per day	Retrenchment.
6 "	Wells, Thomas	Labourer	7/6 per day	Retrenchment.
6 "	Power, Patrick	Fettler	7/6 per day	Retrenchment.
6 "	Reading, Richard	Fettler	7/6 per day	Retrenchment.
6 "	Kelly, Anthony	Fettler	7/6 per day	Retrenchment.
18 "	Willmott, William	Ganger	9/- per day	Resigned; position abolished.
25 "	M'Kay, Samuel	Boy	2/6 per day	Discharged.
27 "	Brown, William	Labourer	7/6 per day	Deceased; position abolished.
31 "	Fenn, James	Ganger	9/- per day	Deceased; position abolished.
5 Aug.	Chaseling, Amos	Fettler	7/6 per day	Resigned.
7 "	Willis, George	Painter	9/8 per day	Resigned.
9 "	Fleming, Alfred	Painter	9/8 per day	Resigned; position abolished.
11 "	Mason, Thomas	Fettler	7/6 per day	Resigned; position abolished.
14 "	Draeoli, Timothy	Fettler	7/6 per day	Resigned; position abolished.
14 "	Lynham, James	Carpenter	8/- per day	Resigned; position abolished.
24 "	Annersley, Emanuel	Fettler	7/6 per day	Resigned; position abolished.
4 Sept.	Fagan, Patrick	Fettler	7/6 per day	Discharged; position abolished.
12 "	Benwall, Alexander	Labourer	7/6 per day	Retired.
13 "	Cowlin, William	Fettler	7/6 per day	Discharged.
18 "	Schofield, Samuel	Fettler	7/6 per day	Retrenchment.
21 "	Berthy, Julian	Labourer	7/6 per day	Retrenchment.
21 "	Jagues, John	Fettler	7/6 per day	Retrenchment.
21 "	Granger, Charles	Fettler	7/6 per day	Retrenchment.
21 "	Cameron, Duncan	Fettler	7/6 per day	Retrenchment.
21 "	Jamieson, John	Watchman	7/6 per day	Retrenchment.
21 "	Comins, Denis	Keeper	7/6 per day	Retrenchment.
1 Oct.	Robinson, Charles	Fettler	7/6 per day	Resigned.
1 "	Farrall, Henry	Ganger	12/- per day	Retrenchment.
1 "	Stephens, Frederick	Rough carpenter	8/6 per day	Retrenchment.
1 "	White, David	Carpenter	10/6 per day	Retrenchment.
1 "	Vogt, Theophilus	Rough carpenter	8/6 per day	Retrenchment.
8 "	West, Joseph	Carpenter	11/- per day	To Interlocking Branch; position abolished.
26 "	Curry, John	Labourer	7/- per day	Resigned.
26 "	Highfield, George	Labourer	7/6 per day	Retrenchment.
2 "	Corbett, Thomas	Fettler	7/6 per day	Deceased; position abolished.
4 "	Swinfield, John	Fettler	7/6 per day	Retired.
8 "	Hambley, Thomas	Labourer	7/6 per day	Retrenchment.
9 "	Walkom, Samuel	Blacksmith	10/6 per day	Retrenchment.
30 "	Bryant, Rusben	Fettler	8/- per day	Retrenchment.
7 Dec.	Hoyal, Henry	Labourer	7/6 per day	Retrenchment.
8 "	Townsend, Malchiel	Labourer	7/6 per day	Retrenchment.
14 "	Brunz, Joseph	Fettler	7/6 per day	Resigned; position abolished.
20 "	Reese, William	Boy	5/- per day	Services not required.
1894.				
1 Jan.	Errolson, James	Fettler	7/6 per day	Deceased; position abolished.
4 "	Martin, Fask	Fettler	7/6 per day	Resigned.
4 "	Koyal, John	Labourer	7/- per day	Retrenchment.
6 "	Tyrnao, Michael	Labourer	7/- per day	Retrenchment.
6 "	Budd, James	Labourer	7/- per day	Retrenchment.
6 "	Keodes, Sygar	Labourer	7/- per day	Retrenchment.
6 "	Mulvane, James	Labourer	7/- per day	Retrenchment.
6 "	Tyrnao, John	Labourer	7/- per day	Retrenchment.
6 "	Norberry, John	Labourer	7/- per day	Retrenchment.
6 "	Kennedy, John	Labourer	7/- per day	Retrenchment.
6 "	Johnson, James	Labourer	6/6 per day	Retrenchment.
6 "	Beale, James	Labourer	7/- per day	Retrenchment.

APPENDIX XXIII—continued.

Date	Name	Position	Rate	Remarks
1894.				
EMPLOYEES IN CHARGE FOR EXISTING LINES RAILWAYS—continued.				
20 Jan.	Grisard, Albert	Fettler	7 0 per day	Discharged.
11 "	Pardon, John	Labourer	6 4 per day	Retrenchment.
11 "	M'Waltin, James	Labourer	7 - per day	Resigned.
11 "	Yates, John	Labourer	6 4 per day	Retrenchment.
12 "	M'Fadden, John	Fettler	8 - per day	Increased.
12 "	Sayers, Charles	Fettler	7 5 per day	Resigned.
12 "	Foster, Thomas	Labourer	7 5 per day	Retrenchment.
12 "	Armstrong, Peter	Labourer	7 0 per day	Retrenchment.
12 "	Bulkras, John	Fettler	7 0 per day	Retrenchment.
12 "	M'Looney, Peter	Labourer	7 0 per day	Retrenchment.
12 "	Darward, John	Fettler	7 0 per day	Retrenchment.
12 "	Dixon, William	Labourer	7 0 per day	Retrenchment.
12 "	Bell, Thomas	Fettler	7 0 per day	Retrenchment.
12 "	Reid, Duncan	Fingman	7 - per day	To Traffic Branch; position abolished.
12 "	Williams, George	Plumber	7 - per day	Retrenchment.
20 "	Parsons, Christopher	Labourer	7 0 per day	Retrenchment.
20 "	Franklin, Alfred	Labourer	8 - per day	Retrenchment.
20 "	Stubbings, Matthew	Labourer	7 0 per day	Retrenchment.
20 "	Paton, William	Labourer	7 0 per day	Retrenchment.
24 "	Borner, Charles Henry	Labourer	7 - per day	Retrenchment.
24 "	Duncanson, James	Labourer	7 - per day	Retrenchment.
24 "	Murphy, Patrick	Labourer	7 - per day	Retrenchment.
4 Feb.	O'Shea, Michael	Labourer	7 0 per day	Resigned.
7 "	Smith, William	Fettler	7 0 per day	Resigned.
13 "	O'Shea, Thomas	Labourer	7 0 per day	Retrenchment.
14 "	Clark, George	Carpenter	11 - per day	Retrenchment.
14 "	Brown, William	Fettler	7 0 per day	Resigned.
17 "	M'Callister, John	Labourer	7 0 per day	Resigned; position abolished.
19 "	M'Dermott, John	Labourer	7 - per day	Retrenchment.
20 "	Wilson, Allen	Fettler	7 - per day	Resigned.
20 "	Hazel, John	Labourer	7 0 per day	Retrenchment.
22 "	M'Grath, David	Fettler	7 - per day	Retrenchment.
24 "	Freight, Henry	Labourer	7 0 per day	Retrenchment.
25 "	Bradwell, John	Fettler	6 4 per day	Retrenchment.
25 "	Madin, Bernard	Labourer	6 0 per day	Retrenchment.
25 "	Abraham, John A.	Labourer	7 - per day	Retrenchment.
25 "	Jackson, John J.	Labourer	7 - per day	Retrenchment.
25 "	Trunkler, John	Labourer	6 4 per day	Retrenchment.
25 "	M'Aviney, James	Labourer	7 - per day	Retrenchment.
25 "	Atkins, Thomas	Labourer	7 0 per day	Retrenchment.
25 "	Cole, Charles William	Labourer	7 - per day	Retrenchment.
25 "	Howe, Michael	Labourer	6 0 per day	Retrenchment.
3 Mar.	Burgess, William	Labourer	6 0 per day	Retrenchment.
3 "	Hewston, John	Ganger	8 - per day	Retired.
3 "	Dixon, Samuel	Ganger	9 - per day	Resigned.
6 "	Thompson, Theodore	Fettler	7 0 per day	To Tramways.
7 "	Forsman, James	Fettler	7 0 per day	Retrenchment.
7 "	Taylor, George	Labourer	7 - per day	Retrenchment.
7 "	Taylor, Thomas	Fettler	7 0 per day	Retrenchment.
8 "	Bowden, Nicholas	Fettler	7 0 per day	Retrenchment.
8 "	Dawley, George	Labourer	7 0 per day	Retrenchment.
8 "	Curtiss, David	Fettler	7 0 per day	Retrenchment.
8 "	Dunstan, Thomas	Labourer	7 0 per day	Retrenchment.
8 "	Fisher, Frank	Fettler	7 0 per day	Retrenchment.
8 "	Montgomery, John	Fettler	7 0 per day	Retrenchment.
8 "	Baird, William	Fettler	7 0 per day	Retrenchment.
8 "	Graban, Robert	Labourer	7 0 per day	Retrenchment.
10 "	Harland, Charles	Fettler	7 - per day	Retrenchment.
10 "	Duke, Alfred	Labourer	7 0 per day	Retired.
17 "	Parbot, Henry	Inspector	7 - per day	Retrenchment.
17 "	Mathews, Richard	Timber inspector	11 - per day	Retrenchment.
17 "	Bayles, George	Tool collector	7 0 per day	Retrenchment.
17 "	Brown, Charles	Labourer	7 0 per day	Retrenchment.
17 "	Carroll, John	Labourer	7 0 per day	Retrenchment.
17 "	Harrison, Walter	Labourer	7 0 per day	Retrenchment.
17 "	Conlin, John	Labourer	7 0 per day	Retrenchment.
17 "	Lester, Edward	Fettler	7 0 per day	Retrenchment.
17 "	Pearty, Thomas	Labourer	7 0 per day	Retrenchment.
17 "	Widdopha, Richard	Labourer	7 0 per day	Retrenchment.
17 "	M'Grath, John	Fettler	7 0 per day	Retrenchment.
17 "	Stephens, Alexander	Carpenter	11 - per day	Retrenchment.
17 "	Palme, James	Carpenter	8 0 per day	Retrenchment.
17 "	Fulton, John	Fitter	10 - per day	Retrenchment.
17 "	Petit, Alfred	Painter	8 2 per day	Retrenchment.
17 "	New, Mark	Rough carpenter	10 - per day	Retrenchment.
17 "	Bowler, James	Bricklayer	11 - per day	Retrenchment.
17 "	Brown, James	Labourer	7 0 per day	Retrenchment.
17 "	Elsley, Charles	Rough carpenter	8 0 per day	Retrenchment.
17 "	Phillips, James	Labourer	7 0 per day	Retrenchment.
22 "	Hill, George	Fettler	7 0 per day	Resigned.
22 "	Loxe, William	Fettler	7 - per day	Resigned.
22 "	Sutherland, John	Fettler	7 0 per day	Retrenchment.
22 "	Ward, Patrick	Fettler	7 0 per day	Retrenchment.
22 "	M'Grath, Denis	Fettler	7 0 per day	Retrenchment.
22 "	Broderick, Owen	Fettler	7 0 per day	Retrenchment.
27 "	Alston, Robert	Fettler	7 0 per day	Retrenchment.
28 "	O'Donnell, John	Fettler	7 0 per day	Retrenchment.
28 "	Hawthorn, William	Labourer	7 0 per day	Discharged; position abolished.
28 "	Waldron, Thomas	Labourer	7 0 per day	Retrenchment.
28 "	Jones, Thomas	Labourer	7 0 per day	Retrenchment.
28 "	Simpson, William	Labourer	7 0 per day	Discharged.
28 "	Murphy, Gerald	Fettler	7 0 per day	Retrenchment.
28 "	O'Neil, Francis	Inspector of timber	12 0 per day	Retrenchment.
28 "	Forsman, John	Fettler	7 0 per day	Increased.
28 "	Becker, Edward	Labourer	7 0 per day	Resigned.
28 "	Engel, Thomas	Fettler	7 0 per day	Resigned.
28 "	Williams, George	Fettler	7 0 per day	Retrenchment.
28 "	Jones, John	Fettler	7 0 per day	Retrenchment.
28 "	Charnell, James	Fettler	7 0 per day	Retrenchment.
28 "	Mitchell, Andrew	Fettler	9 - per day	Retrenchment.
28 "	Condon, Patrick	Fettler	7 0 per day	Retrenchment.
28 "	Conolly, Martin	Fettler	7 0 per day	Resigned.
28 "	M'Donald, Alex.	Labourer	7 0 per day	Retrenchment.
28 "	Lambert, Wm.	Labourer	6 0 per day	Resigned.
28 "	Warren, Henry	Fettler	7 0 per day	Deceased; position abolished.
28 "	Morton, George	Fettler	7 0 per day	Discharged.
28 "	Kendall, Peter	Ganger	9 - per day	Retrenchment.
28 "	Lake, George	Labourer	8 - per day	Retrenchment.
28 "	Jasper, Stephen	Fettler	7 0 per day	Discharged; position abolished.
28 "	Foley, Edward	Fettler	7 0 per day	Retrenchment.
28 "	Walton, Robert	Fettler	7 0 per day	Retrenchment.
28 "	Young, Thomas	Fettler	7 0 per day	Retrenchment.
28 "	Anderson, James	Fettler	7 0 per day	Retrenchment.
28 "	Douglas, Buchanan	Fettler	7 0 per day	Retrenchment.
28 "	Dear, Joseph	Painter	8 - per day	Retrenchment.
28 "	Watson, Matthew	Fettler	8 - per day	Retrenchment.
28 "			7 0 per day	Retrenchment.

APPENDIX XXIII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1894.				
FOREMAN-IN-CHIEF FOR EXISTING LINES BRANCH—continued.				
21 April	Davis, James	Fettler	7/8 per day	Retrenchment.
21 "	Walsh, James	Labourer	7/8 per day	Retrenchment.
21 "	Sullivan, Alfred	Labourer	6/8 per day	Retrenchment.
24 "	Howell, Thomas	Labourer	7/8 per day	Retrenchment.
24 "	Devereux, John	Labourer	6/8 per day	Retrenchment.
24 "	Schmeer, Charles	Labourer	6/8 per day	Retrenchment.
24 "	Bradley, John	Labourer	6/8 per day	Retrenchment.
24 "	Taylor, Alfred	Labourer	6/8 per day	Retrenchment.
24 "	Campton, Daniel	Labourer	7/8 per day	Retrenchment.
24 "	Gillfoyle, John, jun.	Labourer	7/- per day	Retrenchment.
24 "	Stephens, Alfred	Labourer	7/- per day	Retrenchment.
24 "	Eggleston, John	Labourer	7/- per day	Retrenchment.
24 "	Fennan, Peter	Labourer	7/- per day	Retrenchment.
24 "	Worthington, James	Labourer	7/8 per day	Retrenchment.
24 "	Brannan, Joseph	Labourer	7/8 per day	Retrenchment.
24 "	York, William	Labourer	7/8 per day	Retrenchment.
24 "	Bourke, Michael	Labourer	5/8 per day	Retrenchment.
24 "	Gay, Samuel	Labourer	7/- per day	Retrenchment.
24 "	Unwin, William	Labourer	7/8 per day	Retrenchment.
25 "	Carr, Curtis	Fencer	8/8 per day	Discharged; position abolished.
28 "	Dunn, William	Labourer	8/8 per day	Resigned; position abolished.
28 "	Hooker, Alex.	Labourer	7/8 per day	Retrenchment.
30 "	Parker, William	Working Foreman Painter.	11/8 per day	Retrenchment.
30 "	Teeling, Patrick	Fettler	7/8 per day	Resigned.
1 May	Lynch, William	Labourer	7/8 per day	Retrenchment.
2 "	Mulqueeny, John	Labourer	7/8 per day	Retrenchment.
2 "	Sweeney, Hugh	Labourer	7/8 per day	Retrenchment.
2 "	Sherrin, John	Labourer	7/8 per day	Retrenchment.
2 "	Nugent, Patk.	Labourer	7/8 per day	Retrenchment.
2 "	Burton, Hy.	Labourer	7/8 per day	Retrenchment.
2 "	Evans, Alfred	Labourer	7/8 per day	Retrenchment.
2 "	Gallagher, James	Labourer	7/8 per day	Retrenchment.
2 "	Wool, Joseph	Labourer	7/8 per day	Retrenchment.
2 "	McDonnell, Patk.	Labourer	7/8 per day	Retrenchment.
2 "	Duggan, Daniel	Labourer	7/8 per day	Retrenchment.
2 "	Ralph, George	Labourer	7/8 per day	Retrenchment.
2 "	Hickey, Daniel	Labourer	7/8 per day	Retrenchment.
2 "	McFadden, John	Labourer	7/8 per day	Retrenchment.
2 "	McKervey, Patk.	Labourer	7/8 per day	Retrenchment.
2 "	Partill, Peter	Labourer	7/8 per day	Retrenchment.
2 "	Singuly, Arthur	Fencer	7/8 per day	Resigned.
2 "	Rivers, Fredk.	Fettler	7/8 per day	Resigned.
2 "	McGuire, John	Labourer	7/8 per day	Resigned.
24 "	Houvang, Charles	Fettler	7/8 per day	Retrenchment.
21 "	Flaid, Alfred	Labourer	7/8 per day	Resigned.
21 "	Abel, Lyndsay	Office Boy	4/- per day	Discharged.
2 June	Campbell, Wm.	Labourer	7/8 per day	Retrenchment.
9 "	Coleman, Edward	Ganger	9/- per day	Deceased.
15 "	Osborne, Wm.	Fettler	7/8 per day	Retrenchment.
18 "	Williams, William	Ganger	9/- per day	Deceased.
22 "	Davis, George	Labourer	7/8 per day	Discharged.
24 "	Wosell, David	Labourer	7/8 per day	Deceased.
30 "	Lyons, Peter	Inspector of Buildings.	£200 per ann.	Retrenchment.
1893.				
CHIEF MECHANICAL ENGINEER'S BRANCH.				
1 July	Burcher, George	Pumper	8/- per day	Resigned.
8 "	Gallagher, James	Boiler-maker	12/- per day	Deceased.
10 "	Geldard, William	Driver	14/- per day	Retrenchment.
12 "	Dodds, William	Cleaner	7/- per day	Resigned; position abolished.
13 "	Flatt, John	Boiler-maker's assistant.	7/- per day	Retrenchment.
18 "	Darkwell, John	Cleaner	7/- per day	To Tramways; position abolished.
19 "	Owmond, John	Boy	5/- per day	Resigned.
20 "	Nevison, William	Gland packer.	8/- per day	Resigned; position abolished.
20 "	Tensdale, Charles	Cleaner	7/- per day	To Tramways; position abolished.
21 "	Watson, John	Grafter	10/8 per day	Deceased; position abolished.
27 "	Nord, Christopher	Labourer	7/- per day	Discharged; position abolished.
27 "	Main, James P.	Turner	10/8 per day	Retrenchment.
27 "	Cahill, Michael	Fuelman	7/- per day	Resigned.
27 "	Boag, Charles	Cleaner	7/- per day	To Tramways; position abolished.
7 Aug.	Hayes, Albert	Cleaner	7/- per day	Discharged.
8 "	Hoyle, Arthur	Cleaner	7/- per day	Resigned; position abolished.
11 "	Hines, Frederick	Apprentice	10d. per day	Resigned.
18 "	Cox, James	Labourer	7/8 per day	Discharged.
19 "	Johnston, Fred.	Lifter	9/3 per day	Deceased.
19 "	Duesbury, George	Fitter	10/- per day	To Electrical Branch.
19 "	Day, John	Cleaner	7/- per day	To Tramways. Exchanged with F. Miller
22 "	Nichols, Robert	Storeman	7/- per day	Discharged.
27 "	Forrester, Peter	Fuelman	8/- per day	Deceased; position abolished.
28 "	Porteus, John	Painter's assistant	7/8 per day	Discharged.
28 Sept.	Dwyer, Hugh	Labourer	7/8 per day	Deceased; position abolished.
30 "	Braid, Thomas	Inspector	£150 per annum	Resigned; position abolished.
14 Oct.	Brown, Joseph	Tube repairer	8/8 per day	Retired; position abolished.
21 "	Davis, John	Fireman	10/- per day	Discharged.
24 "	Owen, William	Driver	14/- per day	Retired.
2 Nov.	Ranshaw, Benjamin	Car-builder	10/- per day	Discharged; position abolished.
18 "	Rodger, James	Driver	15/- per day	Retired.
30 "	Schroder, Conrad	Fitter	10/8 per day	Deceased; position abolished.
27 "	Frazer, James	Cleaner	7/- per day	Discharged; position abolished.
27 "	Stewart, George	Pumper	8/8 per day	Deceased.
30 "	Bryant, John	Fuelman	7/- per day	Discharged; position abolished.
7 Dec.	Jones, Thomas	Boiler-maker's assistant	7/8 per day	Discharged.
10 "	Woodie, Alfred	Fireman	10/- per day	Deceased.
14 "	Sheldon, Arthur	Fitter	10/- per day	Resigned; position abolished.
28 "	Marks, Henry	Labourer	7/8 per day	Deceased.
1894.				
24 Jan.	Smith, John R.	Gland packer	10/- per day	Retrenchment.
26 "	Adams, Andrew	Cleaner	7/- per day	Retrenchment.
26 "	Calvert, John	Cleaner	7/- per day	Retrenchment.
26 "	Dodds, Edward	Apprentice	10d. per day	Resigned; position abolished.
27 "	Thomas, Joseph	Cleaner	7/- per day	Retrenchment.
27 "	Punkett, John	Cleaner	7/- per day	Retrenchment.
30 "	Boilerby, John	Cleaner	7/- per day	Retrenchment.
30 "	Quw, Charles B.	Cleaner	7/- per day	Retrenchment.
30 "	Grant, William	Cleaner	7/- per day	Retrenchment.
2 Feb.	Davidson, John	Driver	14/- per day	Deceased.
6 "	Wallace, Henry	Cleaner	7/- per day	Retrenchment.
6 "	Knapp, Henry	Cleaner	7/- per day	Retrenchment.
8 "	Stevenson, Maitland	Cleaner	7/- per day	Retrenchment.
9 "	Fleming, James	Fitter	12/4 per day	Resigned; position abolished.
9 "	Smith, Henry	Cleaner	7/- per day	Retrenchment.
15 "	Downs, William	Driver	8/- per day	Resigned.
17 "	Shallick, George	Fuelman	7/- per day	Resigned.
17 "	Spence, Robert	Cleaner	7/- per day	Retrenchment.
19 "	Byrnes, James	Cleaner	7/- per day	Retrenchment.

APPENDIX XXI—continued.

Date.	Name.	Position.	Rate.	Remarks.
1894. CHIEF MECHANICAL ENGINEER'S BRANCH—continued.				
22 Feb.	Doada, Fenwick	Cleaner	7/- per day	Retrenchment.
22 "	Byrne, Charles M.	Cleaner	7/- per day	Retrenchment.
22 "	Killett, David	Cleaner	7/- per day	Retrenchment.
22 "	King, James	Cleaner	7/- per day	Retrenchment.
22 "	Ireland, Rupert	Cleaner	7/- per day	Retrenchment.
22 "	M'Loughlin, John	Cleaner	7/- per day	Retrenchment.
22 "	Gardoa, James	Cleaner	7/- per day	Retrenchment.
22 "	Giblett, Alfred H.	Labourer	7/- per day	Retrenchment.
22 "	Swan, Charles	Fitter	10/- per day	Resigned; position abolished.
22 "	Hurd, William	Car & Wagon Examiner	20/- per day	Increased; position abolished.
1 Mar.	Seafford, Robert	Cleaner	7/- per day	Retrenchment.
1 "	Brodl, Thomas	Cleaner	7/- per day	Retrenchment.
1 "	Elchick, James	Cleaner	7/- per day	Retrenchment.
1 "	Baylan, James	Plumber	10/- per day	Retrenchment.
1 "	Shoobridge, George	Carpenter	10/- per day	Retrenchment.
1 "	M'Lean, Angus	Firman	18/- per day	Discharged.
1 "	Mackay, R. D.	Call Boy	4/- per day	To Tramways; position abolished.
2 "	Ston, Richard	Cleaner	5/- per day	Retrenchment.
2 "	Stochair, William	Cleaner	7/- per day	Retrenchment.
3 "	Purcell, Ed	Cleaner	7/- per day	Retrenchment.
3 "	Pope, Frank	Cleaner	7/- per day	Retrenchment.
4 "	Mungrove, F. D. L.	Cleaner	7/- per day	Retrenchment.
7 "	Brown, Robert	Bolymaker	10/- per day	Increased; position abolished.
8 "	James, Adam	Driver	14/- per day	Resigned.
8 "	Heidy, Cornelius	Cleaner	7/- per day	Retrenchment.
8 "	M'Keown, William	Cleaner	7/- per day	Retrenchment.
8 "	Thick, William	Cleaner	7/- per day	Retrenchment.
8 "	Duke, Alfred	Cleaner	7/- per day	Retrenchment.
10 "	Stevenson, William	Cleaner	7/- per day	Retrenchment.
10 "	Critchley, Charles	Labourer	5/- per day	To Tramways.
10 "	Darhurst, Joseph	Cleaner	7/- per day	Resigned; position abolished.
10 "	Homer, Charles	Pushman	7/- per day	Retrenchment.
12 "	Byrne, Austin	Cleaner	7/- per day	Resigned; position abolished.
12 "	Fryer, Thomas	Cleaner	5/- per day	Retrenchment.
12 "	Best, Samuel	Cleaner	6/- per day	Retrenchment.
12 "	Root, Alexander	Cleaner	6/- per day	Retrenchment.
12 "	Campbell, Percy	Cleaner	7/- per day	Retrenchment.
12 "	Dobbie, William	Cleaner	5/- per day	To Tramways; position abolished.
2 Apr.	Matthews, Wm.	Pusher	5/- per day	Discharged; position abolished.
4 "	Crankrod, Jas.	Cleaner	7/- per day	To Tramways; position abolished.
4 "	Lancaster, Ed.	Cleaner	7/- per day	Retrenchment.
5 "	Beckett, Percy	Pushman	7/- per day	Resigned; position abolished.
5 "	Whicker, Sidney	Apprentice	5/- per day	Retrenchment.
5 "	Bethal, Hy.	Cleaner	7/- per day	Retrenchment.
11 "	Camp, Ellis	Driver	7/- per day	Retrenchment.
12 "	Corrigan, Thos.	Driver	15/- per day	Retired.
12 "	Brown, W. B.	Carriage builder	10/- per day	Retrenchment.
12 "	Ray, Hy.	Gasfitter	10/- per day	Retrenchment.
12 "	Egan, John	Labourer	10/- per day	Retrenchment.
12 "	M'Ginley, Nell	Painter	5/- per day	Retrenchment.
12 "	Brunt, Robt.	Driver	15/- per day	Position abolished.
12 "	Cook, Jas. A.	Cleaner	7/- per day	Deceased.
12 "	Rusdie, Wm.	Cleaner	7/- per day	Retrenchment.
12 "	Berkley, John A.	Firman	10/- per day	Resigned; position abolished.
12 "	Bethel, Robt.	Firman	10/- per day	To Tramways; position abolished.
12 "	Pearce, John	Labourer	6/- per day	Retrenchment.
12 "	Smally, Jas.	Bolymaker	10/- per day	Deceased; position abolished.
12 "	Cahill, Michael	Cleaner	7/- per day	Resigned; position abolished.
12 "	Chandler, Wm.	Cleaner	7/- per day	Resigned; position abolished.
12 "	Johnston, Geo.	Cleaner	7/- per day	Retrenchment.
1 May.	Templeton, Robt.	Fitter	10/- per day	Deceased; position abolished.
8 "	Houston, Andrew	Cleaner	7/- per day	Retrenchment.
4 "	Gates, George	Cleaner	7/- per day	Retrenchment.
5 "	M'Uill, Chas.	Plumber	10/- per day	Resigned; position abolished.
15 "	Turner, Thos.	Cleaner	7/- per day	Retrenchment.
17 "	Penhall, Hy.	Firman	10/- per day	Not required.
22 "	Vaughan, Chas.	Firefighter	7/- per day	Resigned; position abolished.
29 "	Fischer, Jas.	Driller	9/- per day	Position abolished.
31 "	McNeill, Jas. H.	Driver	14/- per day	Resigned.
31 "	Keenan, Chas.	Gas Inspector	£170 per ann.	Retired; position abolished.
6 June.	Collins, J. H.	Carpenter	10/- per day	Resigned; position abolished.
7 "	Blanchard, And.	Apprentice clerk	£70 per ann.	Deceased; position abolished.
11 "	Reid, H. C.	Fitter	10/- per day	Resigned; position abolished.
11 "	Palmer, Wm.	Improver	8/- per day	Resigned; position abolished.
11 "	Vaughan, A. E.	Painter's assistant	8/- per day	Deceased; position abolished.
14 "	Lang, Ed.	Boy	2/- per day	Discharged.
15 "	Webb, Chas.	Driver	12/- per day	Deceased.
16 "	Borridge, Jas.	Oilier	8/- per day	Position abolished.
21 "	Kelso, Jas.	Storeman	7/- per day	Retrenchment.
		Crane driver	7/- per day	Discharged; position abolished.
1895. CHIEF TRAFFIC MANAGER'S BRANCH.				
1 July	Poulton, James E.	Porter	6/- per day	Retrenchment.
1 "	Rowland, Edith	Gatekeeper	Free house	Resigned.
1 "	Fisher, Emma	Gatekeeper	Free house	Resigned.
1 "	Asprey, Arthur	Night officer	£130 per ann.	Retrenchment.
1 "	Woodward, R.	Weigher's assistant	6/- per day	Retrenchment.
1 "	Pyle, William	Junior clerk	£120 per ann.	Retrenchment.
4 "	Thompson, Frank A.	Porter	7/- per day	Retrenchment.
4 "	Russell, P. J.	Junior clerk	£80 per ann.	Deceased; position abolished.
5 "	Forshaw, Henry	Night officer	£150 per ann.	Retrenchment.
6 "	Green, Alfred C.	Porter	7/- per day	Retrenchment.
6 "	Bartlett, Fred. D.	Porter	6/- per day	Retrenchment.
6 "	O'Toole, Margaret	Gatekeeper	Free house	Resigned.
6 "	Gates, S. H.	Apprentice clerk	£40 per ann.	Retrenchment.
6 "	Carr, H.	Apprentice clerk	£40 per ann.	Retrenchment.
6 "	Krempin, Frederick	Night officer	£140 per ann.	Retrenchment.
7 "	Keene, H. J. R.	Porter	7/- per day	Retrenchment.
7 "	Attwell, J.	Officer-in-charge	£140 per ann.	Retrenchment.
8 "	Thomas, John S.	Porter	7/- per day	Retrenchment.
9 "	Peacock, Mrs.	Gatekeeper	7/- per week	Retrenchment.
11 "	Annersley, Ellen	Gatekeeper	7/- per week	Deceased.
11 "	Sherritt, Clara	Gatekeeper	7/- per week	Resigned.
11 "	Ross, Ann	Gatekeeper	Free house	Resigned.
11 "	Dear, Joseph	Gatekeeper	Free house	Resigned.
14 "	Graham, F. A.	Junior porter	2/- per day	Retrenchment.
14 "	Saunders, Mrs. E.	Operator and clerk	£110 per ann.	To Locomotive Branch.
15 "	Jacks, Theodosia	Gatekeeper	Free house	Resigned.
16 "	Balley, H.	Assistant guard	15/- per week	Retrenchment.
18 "	Bice, W. H.	Porter	8/- per day	Retrenchment.
18 "	Wilson, Townsend	Porter	7/- per day	Retrenchment.
18 "	Harrison, Martha	Porter	7/- per day	Retrenchment.
20 "	Newling, Charles J.	Gatekeeper	10/- per week	Resigned.
22 "	Richardson, John	Porter	7/- per day	Retrenchment.
22 "	Evans, Thomas	Porter	7/- per day	Retrenchment.
22 "	Futton, W. E.	Porter	7/- per day	Retrenchment.
		Junior porter	3/4 per day	Retrenchment.

APPENDIX XXIII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1898.				
CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
12 July.	Cox, Walter	Porter	7/- per day	Retrenchment.
22 "	Costello, Mrs.	Gatekeeper	7/- per week	Resigned.
23 "	Lee, Catherine	Gatekeeper	Free house	Resigned.
34 "	Holt, James	Porter	7/6 per day	Retrenchment.
25 "	Coonan, Frank	Officer in-charge	£140 per ann.	Resigned; position abolished.
26 "	Egan, Patrick	Guard	10/6 per day	Deceased.
27 "	Killa, Mary Emily	Gatekeeper	7/- per week	Resigned.
29 "	Edwards, Edward	Assistant guard	8/6 per day	Deceased.
31 "	Bennett, A. S.	Operator and apprentice clerk.	£20 per ann.	Retrenchment.
31 "	Morris, Arthur E.	Apprentice clerk	£24 per ann.	To Locomotive Branch.
1 Aug.	Shoobert, H.	Apprentice clerk	£20 per ann.	To Electrical Branch.
2 "	Tate, Edward John	Porter	8/- per day	Discharged.
2 "	Peak, Mrs. Fanny	Gatekeeper	7/- per week	Resigned.
3 "	Fletcher, Elizabeth	Gatekeeper	7/6 per week	Retrenchment.
3 "	Irwin, Charles H.	Junior porter	5/- per day	Retrenchment.
4 "	Parrin, Mrs.	Gatekeeper	7/6 per week	Resigned.
5 "	Beatus, Ernest E.	Junior porter	4/2 per day	Discharged.
5 "	Newling, Sarah	Gatekeeper	Free house	Resigned.
8 "	Melan, Charles	Porter	7/- per day	Retrenchment.
14 "	Hollis, T.	Shunter	7/6 per day	Retrenchment.
15 "	Harper, J.	Shunter	8/- per day	Deceased.
17 "	Hodgins, Andrew	Gatekeeper	18/- per week	Discharged.
17 "	Jenkins, Mary	Gatekeeper	7/- per week	Resigned.
21 "	Fuk, George	Junior porter	5/- per day	Retrenchment.
22 "	Wall, Thomas	Gatekeeper	18/- per week	Gates closed.
25 "	Ingram, John	Junior porter	5/- per day	Retrenchment.
25 "	Hoffman, William	Apprentice clerk	£24 per ann.	Retrenchment.
27 "	Gardner, William	Night officer	£120 per ann.	Retrenchment.
30 "	Jamson, Mrs.	Gatekeeper	Free house	Resigned.
31 "	Mitchell, Mrs.	Gatekeeper	Free house	Resigned.
31 "	Cox, Frederick W.	Junior clerk	£70 per annum	Retrenchment.
4 Sept.	Graham, Annie	Gatekeeper	Free house	Resigned.
6 "	Moore, Thomasina	Gatekeeper	Free house	Resigned.
6 "	Reidy, Denis	Porter	7/6 per day	Retrenchment.
7 "	Reilly, John	Shunter	8/6 per day	Retrenchment.
9 "	Barion, Mrs.	Gatekeeper	Free house	Resigned.
9 "	Doughan, Hugh	Gatekeeper	10/- per week	Retrenchment.
9 "	Crimstone, A.	Porter	7/- per day	Resigned; position abolished.
9 "	Thom, Mrs.	Barrack attendant	22/4 per week	Discharged.
12 "	Brown, Roderick	Porter	8/- per day	Retired.
12 "	Kranth, Robert	Porter	7/6 per day	Retrenchment.
16 "	Summergreen, Mrs.	Gatekeeper	Free house	Resigned.
21 "	Harling, A.	Porter	7/- per day	Retrenchment.
21 "	M'Donald, J. A.	Conductor	7/- per day	Retrenchment.
21 "	Edwards, Mary	Gatekeeper	Free house	Discharged.
21 "	Grant, James	Lamp-cleaner	7/6 per day	Deceased; position abolished.
26 "	Morris, Thomas	Conductor	7/- per day	Retrenchment.
28 "	Chandler, Mrs.	Gatekeeper	Free house	Resigned.
30 "	Edwards, John	Porter	10/- per day	To Locomotive Branch; position abolished.
30 "	George, James	Crane-driver	10/- per day	To Locomotive Branch; position abolished.
4 Oct.	Ellis, Robert	Junior porter	5/- per day	Retrenchment.
6 "	McCarthy, Ellen	Gatekeeper	7/- per week	Resigned.
9 "	Pallier, Robert	Officer-in-charge	£140 per annum	Resigned; position abolished.
9 "	Stuart, William M.	Clerk	£165 per annum	To Locomotive Branch; position abolished.
17 "	McGrath, Joseph	Porter	8/- per day	Discharged.
19 "	Healy, Mrs.	Gatekeeper	7/- per week	Resigned.
30 "	O'Connor, William	Probationer	2/8 per week	Resigned; position abolished.
31 "	O'Brien, James	Porter	45/- per week	Deceased; position abolished.
22 "	Knicht, Mrs.	Gatekeeper	Free house	Resigned.
24 "	Kell, Donald	Porter	8/- per day	Retrenchment.
31 "	French, William R.	Clerk	£210 per ann.	Retrenchment.
31 "	Moore, William J.	Clerk	£168 per ann.	Retrenchment.
31 "	Paton, David	Clerk	£150 per ann.	Retrenchment.
31 "	Irons, Alexander	Clerk	£200 per ann.	Retrenchment.
31 "	Wilson, James A.	Clerk	£180 per ann.	Retrenchment.
31 "	Rostley, William E.	Relieving Officer	£180 per ann.	Retrenchment.
31 "	West, Edward A.	Clerk	£150 per ann.	Retrenchment.
31 "	Baxter, John	Clerk	£180 per ann.	Retrenchment.
31 "	Ferguson, George	Clerk	£150 per ann.	Retrenchment.
31 "	Thompson, Robert P.	Clerk	£180 per ann.	Retrenchment.
31 "	Lewis, Robert	Platform Inspector	12/- per day	Retrenchment.
31 "	Julian, Elizabeth	Gatekeeper	Free house	Resigned.
1 Nov.	O'Brien, Ellen	Gatekeeper	25/- per week	Retrenchment.
1 "	King, John	Porter	7/- per day	Resigned; position abolished.
2 "	Miller, Mrs.	Linon attendant	3/6 per week	Resigned.
5 "	Johnson, David	Junior porter	2/4 per day	Retrenchment.
7 "	Hewitt, James	Junior porter	5/- per day	Retrenchment.
7 "	Sherritt, Mrs.	Gatekeeper	Free house	Resigned.
10 "	Riley, William	Ticket collector	8/- per day	Discharged.
10 "	Ganley, James H.	Porter	7/- per day	Retrenchment.
14 "	Allen, Mrs.	Gatekeeper	7/6 per week	Deceased.
16 "	Critter, James	Relieving porter	7/- per day	Resigned; position abolished.
16 "	McCann, Mary	Gatekeeper	Free house	Deceased.
16 "	Clark, Mrs.	Gatekeeper	7/- per week	Deceased.
17 "	Bennett, Peter	Gatekeeper	30/- per week	Retired; position abolished.
18 "	Coghlan, Charles	Gatekeeper	7/6 per day	Retrenchment.
22 "	Hawke, Joseph	Porter	7/- per day	Retrenchment.
27 "	Mitch, Andrew	Guard	10/6 per day	Deceased; position abolished.
29 "	Cruickshank, John J.	Junior porter	5/- per day	Resigned; position abolished.
30 "	Vile, John	Clerk	£180 per ann.	Retired; position abolished.
30 "	Barker, James	Clerk	£165 per ann.	Retired; position abolished.
1 Dec.	Danes, Rebecca	Gatekeeper	Free house	Resigned.
4 "	Leit, Evelyn	Gatekeeper	Free house	Resigned.
9 "	Tyler, James	Porter	7/- per day	Retrenchment.
11 "	Plano, Thomas	Shunter	8/6 per day	Retrenchment.
11 "	Ambrus, Henry	Signman	8/6 per day	Retrenchment.
11 "	Kraushaar, Frank	Porter	7/4 per day	Retrenchment.
12 "	Westlake, Thomas	Porter	7/- per day	Discharged; position abolished.
14 "	Brown, Charles	Porter	40/- per week	Retrenchment.
14 "	Moore, Joseph	Telegraph probationer.	2/6 per week	Retrenchment.
16 "	Stephanson, James	Junior porter	5/- per day	To Electrical Branch.
16 "	Summergreen, James	Porter	2/- per day	Deceased; position abolished.
16 "	Looney, Edward	Porter	7/- per day	Retrenchment.
16 "	Burns, Sylvester J.	Porter	7/- per day	Retrenchment.
16 "	Duffy, Wm. A.	Porter	7/- per day	Retrenchment.
16 "	Price, James	Porter	7/- per day	Retrenchment.
18 "	Boland, Alexander	Porter	7/- per day	Retrenchment.
18 "	Hanna, Gilbert	Junior porter	5/- per day	Resigned; position abolished.
21 "	Hightfield, Mary	Gatekeeper	7/- per week	Resigned.
22 "	Wakeling, Jas.	Officer-in-charge	£150 per ann.	Retrenchment.
23 "	Gibson, William	Junior porter	4/4 per day	Retrenchment.
25 "	Malony, John	Porter	7/- per day	Retrenchment.
27 "	Hunter, William	Porter	7/- per day	Retrenchment.
27 "	Craven, Hy.	Operator	£80 per ann.	To Electrical Branch; position abolished.
28 "	Adams, Martha	Gatekeeper	Free house	Resigned.

APPENDIX XXIII—continued.

Date	Name	Position	Rate	Remarks
1893.				
CRUISE TRAFFIC MANAGER'S BRANCH—continued.				
29 Dec	Cochrane, David	Clerk	£120 per ann.	Retrenchment.
29 "	Goslin, John	Porter	7/- per day	Retrenchment.
31 "	Boshans, Gustava	Wool Inspector and Collector.	£200 per ann.	Resigned.
31 "	Graham, Anthony	Station-master	£180 per annum	Retired; position abolished.
1894.				
2 Jan	Stephens, Henry	Gatekeeper	20/- per week	Retired.
4 "	Hunter, Wm.	Porter	7/- per day	Retrenchment.
5 "	Maher, Wm.	Porter	7/6 per day	Retrenchment.
6 "	Barna, Ellen	Gatekeeper	Free house	Resigned.
10 "	M'Quokla, John	Porter	7/- per day	Retrenchment.
11 "	Hopkins, Chas.	Porter	7/- per day	Resigned.
11 "	Weir, John	Assistant guard	8/6 per day	Retrenchment.
12 "	Peck, Geo.	Shunter	7/6 per day	Deceased; position abolished.
13 "	Robey, Robert	Junior clerk	£120 per ann.	Retrenchment.
18 "	Wright, Percy	Junior porter	5/- per day	Retrenchment.
20 "	Wells, Douglas	Telegraph boy	2/6 per day	Deceased.
22 "	Knight, Mrs. Mary	Gatekeeper	Free house	Resigned.
23 "	Crawford, John	Gatekeeper	15/- per week	Resigned.
25 "	Clifford, Mary	Gatekeeper	7/- per week	Resigned.
24 "	Riesdahl, Oscar	Porter	7/- per day	Retrenchment.
24 "	Funnell, Emma	Gatekeeper	7/- per week	Resigned.
25 "	Ford, Frank	Porter	7/- per day	Retrenchment.
25 "	Knight, Sarah	Gatekeeper	Free house	Resigned.
26 "	Curtis, Wm.	Flagman	7/6 per day	Retrenchment.
29 "	Hill, Alfred Ernest	Porter	7/- per day	Retrenchment.
30 "	Tynan, Catherine	Gatekeeper	10/- per week	Resigned.
30 "	Hicks, Ernest	Probationer	2/6 per week	Retrenchment.
30 "	Sugriss, Ann	Gatekeeper	7/- per week	Resigned.
1 Feb	Little, Robt. B.	Apprentice Clerk	£30 per ann.	To Property and Estate Branch; position abolished.
4 "	Reid, Mary	Gatekeeper	Free house	Resigned.
7 "	Murphy, John	Collector's Boy	1/8 per day	Retrenchment.
8 "	Moade, Mrs.	Gatekeeper	Free house	Resigned.
8 "	Frost, Wm. E.	Junior Porter	3/4 per day	Deceased.
10 "	M'Donald, Donald	Porter	7/- per day	Retrenchment.
10 "	Russell, Elizabeth	Gatekeeper	Free house	Resigned.
13 "	Berry, Mrs.	Gatekeeper	Free house	Resigned.
13 "	Deane, James	Watchman	7/- per day	Retrenchment.
16 "	M'Mama, John W.	Junior Porter	5/- per day	Retrenchment.
16 "	Donaldson, Andrew	Junior Porter	4/2 per day	Retrenchment.
19 "	Colla, Edward J.	Junior Porter	5/- per day	Retrenchment.
19 "	Joyce, Jos. V.	Night Officer	£120 per ann.	Discharged; position abolished.
19 "	Fraser, Edward	Night Officer	£120 per ann.	Discharged; position abolished.
19 "	Cook, Jos. B.	Night Officer	£120 per ann.	Discharged; position abolished.
22 "	Murphy, Mrs.	Gatekeeper	7/- per week	Retrenchment.
22 "	Wearer, Sydney	Probationer	2/6 per week	Retrenchment.
22 "	Martin, Ida	Gatekeeper	7/6 per week	Resigned.
22 "	Hughes, Hy.	Night Officer	£120 per ann.	Retrenchment.
24 "	Mearo, James	Signalman	10/6 per day	Retrenchment.
24 "	Bulley, Wm. D.	Probationer	2/6 per week	To Electrical Branch.
27 "	Harling, Arch.	Porter	7/- per day	Retrenchment.
28 "	Jamies, Wm.	Porter	7/- per day	Retrenchment.
28 "	Lake, Carl	Porter	7/- per day	Retrenchment.
28 "	M'Donald, Wm.	Porter	7/- per day	Retrenchment.
28 "	Whelan, Chas. J.	Clerk	£200 per ann.	Retrenchment.
28 "	Bowditch, Clarence	Junior Clerk	£20 per ann.	Retrenchment.
1 Mar	Jones, Samuel	Porter	8/- per day	Retrenchment.
2 "	Field, Thomas	Guard	10/6 per day	Deceased; position abolished.
3 "	Johnson, John	Junior Porter	5/- per day	To Tramways; position abolished.
4 "	Foster, James	Printer	7/6 per day	Retrenchment.
6 "	Willow, Louisa	Gatekeeper	Free house	Position abolished.
8 "	Butler, William	Porter	4/- per week	Deceased; position abolished.
8 "	Lee, Catherine	Gatekeeper	Free house	Resigned.
9 "	Kee, John	Goods clerk	£140 per ann.	Retrenchment.
9 "	Cummins, Annie	Gatekeeper	10/- per week	Resigned.
10 "	Egan, Patrick	Porter	7/- per day	Retrenchment.
10 "	Smith, Ernest C.	Signalman	8/6 per day	Retrenchment.
11 "	Byrnes, Mrs. C.	Gatekeeper	7/- per week	Resigned.
15 "	Yeldon, Archibald	Junior porter	5/- per day	Retrenchment.
15 "	Evans, Catherine	Gatekeeper	5/- per week	Resigned.
15 "	Hudson, Samuel F.	Apprentice clerk	£40 per ann.	Retrenchment.
17 "	Flynn, Michael	Porter	8/- per day	Retrenchment.
17 "	Hodges, Alfred James	Porter	7/- per day	Retrenchment.
19 "	Dooher, James	Junior porter	5/- per day	Retrenchment.
20 "	Byron, Bridget	Gatekeeper	7/- per week	Resigned.
21 "	M'Keown, Patrick C.	Junior porter	3/4 per day	Retrenchment.
22 "	Connolly, Daniel	Porter	7/- per day	Retrenchment.
22 "	Felby, Sarah	Gatekeeper	7/- per week	Resigned.
23 "	Kemp, Sophia	Gatekeeper	10/- per week	Resigned.
24 "	McIntyre, Mrs. M.	Gatekeeper	Free house	Resigned.
25 "	Burns, William	Night porter	8/- per day	Deceased; position abolished.
27 "	Furness, Mrs.	Carotaker	Free house	Resigned.
28 "	Warne, Francis	Junior porter	5/- per day	Retrenchment.
28 "	Toohay, Sarah	Gatekeeper	Free house	Resigned.
29 "	Wood, Mrs.	Gatekeeper	7/- per week	Resigned.
30 "	Booth, Mary Ann	Station-mistress	10/- per week	Resigned.
30 "	Walton, Storey	Gatekeeper	20/- per week	Retrenchment.
30 "	Parkinson, Jas.	Assistant guard	8/6 per day	Retrenchment.
31 "	Fenton, Henry	Clerk	£125 per ann.	Retrenchment.
31 "	Cochrane, Thomas N.	Clerk	£180 per ann.	Retrenchment.
31 "	Fisher, Jaber A.	Clerk	£150 per ann.	Retrenchment.
31 "	Deane, David L.	Clerk	£120 per ann.	Retrenchment.
31 "	Dutton, Henry	Officer-in-charge	£100 per ann.	Retrenchment.
31 "	Grinwood, R. Herbert	Officer-in-charge	£165 per ann.	Retrenchment.
31 "	Fuscock, Susan	Gatekeeper	7/- per week	Resigned.
3 Apr	Pearson, Geo.	Porter	7/- per day	Retrenchment.
3 "	Flynn, Michl.	Porter	8/- per day	Discharged.
12 "	Bargary, Denis	Porter	8/6 per day	Retrenchment.
12 "	Day, Thomas	Porter	8/- per day	Retrenchment.
12 "	Lalng, Thomas	Porter	4/- per week	Retrenchment.
12 "	McGrath, Francis	Porter	7/6 per day	Retrenchment.
12 "	Evans, Elchd.	Operator	£20 per ann.	Retrenchment.
12 "	Quinn, Mary	Gatekeeper	10/- per week	Discharged.
13 "	Quinn, Jas. W.	Porter	7/- per day	Retrenchment.
14 "	Wilson, Geo.	Printer	7/- per day	Retrenchment.
14 "	McCloskey, Owen	Junior porter	5/- per day	Resigned; position abolished.
14 "	Teena, John	Porter	7/- per day	Retrenchment.
14 "	Barria, Frd.	Porter	7/- per day	Retrenchment.
19 "	Joseph, John	Junior porter	5/- per day	To Tramways.
19 "	Egan, Mya	Gatekeeper	7/6 per week	Resigned.
20 "	Tyson, John	Porter	7/- per day	Resigned; position abolished.
21 "	Yancey, John	Porter	4/- per week	Retrenchment.
21 "	Wythes, Edward	Porter	7/- per day	Retrenchment.
21 "	Hughes, James	Porter	8/- per day	Retrenchment.
21 "	Delaney, Edwd.	Porter	8/- per day	Retrenchment.
21 "	Peters, Engelbert	Office-clerk	7/6 per day	Retrenchment.

APPENDIX XXIII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1894.				
CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
21 April	Stephens, Chas.	Porter	7/8 per day	Retrenchment.
31 "	Jamieson, Wm.	Porter	7/- per day	Retrenchment.
31 "	Rheobridge, A.	Porter	7/- per day	Retrenchment.
23 "	Coombes, E.	Porter	7/- per day	Retrenchment.
23 "	Deventah, Eliza	Gatekeeper	Free house	Discharged.
26 "	Wallis, H. E.	Junior porter	5/- per day	Discharged.
26 "	Stokes, Wm. J.	Junior porter	5/- per day	Retrenchment.
27 "	Roberts, Geo.	Telephone boy	10/- per week	Resigned.
28 "	Kelwards, Edwin B.	Porter	7/- per day	Retrenchment.
30 "	Crawford, James	Night Officer	£110 per ann.	Resigned; position abolished.
30 "	M'Cann, John	Porter	7/- per day	Retrenchment.
30 "	Dever, Mary	Gatekeeper	15/- per week	Discharged.
3 May	Tanner, Edgar	Porter	7/- per day	Retrenchment.
3 "	Ailmark, Mary	Gatekeeper	20/- per week	Resigned.
3 "	Touss, Fanny	Gatekeeper	7/- per week	Resigned.
3 "	O'Donnell, Mrs.	Gatekeeper	Free house	Resigned.
3 "	M'Cann, Mary	Gatekeeper	Free house	Resigned.
9 "	Gallagher, Chas. S.	Junior clerk	£100 per ann.	Retrenchment.
12 "	Lake, Edward	Junior clerk	£100 per ann.	Retrenchment.
16 "	Wilson, James	Porter	5/- per day	Retrenchment.
18 "	Dent, Fred. A.	Porter	7/- per day	Retrenchment.
19 "	Ross, Ann	Gatekeeper	Free house	Resigned.
21 "	Watts, Jane	Gatekeeper	10/- per week	Resigned.
29 "	Carrull, Mrs.	Gatekeeper	Free house	Resigned.
31 "	Craven, Henry	Junior clerk	£80 per ann.	Resigned.
31 "	Yeldon, Richard	Guard	11/- per day	Retired; position abolished.
1 June	Douglas, Maria	Gatekeeper	Free house	Resigned.
2 "	Brackenrigg, Robert	Junior porter	5/- per day	Retrenchment.
5 "	Moore, Henry	Porter	7/8 per day	Retired.
6 "	Deas, Thomas	Foreman	11/8 per day	Discharged; position abolished.
6 "	Bruce, Thomas	Porter	6/- per day	Resigned; position abolished.
7 "	Baker, Louis	Porter	7/- per day	Discharged; position abolished.
7 "	Fox, Richard	Junior porter	5/- per day	Resigned.
7 "	Coutts, Wallace B.	Operator	£80 per ann.	Retrenchment.
8 "	M'Goldrick, Kate	Gatekeeper	Free house	Resigned.
13 "	Hartley, James	Porter	7/- per day	Retrenchment.
14 "	Brown, Walter	Probationer	2/6 per week	Resigned.
14 "	Douglas, Niel	Clerk	£150 per ann.	Resigned; position abolished.
16 "	Higham, Horace	Junior porter	4/3 per day	Discharged.
18 "	O'Brien, Con.	Junior porter	5/- per day	Resigned.
19 "	Smith, Geo.	Night officer	£140 per ann.	Resigned; position abolished.
27 "	Donaldson, Wm.	Gatekeeper	25/- per week	Deceased.
28 "	Stafford, Mrs.	Barrack attendant	25/- per week	Resigned.
30 "	Terry, John	Station-master	£222 10 - p. ann.	Retired.
1893.				
SIGNAL AND INTERLOCKING BRANCH.				
8 Oct.	Bondall, Henry	Signal-fitter	8/- per day	Retrenchment.
9 "	Douglas, Henry	Carpenter	11/- per day	To Permanent Way Branch; position abolished.
3 Nov.	Dingle, George	Planner	9/- per day	Retrenchment.
1 Dec.	Gowans, James	Carpenter	11/- per day	To Permanent Way Branch.
8 "	Perfect, Henry	Improver	7/- per day	To Permanent Way Branch; position abolished.
22 "	Aitchison, David	Carpenter	10/6 per day	To Permanent Way Branch.
1894.				
18 Jan.	M'Donald, J.	Carpenter	10/8 per day	Retrenchment.
23 "	Fitzosborne, James	Labourer	7/6 per day	Retrenchment.
26 "	Hubert, William	Carpenter	11/- per day	Retrenchment.
26 "	Linklater, John	Carpenter	10/- per day	Retrenchment.
25 "	Coombes, William	Carpenter	10/- per day	Retrenchment.
25 "	M'Cord, William	Carpenter	10/- per day	Retrenchment.
30 "	Harding, Alfred	Labourer	7/6 per day	Discharged; position abolished.
12 Feb.	Thompson, William	Fitter	10/- per day	Retrenchment.
19 "	Graham, John	Labourer	7/8 per day	Retrenchment.
12 "	Munroe, George	Striker	7/8 per day	Retrenchment.
13 "	Fordham, George	Striker	7/8 per day	Retrenchment.
18 "	Garred, Edward	Signal-fitter	8/- per day	Retrenchment.
15 "	Furey, J.	Labourer	7/6 per day	Retrenchment.
15 "	Dillon, M.	Labourer	7/6 per day	Retrenchment.
22 "	Blanks, Thomas	Striker	6/8 per day	Retrenchment.
20 "	Gowan, William	Labourer	7/6 per day	Retrenchment.
23 "	Mand, Hugo	Draughtsman	£280 per ann.	Retrenchment.
5 Mar.	Dickens, George	Labourer	7/8 per day	Retrenchment.
15 "	Black, John	Striker	7/6 per day	Retrenchment.
15 "	Turner, Thomas	Striker	7/6 per day	Retrenchment.
16 "	Turner, T. J.	Striker	7/6 per day	Retrenchment.
18 "	Saunders, John	Striker	7/6 per day	Retrenchment.
23 "	Wright, William	Carpenter	13/- per day	Retrenchment.
1 April	Collins, William H.	Junior clerk	£110 per ann.	To Traffic Branch; position abolished.
4 "	Booth, Benjamin A.	Apprentice clerk	£10 per ann.	To Traffic Branch; position abolished.
5 "	Taylor, Joseph	Blacksmith	10/4 per day	Retrenchment.
19 "	Hood, J.	Painter	8/8 per day	Retrenchment.
19 "	Hamilton, William	Carpenter	10/6 per day	Retrenchment.
19 "	Lewis, James	Signal fitter	8/6 per day	Retrenchment.
20 "	Murphy, Andrew	Signal fitter	8/- per day	To Traffic Branch; position abolished.
20 "	Hodgson, Joseph	Labourer	7/8 per day	Retrenchment.
25 "	Oameron, Nell	Carpenter	11/- per day	Retrenchment.
26 "	Yeager, Charles	Machinist	9/2 per day	Retrenchment.
PROPERTY AND ESTATE BRANCH.				
30 Jan.	Larmour, Alfred W.	Apprentice Clerk	£50 per ann.	Resigned.
CONTROLLER OF STORES BRANCH.				
24 May.	Burke, David	Foreman	11/6 per day	Resigned; position abolished.
31 "	Bamford, Richard H.	Overseer	£300 per ann.	Retired.
30 June	Bennett, Moses	Clerk	£205 per ann.	Retrenchment.
1893.				
ELECTRICAL ENGINEER'S BRANCH.				
31 July	M'Garrity, A. C.	Junior operator	£25 per annum	Retrenchment.
31 "	Lowry, E.	Probationer	2/6 per week	Retrenchment.
6 Aug.	Collins, E. H.	Probationer	2/6 per week	Resigned.
22 Nov.	Fraser, Richard G.	Junior clerk	£110 per annum	Resigned.
18 Dec.	Norton, Arthur	Messenger	5/- per day	To Traffic Branch.
1894.				
1 Jan.	Ash, William	Probationer	2/6 per week	Discharged.
5 "	M'Kenzie, John	Operator	£110 per ann.	Discharged.
12 "	Klato, Albert	Switcher	11/7 per week	To Traffic Branch.
10 April	Young, J. H.	Operator	£110 per ann.	Resigned; position abolished.
19 "	Brady, Herbert	Probationer	2/6 per week	Resigned.
27 "	Adams, Arthur	Messenger	1/6 per week	To Traffic Branch; position abolished.
1 May	Madden, Henry	Operator	£80 per ann.	To Traffic Branch; position abolished.
1 "	Craven, Henry	Operator	£80 per ann.	To Traffic Branch; position abolished.
17 "	Melville, Hugh	Probationer	2/6 per week	To Traffic Branch.
21 "	Goode, Charles	Probationer	2/6 per week	To Traffic Branch; position abolished.
17 June	Kennedy, James	Operator	£80 per ann.	To Traffic Branch; position abolished.

APPENDIX XXIV.

Report of the Tramway Locomotive Superintendent.

To the Secretary to the Railway Commissioners,—

Sir,

I have the honor, for the information of the Railway Commissioners, to submit the following report of the working of the Locomotive Department, Tramways, for the year ending 30th June, 1894.

The whole of the rolling stock, workshop machinery, and plant has been maintained in thoroughly efficient condition, while, at the same time, continued effort has been made to secure economic working. That considerable success in the latter direction has been achieved will be apparent from the fact that, notwithstanding the additional train service given (56,585 train miles), the working expenses are slightly more than 2d. per train mile less than in the previous year.

SYDNEY CITY AND SUBURBAN LINES.

Locomotive Engines.

The stock has been reduced by 5 engines, transferred to Newcastle and Morpeth lines, the present total being 103. The repairing work executed in the workshops may be classified as follows:—General overhaul, 72; heavy repairs, 88; minor repairs, ranging from two to six days each, 116. Seven new boilers have been built, and 9 more are in process of construction.

Cars, Trucks, &c.

Seven cars have been transferred to Newcastle and Morpeth Lines, while 1 additional car has been received, so that the stock is now 199, as against 205 last year. The repairing work performed represents: Cars completely overhauled and repaired, 109; repaired and partially repainted, 156; while minor repairs—averaging one day each—to 704 vehicles have been executed. One new car for electric traction by accumulators was constructed during the year.

NORTH SHORE CABLE TRAMWAY.

The new engines and plant brought into operation on the opening of the extension of this line to North Sydney Road on the 17th July last, have been working well, and are now in a satisfactory condition. The cable operating the old section which commenced to run on the 4th December, 1892, continued to run smoothly and well until the 7th April of the current year, when it was replaced. This rope has given the best life so far, having been in continuous service for 490 days, during which period 104,539 train miles were run, and, although it was considered prudent to replace it on the date stated, it is intended to again use it on the extension section, where the conditions of surface running and traffic are much lighter than on the first section. It is pleasing to note that the locomotive working expenses of this system are 3d. per train mile less than in the previous year.

NEWCASTLE-PLATTSBURG TRAMWAYS.

To operate the extensions of this system to Merewether and Tighe's Hill, which were opened on the 19th April last, the rolling stock has been increased by four motors and six cars, transferred from the Sydney City and Suburban lines. The engines and cars have been maintained in good order, while the cost of working has been reduced by over 2d. per train mile.

KOGARAH TO SANS SOUCI TRAMWAY.

The rolling stock has been maintained in good order, and the traffic requirements fully met at a material decrease on the expenditure of the previous year.

MORPETH BRANCH LINE.

The Locomotive Branch of this line was placed in my charge on 1st August last, when it was arranged to work the section as a tramway for the future. One motor and one car were transferred from the Sydney lines for the purpose, and under the altered conditions the traffic has been conducted in a most satisfactory manner, notwithstanding that the wool traffic was much heavier than in the previous year, while at the same time a very large decrease in the working expenses has been effected.

MILITARY ROAD ELECTRIC TRAMWAY.

This line was opened on the 20th September, and is being operated by the trolley system, the overhead equipment and cars formerly in use on the Waverley to Randwick section being transferred to this line, while the power is supplied from the engine-house of the North Shore Cable Tramway.

This system is now working very well, but it will be necessary to make early provision for renewal of plant, &c., if the system is to be continued.

Randwick, 26th July, 1894.

GEO. DOWNE,

Locomotive Superintendent.

APPENDIX XXV.

Report of Tramway Engineer.

Tramway Department,
Office of Engineer for Tramways, July, 1894.

To the Secretary to the Railway Commissioners,—

Sir,

I have the honor to submit my annual report, for the information of the Railway Commissioners, on the condition of the Existing Tramways for the year ending 30th June, 1894.

The following extensions have been opened for traffic during the year:—Bondi Aquarium to Bondi Beach, 45 chains, double track; Five Dock to Abbotsford, 1 mile 25 chains, single track; Ridge-street, North Sydney, to Spit Road (electric), 2 miles 11 chains, single track; and the extension of the North Shore cable line from the Power House to Lane Cove Road, 60 chains.

Owing to the sandy formation through which the greater portion of the Bondi Beach line passes, difficulty is experienced in keeping the rails free from sand.

The maintenance on the North Sydney extensions will be light for many years to come, the wear on the rails from the electric and cable cars being slight as compared with the heavy steam motors on the city lines.

The roads are well macadamised throughout, and have been generally well maintained, the chief difficulty being still experienced in keeping in good order those portions which have not yet been relaid with heavier rails. A considerable length of rails on the Botany, Randwick, Waverley, and Glebe Point lines have been turned and respiked during the year.

George-street West, from Regent-street to Newtown Road Junction, a distance of 32 chains, has been relaid and repaved; also that portion of the Newtown line between Forbes-street and Cook's River Junction, a distance of 48 chains. This work has naturally been expensive, the repaving, as well as the relaying, being charged to revenue. Short lengths, aggregating 23 chains, have been relaid on the Waverley line.

The question of improving the present method of fishing the rail joint on the tramways has received special attention. As an experiment, 510 feet of track was laid in King-street, Newtown, without any allowance for expansion; all the rails abutting and held in position by specially-made fish-plates of heavy section, and secured by $1\frac{1}{2}$ -inch machine-turned bolts, made a driving fit. The experiment up to the present time has been entirely satisfactory, for, notwithstanding the rails were laid about the middle of November last, they experienced the hot summer months and the cold of May and June without getting out of line or altering the usual expansion allowed at each end of the length laid. It is now difficult to find where the rails butt, and not the slightest jar can be felt by the travelling public.

The North Shore Cable line is in good order, the work of strengthening the slot rails having been extended.

The buildings and waiting-sheds on the Tramways are in good order, ten of the latter having been repaired and painted during the year.

I have, &c.,

G. R. COWDERY,
Engineer for Tramways.

APPENDIX XXVI.

STATEMENT OF ACCOUNT OF THE EXPENDITURE AND REVENUE FOR YEAR 1894, WITH COMPARISONS FOR 1893 AND 1888.
DR. **TRAMWAYS.** **CR.**

EXPENDITURE.	YEAR ENDING	CORRESPONDING		REVENUE.	YEAR ENDING	CORRESPONDING	
	JUNE 30,	PERIOD IN	PERIOD IN		JUNE 30,	PERIOD IN	PERIOD IN
	1894.	1893.	1888.		1894.	1893.	1888.
CITY AND SUBURBAN.	£	£	£	CITY AND SUBURBAN.	£	£	£
To MAINTENANCE OF WAY, WORKS, AND STATIONS	42,138	38,630	29,002	By PASSENGERS—			
LOCOMOTIVE POWER	97,331	102,888	115,357	FARES	250,802	271,026	215,356
CARS AND WAGGONS	11,005	19,514	13,578	MISCELLANEOUS RECEIPTS	7	16	5,708
TRAFFIC EXPENSES	44,832	45,934	41,489				
COMPENSATION	3,448	1,890	803				
GENERAL CHARGES	7,800	6,489	4,108				
	206,554	214,624	204,227		250,809	271,041	221,060
NORTH SHORE CABLE.				NORTH SHORE CABLE.			
To MAINTENANCE OF WAY, WORKS, AND STATIONS	928	1,007	920	By PASSENGERS—			
LOCOMOTIVE POWER	4,781	4,046	4,031	FARES	11,583	10,636	7,232
CARS AND WAGGONS	276	371	459	MISCELLANEOUS RECEIPTS			16
TRAFFIC EXPENSES	1,971	1,601	1,202				
COMPENSATION		28					
GENERAL CHARGES	190	148	221				
	8,148	7,198	6,833		11,583	10,636	7,248
NEWCASTLE AND PLATTSBURG.				NEWCASTLE AND PLATTSBURG.			
(INCLUDING TIGHE'S HILL AND MEREWETHER.)				(INCLUDING TIGHE'S HILL AND MEREWETHER.)			
To MAINTENANCE OF WAY, WORKS, AND STATIONS	1,144	904	780	By PASSENGERS—			
LOCOMOTIVE POWER	6,087	6,824	4,136	FARES	13,191	12,549	6,086
CARS AND WAGGONS	915	676	287	MISCELLANEOUS RECEIPTS	2		126
TRAFFIC EXPENSES	2,898	2,500	2,643				
COMPENSATION	1						
GENERAL CHARGES	152	118	120				
	11,177	10,024	8,136		13,193	12,549	6,211
ASHFIELD TO ENFIELD.				ASHFIELD TO ENFIELD.			
To MAINTENANCE OF WAY, WORKS, AND STATIONS	312	360		By PASSENGERS—			
LOCOMOTIVE POWER	1,175	982		FARES	1,004	1,142	
CARS AND WAGGONS	32	57					
TRAFFIC EXPENSES	317	311					
COMPENSATION	1	30					
GENERAL CHARGES	26	22					
	1,863	1,762			1,004	1,142	
NORTH SHORE MILITARY ROAD ELECTRIC.				NORTH SHORE ELECTRIC.			
To MAINTENANCE OF WAY, WORKS, AND STATIONS	428			By PASSENGERS—			
LOCOMOTIVE POWER	210			FARES	1,505		
CARS	36						
TRAFFIC EXPENSES	205						
	1,543						
TOTAL WORKING EXPENSES	£ 229,283	£ 233,808	£ 219,196				
BALANCE, NET PROFIT	£ 48,911	£ 61,559	£ 17,323				
GRAND TOTAL	£ 278,194	£ 295,367	£ 236,519	GRAND TOTAL	£ 278,194	£ 295,367	£ 236,519

THOMAS HALL,
 Chief Accountant.

APPENDIX XXVII.

SCHEDULES under Working Expenses for the Year ending 30th June, 1894, with comparisons for 1893 and 1888.

CITY AND SUBURBAN TRAMWAYS.

Branches	Year ending June 30,		Corresponding period in		Branches	Year ending June 30,		Corresponding period in	
	1894.	1893.	1893.	1888.		1894.	1893.	1888.	
Maintenance of Way and Works.					Traffic Expenses.				
Salaries, office expenses, and general superintendence.....	£ 1,502	£ 1,014	£ 580		Traffic Manager's office and staff	£ 1,874	£ 1,858	£ 2,131	
Maintenance and renewals of permanent way, viz.:	25,017	23,138	17,581		Clerks	1,019	1,209	922	
Wages	15,331	14,006	9,332		Staffmen, pointamen, and flagmen	5,455	6,065	5,833	
Materials	75	45	404		Conductors	23,895	23,915	19,433	
Repairs, &c., of bridges, culverts, and other works.....	213	272	1,045		Car-cleaners, shunters, and lamp-trimmers	5,038	4,856	5,393	
Repairs, &c., of waiting-sheds and buildings.....					Stores	2,568	2,414	1,833	
£ 42,138	£ 38,565	£ 29,002		Advertising, printing, and stationery	1,221	1,422	317		
				Travelling and incidental.....	176	329	215		
				Sundries	3,566	3,722	5,392		
Locomotive Power.					£ 44,832	£ 45,909	£ 41,469		
Locomotive superintendence and clerks	1,971	1,925	3,925	Compensation.					
Locomotive foremen and Clerks	1,743	1,729	860	For personal injury	£ 3,314	£ 1,670	£ 603		
Locomotive drivers and firemen	41,852	44,879	37,523	For damage to vehicles, &c.....	134	279	.....	
Locomotive cleaners, coalmen, and labourers.....	9,267	9,164	10,724	£ 3,448	£ 1,899	£ 603			
Locomotive sundries	2,077	2,352	7,007	Gratuities to widows and children of employees who have met with accident, also gratuities to staff on retirement and payments to the Civil Service Fund on account of pension allowance	080	340	.....	
Coal, coke, and wood	9,550	10,737	11,818						
Water	1,481	1,614	1,104	General Expenses.					
Oil, tallow, and waste.....	2,294	2,716	2,270	Commissioners	£ 673	£ 824	£ 207		
Stores for cleaners	554	551	469	Secretary's office.....	659	640	563		
Repairs and renewals of engines.....	19,985	21,448	32,350	Accountant's office.....	1,250	921	553		
Wages.....	3,567	5,043	7,312	Audit office.....	1,398	1,563	1,040		
Materials				Stores office	393	378	1,198		
£ 97,331	£ 102,188	£ 115,367		Sundries	2,447	2,333	559		
				£ 6,820	£ 6,459	£ 4,108			
Cars and Waggon.									
Car repairs.....	Wages 5,976	8,635	9,604	Commissioners	673	824	207		
Materials	4,612	12,244	3,550	Secretary's office.....	659	640	563		
Waggon repairs	Wages 14	72	97	Accountant's office.....	1,250	921	553		
Materials	6	44	61	Audit office.....	1,398	1,563	1,040		
£ 10,608	£ 18,995	£ 13,321		Stores office	393	378	1,198		
				Sundries	2,447	2,333	559		
				£ 6,820	£ 6,459	£ 4,108			
Greasing and oiling	Wages 249	256	236						
Materials	148	213	121						
Traffic charge									
£ 397	£ 469	£ 357		GRAND TOTAL.....	£ 208,534	£ 214,824	£ 204,327		

* Includes commission on sale of tickets which was formerly deducted from earnings, amounting to £2,097 in 1893, and £2,314 in 1894.

APPENDIX XXVIII.

SCHEDULES under Working Expenses for the Year ending the 30th June, 1894, with Comparisons for 1893 and 1888.

APPENDIX XXIX.

North Shore Cable Tram.				Flattsburg (including Tighe's Hill and Merewether Lines).			
Report on.	Year ending June 30, 1894.	Corresponding period in		Branches.	Year ending June 30, 1894.	Corresponding period in	
		1893.	1888.			1893.	1888.
	£	£	£		£	£	£
Permanent Way Branch.				Permanent Way.			
Superintendence and Office Expenses	88	31	12	Superintendence and Office Expenses.....	60	55	1
Repairs and Renewals of Line, Sidings, Buildings, &c.	890	966	908	Maintenance of Lines, Sidings, Bridges, Buildings, &c.....	1,044	849	749
£	928	1,007	920	£	1,144	904	760
Locomotive Branch.				Locomotive Power.			
GENERAL EXPENSES.				Locomotive Superintendent, Foremen, and Clerks			
Superintendence and Office Expenses	235	247	43	Locomotive Drivers, Firemen, Cleaners, and others.....	2,374	2,402	2,499
Repairs, Machinery, Tools, &c., and Lighting Buildings and Depôts	164	304	231	Coal, Coke, Water, Oil, Tallow, Waste, &c.....	1,071	843	187
£	489	671	274	Repairs and Renewals of Engines.....	1,503	1,804	1,223
RUNNING EXPENSES.				Carriages and Waggon.			
Wages of Drivers, Firemen, Cleaners, Grippmen, and others	2,318	1,060	1,007	Carriage Repairs, including Oiling.....	915	678	297
Cost of Fuel, Running Stores, &c.	1,037	820	953	£	915	678	297
£	3,355	2,488	2,080	Traffic Expenses.			
REPAIRING EXPENSES.				Traffic Manager and Office Staff			
Repairs, Stationary Engines, Cables, &c.	987	889	1,187	Conductors, Staffmen, Pointsmen, Car-cleaners, &c.....	2,062	1,800	2,414
Carriages and Waggon.				Miscellaneous, including Stores, &c.			
Repairs to Carriages, Grippers, &c.	276	371	459	£	2,898	2,500	2,643
Traffic Branch.				General Charges.			
Management and Office Expenses	77	60	.....	Proportion of General Establishment, &c.....	153	118	120
Wages of Conductors, and others	1,787	1,470	1,171	GRAND TOTAL.....			
Repairs of Furniture, Fittings, Stores, &c.	137	71	31	£	11,177	10,024	8,136
£	1,971	1,601	1,202				
General Charges.							
Proportion of General Establishment, &c.	110	173	221				
GRAND TOTAL.....							
£	8,146	7,198	6,833				

APPENDIX XXX.

Sydney, City and Suburban Lines.—Rolling Stock Tramways, 30th June, 1894.

Year ending	Motors.	Cars.	Goods trucks.	Water tanks.	Total.	RENEWALS OUT OF WORKING EXPENSES.			
						Motors.	Cars.	Goods trucks.	Water tanks.
31 December, 1879.....	4	8			10	Nil.	Nil.		
31 " 1880.....	10	20			30	"	"		
31 " 1881.....	29	47			76	"	"		
31 " 1882.....	46	83	4		133	"	"		
31 " 1883.....	57	90	4		160	"	"	Nil.	
31 " 1884.....	75	106	12	2	195	"	"	"	Nil.
31 " 1885.....	95	108	16	2	221	"	"	"	"
31 " 1886.....	98	127	16	2	243	"	1	"	"
31 " 1887.....	88	114	14	3	219	"	Nil.	"	"
30 June, 1888.....	84	125	14	3	230	"	"	"	"
30 " 1889.....	84	129	14	3	230	"	10	"	"
30 " 1890.....	83	145	14	4	246	"	31	"	1
30 " 1891.....	95	180	14	5	294	4	15	"	"
30 " 1892.....	108	193	14	5	320				
30 " 1893.....	108	205	14	5	332		20		
30 " 1894.....	108	199	14	6	327				

Five motors and seven cars transferred during the year ending 30th June, 1894, to Morpeth, Tighe's Hill and Merewether branches, Newcastle. One electric-car and one tank-wagon additional built at Randwick workshops.

Military Road Electric Rolling Stock, 30th June, 1894.

Year ending	Motor Cars.
30 June, 1892.....	3
30 " 1893.....	3
30 " 1894.....	3

North Shore Cable Tramway Stock, 30th June, 1894.

Year ending	Total Stock.		
	Dummies.	Cars.	Total.
31 December, 1886.....	8	8	16
31 " 1887.....	8	8	16
30 June, 1888.....	8	8	16
30 " 1889.....	6	10	16
30 " 1890.....	8	14	22
30 " 1891.....	9	14	22
30 " 1892.....	10	18	28
30 " 1893.....	13	23	36
30 " 1894.....	13	23	36

Newcastle, City and Suburban Tramway Stock, 30th June, 1894.

Year ending	Motors.	Cars.	Trucks.	Total.
30 June, 1888.....	8	18	10	36
30 " 1890.....	8	18	10	36
30 " 1891.....	11	18	12	41
30 " 1892.....	13	20	12	45
30 " 1893.....	13	24	12	49
30 " 1894.....	17	30	12	59

APPENDIX XXXI.

RETURNS of the total Amount paid for Wages on the different Branches of the Tramways, year ending 30th June, 1894, 1893, and 1888.

Branches.	1894.	1893.	1888.
TRAMWAYS:—	£	£	£
Maintenance Branch.....	27,166	25,223	30,524
Locomotive ".....	97,577	95,524	97,751
Traffic ".....	30,902	36,806	31,067
TOTAL, TRAMWAYS.....	155,645	157,553	159,342

NOTE.—Includes all wages paid by the Department, whether on maintenance or new work.

APPENDIX XXXII.

STATEMENT showing the cost of Construction and cost per Mile open on different Sections of the Tramway Lines on the 30th June, 1894.

Particulars.	Length in Miles.	Total Cost.	Cost per Mile.
Sydney, City, and Suburban—			
Railway Station to Bridge-street	1 69	98,138	54,758
Liverpool-street to Randwick and Coogee	5 9	118,438	22,194
Darlinghurst Junction to Waverley and Woollahra	4 40	58,404	18,000
Waverley to Bondi Beach	2 8	37,747	17,075
Waverley to Randwick	1 30	11,182	6,390
Crown-street Junction to Cleveland street	0 08	10,069	18,631
Railway Station to Glebe and Forest Lodge	2 25	40,050	17,319
Newtown and Parramatta-street Junction to Dulwich Hill	4 7	58,284	14,259
Forest Lodge Junction to Leichhardt, Five Dock, and Abbotsford	6 57	61,407	9,148
Railway Station Junction to Botany	6 66	90,787	13,808
Forest Lodge to Gladstone Park, Balmain	2 66	28,130	10,066
Newtown Bridge to St. Peters	0 68	18,092	10,626
Kedfern to Moore Park	1 6	18,524	17,231
Average cost of Construction	40 25	843,051	19,502
Tramway Workshops		£53,261	
Rolling Stock		241,268	
Machinery		12,342	
Furniture		2,113	
		310,984	
Total and average cost per mile	40 25	954,035	23,006
Ashfield to Enfield—			
Cost of construction	1 78	12,479	6,318
Rolling-stock		3,396	
Total and average cost per mile	1 78	15,865	8,033
North Shore Cable—			
Cost of construction	2 11	91,358	44,144
Rolling-stock		7,511	
Machinery		16,018	
		23,889	
Total and average cost per mile	2 11	118,247	56,320
North Shore Electric—			
Cost of construction	2 13	17,689	8,179
Rolling-stock		6,138	
Machinery		966	
		7,104	
Total and average cost per mile	2 13	24,792	11,464
Plattsburg, including Tighe's Hill and Merewether—			
Cost of construction	12 1	105,118	8,760
Rolling-stock		30,631	
Machinery		308	
		30,939	
Total and average cost per mile	12 1	136,047	11,325
Total cost of all lines and average cost per mile	68 48	1,248,896	21,314

APPENDIX XXXIII.

RETURN of the Number of Passenger Fares collected, Earnings and Working Cost, Total and per train mile, Percentage Working Cost to Earnings, Capital Invested, and Interest on Capital returned by the City and Suburban Tramways for each year from 1879 to 1894 inclusive.

Year.	Length of Line.	Number of Passenger Fares collected.	Car mileage.	Total Earnings.	Working Expenses.	Earnings per Car Mile.	Working Cost per Car Mile.	Percentage of Working Cost to Gross Earnings.	Net Earnings.	Capital Invested on lines open.	Interest on Capital.
	Miles.			£	£				£	£	
1879*	1½	443,341	13,270	4,416	2,278	79.67	41.19	51.59	2,139	22,269	38.00
1880	4	2,086,897	84,074	18,990	12,444	54.18	38.28	70.83	6,546	60,318	12.34
1881	9½	7,090,125	296,908	62,549	52,107	50.50	42.12	83.31	10,442	169,450	6.16
1882	22	15,269,160	670,610	126,202	103,136	45.16	36.91	81.72	23,066	412,561	6.80
1883	25	25,651,285	1,076,096	190,509	178,877	42.53	39.80	93.80	11,632	844,105	2.23
1884	27½	30,202,308	1,242,491	219,542	215,167	42.48	41.56	97.83	4,775	643,111	0.76
1885	27½	39,594,753	1,220,500	228,340	207,993	43.91	40.90	93.13	15,346	708,109	2.17
1886	27½	52,977,578	1,222,043	226,367	201,737	44.42	39.59	89.12	24,630	742,113	3.37
1887	29½	50,103,256	1,220,026	214,126	201,478	42.12	39.63	94.08	12,657	731,582	1.76
1888	29½	51,563,197	1,244,513	221,060	204,227	42.56	39.32	92.38	16,833	742,555	2.22
1889	29½	52,810,026	1,338,386	225,533	206,092	40.40	36.96	91.25	19,741	771,255	2.56
1890	30½	57,163,650	1,474,646	249,508	207,517	40.60	36.46	89.17	41,991	790,556	6.31
1891	33½	62,076,636	1,553,048	270,365	221,503	41.78	31.23	81.92	48,860	857,455	5.74
1892	37	65,290,063	1,613,413	278,121	229,145	41.55	34.09	82.04	50,176	932,907	5.54
1893	39	63,533,885	1,691,232	271,041	214,824	38.69	30.67	79.26	56,217	947,776	5.94
1894	40½	58,773,094	1,787,816	2,080	206,554	34.64	28.53	82.35	44,255	954,035	4.64

* The line was opened for three and a half months only in 1879, and for part of this period was worked with horse-power.
 † Up to the year 1883, 3d. cash fares and 3d. tickets were counted as single fares; from 1886, inclusive, all tickets issued were at 1d. values, and cash fares paid are in this Return calculated at same rate.

APPENDIX XXXIV.

TRAMWAYS.

RETURN of the number and nature of Accidents, and the Injuries to Life and Limb, which occurred on the Tramways from 1st July, 1893, to 30th June, 1894.

Date.	Servants of Department.		Passengers.		Other than Passengers.		Nature of Accident.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1893.							
12 July			1				Man attempted to enter a tram in motion.
13 "					1		Child ran in front of car.
26 "					1		Man threw himself in front of motor.
7 August	1						Conductor knocked off car by passing tram.
12 "		1					Conductor injured between car and shed.
12 September						1	Man threw himself in front of motor.
19 "		1					Driver attempted to get off the tram in motion.
17 November				1			Slightly injured—left tram in motion.
25 "				1			Foot crushed—left tram in motion.
1894.							
8 January						1	Cabman slightly injured; cab broke down on line.
23 March						1	Child knocked down by motor.
3 May						1	Child ran in front of motor.
31 "						1	Boy ran in front of motor.
2 June			1				Man jumped out of tram in motion.
5 "					1		Child ran in front of motor.
27 "					1		Child playing rolled under car.

APPENDIX XXXV.

NEW SOUTH WALES GOVERNMENT TRAMWAYS.

RETURN showing the Appointments of Tramway Employés from 1st July, 1893, to 30th June, 1894.

Date.	Name.	Position.	Rate.	Remarks.
1893. TRAMWAYS—LOCOMOTIVE BRANCH.				
14 July	Bryant, John G.	Apprentice	10d. per day	Vice E. McNamara.
17 "	Quinn, Timothy	Gripman	7/8 per day	From Permanent-way Branch.
21 "	Barkwell, John	Labourer	6/6 per day	From Railways, vice W. Miranda.
25 "	Tweedale, Charles	Fireman	7/8 per day	From Railways, vice J. Ryan.
1 Aug.	Hoag, Charles	Cleaner	7/8 per day	From Railways.
22 "	Deggs, Hermann	Cleaner	4/6 per day	Vice A. Timms.
22 "	Day, John	Cleaner	7/8 per day	From Railways. Exchanged with F. Miller.
7 Oct.	Hippitt, Henry J.	Boy labourer	5/- per day	Vice J. Green.
9 "	Grimble, Arthur H.	Boy labourer	4/- per day	Vice R. Walker.
12 "	Carr, William J.	Labourer	6/6 per day	Vice G. Reynolds.
1 Nov.	Waldon, Albert E.	Shop boy	2/3 per day	Vice C. Aldred.
7 Dec.	Reed, Selmer	Cleaner	6/6 per day	Vice H. W. Robinson.
14 "	Neelan, Thomas	Shop boy	2/- per day	Vice W. Weaver.
14 "	Harling, William	Shop boy	2/3 per day	Vice B. Frockelton.
15 "	O'Grady, Edwin	Boy labourer	5/- per day	Vice Isaac Chambers.
1894.				
10 Mar.	Stevenson, William A.	Cleaner	6/- per day	From Railways, vice J. Dowling.
1 April	Campbell, Percy	Cleaner	6/- per day	From Railways, vice W. Whitlock.
3 "	Matthews, William	Cleaner	7/8 per day	From Railways, vice K. Crowley.
22 "	Burke'y, John A.	Fitter	10/- per day	From Railways, vice H. Pratt.
18 June	M'Cracken, Thomas	Cleaner	5/6 per day	Vice G. H. Weller.
26 "	Spence, John F.	Apprentice	10d. per day	Vice A. M'Kay.
1893. TRAMWAYS—TRAFFIC BRANCH.				
21 Aug.	Kelly, Phillip	Assistant conductor	6/6 per day	Vice N. W. Maffey.
11 Sept.	Cockburn, William J.	Assistant conductor	5/- per day	Vice C. Pooley.
16 Dec.	Wood, Thomas A.	Assistant conductor	5/- per day	Vice H. D. Kitch.
1894.				
16 Feb.	Stock, Henry	Junior conductor	5/- per day	From Railways, vice P. Cooper.
19 "	Lange, Joseph	Junior conductor	5/- per day	From Railways, vice R. Wilson.
19 "	Cumpey, Henry E.	Junior conductor	5/- per day	From Railways, vice G. Scott.
19 Mar.	Mackie, Robert D.	Junior conductor	5/- per day	From Railways, vice L. Lewis.
18 April	Jeans, John	Junior conductor	5/- per day	From Railways.
1 May	Clement, David	Clerk	£160 per annum	From Secretary's Branch, vice W. H. Muir.
TRAMWAYS—MAINTENANCE BRANCH.				
5 Mar.	Thompson, Theodore	Labourer	7/8 per day	From Railways, vice E. Offwood.

APPENDIX XXXVI.

NEW SOUTH WALES GOVERNMENT TRAMWAYS.

RETURN showing the Removals of Tramway Employés from 1st July, 1893, to 30th June, 1894.

Date.	Name.	Position.	Rate.	Remarks.
1893. TRAMWAYS—LOCOMOTIVE BRANCH.				
14 July	Timms, Alfred W.	Cleaner	6/- per day	Left the Service.
19 Aug.	M'Kay, Frederick	Cleaner	7/8 per day	To Railways; exchanged with J. Day.
25 "	Reynolds, George	Labourer	7/- per day	Left the Service.
26 Sept.	Walker, Richard	Driver	12/- per day	Resigned.
7 Oct.	Aldred, Charles	Fireman	8/- per day	Left.
9 Nov.	Solomon, Henry	Cleaner	6/- per day	To Railways.
11 "	Hird, Charles	Boiler-maker	10/- per day	Deceased; position abolished.
13 "	Weaver, William	Cleaner	6/8 per day	Resigned.
24 "	Chambers, Isaac	Driver	14/- per day	Resigned.
27 "	Frockelton, Bernard	Shop boy	2/- per day	To Railways.
10 Dec.	Reed, William	Motor man	6/- per day	Discharged.
1894.				
21 Feb.	Whitlock, Wm.	Driver	12/- per day	Left the service.
15 Mar.	Crowley, Edward	Driver	12/- per day	Resigned.
22 "	Orchard, Oliver	Driver	11/- per day	Left.
27 "	Dowling, John H.	Fireman	7/8 per day	To Railways.
28 "	Vargus, Herbert G.	Fitter	10/- per day	Discharged; position abolished.
4 April	Pratt, Henry	Fitter	10/2 per day	Resigned.
19 "	Bishop, James	Labourer	7/- per day	Resigned; position abolished.
20 "	M'Kay, Archibald	Apprentice	10d. per day	Resigned.
20 May	Weller, George H.	Driver	13/- per day	Resigned.
15 June	Plummer, William J.	Blacksmith	10/- per day	Retrenchment.
24 "	Moran, John	Car lifter	8/6 per day	Deceased; position abolished.
1893. TRAMWAYS—TRAFFIC BRANCH.				
7 Aug.	Maffey, Nicholas W.	Assistant conductor	7/- per day	Deceased.
25 "	Harper, George G.	Inspector	14/- per day	Retrenchment.
20 Sept.	Bowden, George W.	Clerk	£120 per ann.	Retrenchment.
1 Oct.	Wilson, Robert	Car-cleaner	8/8 per day	Deceased.
18 "	Lewis, Lewis	Car-cleaner	7/- per day	Resigned.
19 Dec.	Elliot, Henry D.	Car-cleaner	7/- per day	Discharged.
1894.				
16 Feb.	Swain, Daniel	Pointman	7/8 per day	Deceased; position abolished.
28 "	Francis, Robert	Conductor	9/- per day	Resigned; position abolished.
17 Mar.	Ryan, Wm.	Conductor	9/- per day	Resigned.
22 "	Hutchinson, Thos. H.	Assistant conductor	5/- per day	Resigned.
1 April	Orwin, George	Flagman	7/- per day	Retrenchment.
5 "	Beverly, Henry J.	Junior conductor	6/- per day	Resigned; position abolished.
7 "	Morris, William	Assistant conductor	5/- per day	Resigned; position abolished.
26 "	Hanley, Patrick	Car cleaner	7/- per day	Retrenchment.
28 "	Clarke, Leonard	Car cleaner	7/- per day	Retrenchment.
28 "	Millar, Robert	Car cleaner	7/- per day	Retrenchment.
28 "	Morris, Denis	Car cleaner	7/- per day	Retrenchment.
28 "	Patrick, John	Car cleaner	7/- per day	Retrenchment.
31 May	Outram, James	Pointman	7/8 per day	Retrenchment.
31 "	Jones, Jeukya H.	Clerk	£200 per ann.	Retrenchment.
31 "	Muir, William Henry	Apprentice clerk	£70 per ann.	Retired.
20 June	Muir, John A.	Timekeeper	£220 per ann.	Retrenchment.
1894. TRAMWAYS—MAINTENANCE BRANCH.				
17 July	Quinn, Timothy	Labourer	7/8 per day	To Locomotive Branch.
1894.				
4 Mar.	Offwood, Edward	Labourer	7/8 per day	To Railways.
1 June	Foster, George	Gang r	12/- per day	Retrenchment.
11 "	Killean, Thomas	Labourer	7/8 per day	Deceased.

APPENDIX XXXVII.

[Paper published in the Sydney Morning Herald and Daily Telegraph on 13th September, 1893, by the Railway Commissioners of New South Wales.]

Railway Rates.

So many letters have appeared in the press recently in regard to railway rates, and statements have been made from extreme points of the question, that it may be desirable to state generally a few absolute facts, as well as some main principles affecting railway working.

Many statements have been brought into the correspondence in regard to rates in America and the alleged satisfactory financial results to the railway companies of the exceedingly low scale of charges that generally obtain upon the lines.

In order to protect the public in various ways from the actions of individual railways, the Government of the United States created what is known as the Interstate Commerce Commission; and it will be well to learn from this official source what the financial position of the railway interest really is.

The Commissioners deal in their Annual Reports with the railways of the United States in ten groups—1 to 5 representing all lines on the east side of the Mississippi River, and 6 to 10 representing the railways on the Pacific side of the Mississippi. In dealing with the return upon capital the Commissioners stated in their Report, dated 1st December, 1891, for the fiscal year ending 30th June, 1890:—

“The total amount of stock issued on railways in the United States
“is \$4,409,658,485 (£918,678,851 sterling), of which \$2,811,526,552
“ (£585,734,698 sterling), or 63·76 per cent. paid no dividend. In the New
“England States 24·58 per cent. of stock paid no dividend; in the Middle
“States 47·27 per cent. of stock paid no dividend; in Group IX, which
“comprises Louisiana, the greater part of Texas and part of New Mexico,
“99·99 per cent. of stock paid no dividend; and in Group X, which com-
“prises the States bordering upon the Pacific Ocean and certain States and
“Territories adjacent, 83·54 per cent. of stock paid no dividend.”

This official statement effectually disposes of the alleged profitable condition of things in connection with the American railways.

The Pennsylvania Railroad has been referred to to a considerable extent; but the circumstances of that line are so altogether different from those surrounding New South Wales, that the comparison is of scarcely any value. For instance, the State of Pennsylvania alone in the 1890 Census contained a population of 5¼ millions of persons; but, in addition to its own enormous local business, no less than 39¼ million tons of *through* goods traffic—or ten times the whole goods traffic of this Colony—passed over the line. This, as compared with the exceedingly small amount of goods traffic by rail between Brisbane, Melbourne, and Adelaide, is a very striking commentary upon the unwisdom of comparing railways when the local circumstances are unknown.

But now let us look at the different circumstances surrounding railway rates in America and in this Colony. America has a population of 62½ millions of people, and the volume of trade to and from the Atlantic seaboard is immense. New South Wales, at the 1891 Census, had a population, exclusive of aborigines, of 1,123,954, and when we deduct the population of Sydney and suburbs, Newcastle and suburbs, and the purely coastal population which does not use the railways, we have eliminated 504,000 people, leaving 619,954 only, scattered throughout the land.

If we had a few cities like Philadelphia, Washington, Pittsburgh, Chicago, and St. Louis, with populations respectively of 1,046,000; 230,000; 238,000; 1,099,000; and 451,000, situated at Dubbo, Bourke, Hay, Albury, and Tenterfield, and also a considerable agricultural population, our rates could then be very materially lowered.

Again, the average haul per ton of traffic in the United States is 119·72 miles, whereas in New South Wales, for the year 1892, the average haul was 60·61 miles. In consequence of the easier grades and very much more powerful engines in general use in the United States, the average number of tons per train hauled is

175 tons, whereas in New South Wales in 1892 the average was 58 tons only, or about one-third. This tonnage, however, is a considerable improvement over 1888, consequent on the introduction of more powerful engines and other improvements in the working.

Critics of railway rates are very prone to pick out the highest class of rates, and in many instances exceptional ones, for traffic which bears an insignificant proportion to the whole business dealt with, and then, by inference or direct assertion, endeavour to lead the public to believe that the whole business is carried at these exceptional rates. The traffic carried on the New South Wales Railways, however, is worked out so as to show the actual payment made for each mile each ton of many of the classes of goods is carried, the result for 1892 being :—

RETURN of Ton Mileage for Year ending 31st December, 1892.

Description of Traffic.	Total Tons carried.	Total Miles carried.	Average Miles per Ton.	Earnings, exclusive of Terminal Charges.	Earnings per ton per Mile.	Percentage of each class to Total Tonnage.
				£	D.	per cent.
Coal and Shale... ..	2,303,299	40,008,075	17·37	123,097	·74	58·63
Firewood	193,411	5,077,038	26·25	10,968	·94	4·92
Grain, Flour, &c.	164,275	21,757,420	119·07	70,130	·77	4·69
Hay, Straw, and Chaff..	70,362	10,234,835	145·46	25,964	·61	1·70
*Miscellaneous and A } Class	370,344	20,118,892	54·31	71,237	·85	9·43
Wool	114,623	32,313,376	281·01	326,157	2·42	2·91
Live Stock	146,390	32,274,402	220·46	283,523	2·11	3·73
All other goods... ..	545,925	76,478,633	140·09	694,848	2·18	13·00
Total	3,928,629	239,257,161	60·64	1,615,224	Average. 1·63	100

* Miscellaneous traffic consists of timber, lime, manures, fruit, vegetables, hides, tobacco leaf, bricks, gravel, drain-pipes, and traffic of a similar nature.

This table shows that the whole of the business done earned an average of 1·63d. per ton per mile, and that 79·46 per cent. of the whole paid an average of ·77d. per ton per mile only; that is, out of a total of 3,928,629 tons of traffic conveyed on the lines in 1892, 3,121,691 paid an average rate of a fraction over $\frac{3}{4}$ d. per ton per mile only, the remaining 806,938 tons having paid an average of 2·22d. per ton per mile.

The circumstances surrounding the American traffic are so varied that the average rates dealt with are of little value unless the local circumstances are carefully considered. As bearing upon this point, the following extract from a recent work by a most careful student of railway working—Mr. W. M. Acworth—entitled “The Railways and the Traders,” will be of considerable interest. Mr. Acworth immediately preceding the writing of his book, studied carefully in the States the whole question of rates. He writes :—

“ On account of the great extent of territory through which the railways
 “ run, and the great variety of conditions, both social and industrial, to
 “ which their business must be adjusted an average taken for
 “ any class of facts reported for all the railways of the United States has but
 “ little meaning. It is typical of nothing in the sense that it is a measure
 “ with which corresponding facts for individual cases may be compared.’ This
 “ very average of $\frac{1}{2}$ d. per mile, for instance, is made up out of an average
 “ charge of $\frac{1}{4}$ d. on the New York, Chicago, and St. Louis, and 21d. on the
 “ Pittsburg and Castle Shannon. But then the former line is 523 miles long,
 “ and carries 800,000,000 tons one mile; the latter is 9 miles long, and carries
 “ 95,000. Between these two extreme points there are all possible variations.
 “ There are roads earning 5d., 10d., and 15d. per ton per mile. Quite con-
 “ siderable systems even have a high average rate.”

Mr.

Mr. Acworth in the same work gives the following rates as samples of American local charges, and it will be seen from the rates obtained for similar distances on the same class of traffic in New South Wales that, as a matter of fact, the New South Wales rates are, in the majority of instances, lower than in America:—

Miles.	Description.	From—	To—	Per ton.	N.S.W. rate for similar distances.
117	Fruit ...	Cambridge ...	Wilmington ...	s. d. 43 3	12s. 3d.
326	Potatoes ...	Philadelphia ...	Morehead City	33 6	22s. 2d., or 10s. 11d. in 6-ton lots.
40	Grain...	New York ...	Bedford ...	9 2	4s. 1d.
	Butter ...	" ...	" ...	10 7	7s. 2d. or 15s. 3d. in small quantities.
	Tea ...	" ...	" ...	18 5	24s. 10d.
	Furniture ...	" ...	" ...	73 7	24s. 10d.

In dealing with this question of rate per ton, none of the writers to the papers have referred to, or given any credit for, the material difference between the American ton and the English ton. Are they aware of it?

In regard to the classification of goods and valuable articles of merchandise having to pay higher rates than are applied to goods of great bulk and low value, it may be stated that it has been the practice from the earliest days to make goods of high value pay heavier charges than those of low value. Had this not been the case, seeing that it would not be profitable to carry all the traffic at the minimum rates, business in articles whose bulk or weight was large as compared with their value would have been effectually stopped, and when it comes to be considered that the question of a few pence per ton has no material bearing upon the price at which silks, pictures, tea, coffee, and articles of this kind are retailed, no injustice is inflicted; but the higher rates materially assist the whole country in enabling raw materials necessary in the manufacture of the higher classes of goods and agricultural produce to be carried at rates slightly in excess of the actual cost of working.

The relative value of the service, more than the relative cost of carriage, is the main factor that should influence railway administrators in arranging rates for articles of this sort.

Again, raw materials and commodities, the production of which creates a volume of business of its own, should be given the lowest possible rates consistent with paying for its own movement and contributing something towards the general expenditure. For these reasons the rates for grain and agricultural produce have been materially lowered since the Commissioners took over the control of the railways, until now, for long distances, they are as low as they are in America. The following figures will show the rates at present in force, and the reductions made since 1888:—

AGRICULTURAL PRODUCE.

Grain, Flour, Meal, Potatoes, and other articles of the same class.

Miles.	1888. Up Journey.		1893. Up Journey.	
	Per ton.	In Truck Loads. Per ton.	Per ton.	Per ton in 6-ton Truck Loads.
	s. d.	s. d.	s. d.	s. d.
100	9 9	9 9	9 0	8 4
200	16 10	14 6½	14 6	11 8
300	21 10	18 9½	18 6	14 0
500	31 10	25 8	21 6	16 3
1,000	56 10	.....	28 2	22 11

The mining industry is also one which creates a valuable traffic, and the lower the rates for ore and coke for smelting the greater the business is likely to be. The rates for these classes of traffic have been largely reduced and stand as under:—

ORES.

In 1888 ores were carried at various rates, from miscellaneous to third class, according to value. The comparative rates per ton for ore, and also coke, are as follows:—

ORES.							COKE.	
1888.			1893. At per ton in Truck Loads.				1888.	1893.
Miles.	Miscellaneous	3rd Class.	5 Tons and over. Per ton.	30 Trucks per week.	30 Trucks per week.	Over 30 Trucks per week.	Per ton.	Per ton in Truck Loads.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
100	8 4	58 7	8 4	4 6	4 2	3 10	13 0	8 4
200	15 8	108 2	15 8	9 0	8 4	7 8	21 4	13 1
300	20 10	143 2	20 10	13 6	12 6	11 5	20 8	16 11

The fruit industry, also, looking at the low prices obtained for the produce, requires encouragement. Suitable vans for its conveyance have been constructed, and the traffic is carried on at the following rates:—

Miles.	Per ton. s. d.
50	6 0
100	10 10
200	18 8
300	24 2

The dairying industry also holds an important position; and here again facilities have been afforded, and the following reduced rates are in operation:—

DAIRY PRODUCE.

1888.			1893.	
Miles.	1 Ton and over. Per ton.	Small lots under 1 ton. Per ton.	1 Ton and over. Per ton.	Small lots under 1 ton. Per ton.
	s. d.	s. d.	s. d.	s. d.
50	17 8	21 7	8 10	18 9
100	34 4	42 5	17 2	36 8
200	62 8	77 10	31 4	66 0
300	82 8	102 10	41 4	87 0

The rates for parcels by passenger trains have been materially reduced, as shown by the following table:—

Weight.	50 miles.		150 miles.		300 Miles.		1893. Maximum rate for any distance.
	1888.	1893.	1888.	1893.	1888.	1893.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
3 lb. and under	0 4	0 3	0 9	0 6	1 5	1 0	1 6
7 to 14 lb.	0 11	0 6	2 1	1 0	3 10	1 9	2 6
28 to 56 lb.	1 7	1 0	3 5	2 6	6 8	4 0	6 0
98 to 112 lb.	2 2	1 9	5 6	5 0	9 8	7 3	11 0

These are the directions in which low rates may be expected to fructify, and it is to these objects the efforts of the Commissioners have been specially directed, as well as to making a better financial return; but in bringing about the much-improved financial position of the railways, they have not lost sight of the necessity for cheapening the means of communication, as not only have the foregoing rates been reduced, but the higher rates have also been materially lowered. Large numbers of articles have been reduced to a lower class, and the 4th class rates, which were formerly as high as 9d. per ton per mile have been abolished altogether, making the 3rd class now the maximum rate.

The suburban fares in the Sydney district have been extended, and a reduced scale of rates for suburban passenger traffic in the Newcastle district adopted. Cheap excursion trains have now for several years been run throughout the colonies at periodical intervals, and by this means passengers can travel 2nd class as far as Albury and back, a distance of 772 miles, for 25s., or to Bourke and return, a distance of 1,006 miles, for 35s.

As has been shown, the rates for agricultural produce have been made especially low in consequence of the settlement that the cultivation of the land induces, and owing to the fact that unless exceedingly low rates were adopted for the outlying districts it would be impossible to raise grain in districts at long distances from the seaboard. The following rough estimate of the value to the railways of 10,000 acres of land under cultivation, as against 10,000 acres of land employed for running sheep, will strongly illustrate this point.

A distance of 300 miles from Sydney has been adopted in each case.

Agricultural Result.

The average yield over the whole Colony for the past three years has been $12\frac{1}{2}$ bushels per acre.

Which gives 3,304 tons, @ 14/- per ton ...	£2,312	16	0
Carriage of wheat bags =	84	14	8
Machinery and implements of all kinds, binder twine, &c., materials for repairs, &c. ...	350	0	0
Rations, clothing, &c., for one man for every 100 acres = 100 men ...	398	0	0
[No allowance made for families, nor for travelling upon the Railways, which would be a fair additional revenue.]			
	£3,145	10	8

If the crop were reaped and the straw sent to market, a large additional revenue would result.

Pastoral Result.

Average for the whole Colony gives one sheep to $2\frac{1}{2}$ acres = 11 tons of wool, @ 72/- ($5\frac{1}{2}$ lb. per sheep) ...	£39	12	0
Increase of the flock to be reduced by 25 % each year, by trucking to market or by boiling down (say) 600 sheep trucked, and 525 boiled down ...	44	4	4
Wool-packs, rations for one man to every 4,000 sheep continuously, and two men for 14 days per 1,000 sheep at shearing time ...	6	13	0
	£90	9	4

In this instance a higher average is adopted for the stock sent by rail than is found to be the usual result. No proper estimate can be arrived at in regard to materials for improvements required in the future, as the requirements in this respect will now be comparatively small, owing to the majority of the runs having completed their fencing, &c., maintenance supplies only in future being required. Allowing £20 per annum for each 10,000 acres for material of this kind, an occasional wool-press, &c., it gives a total revenue of £110 per 10,000 acres, against £3,145 per 10,000 acres, under crop.

In

In addition to the enormous disadvantages these lines labour under owing to the great amount of severe grades, we have the very great disadvantage of a large proportion of our business being "unbalanced"—that is, empty trucks have to be hauled to a very large extent in one direction—so practically reducing the earning powers of the train mileage by one half.

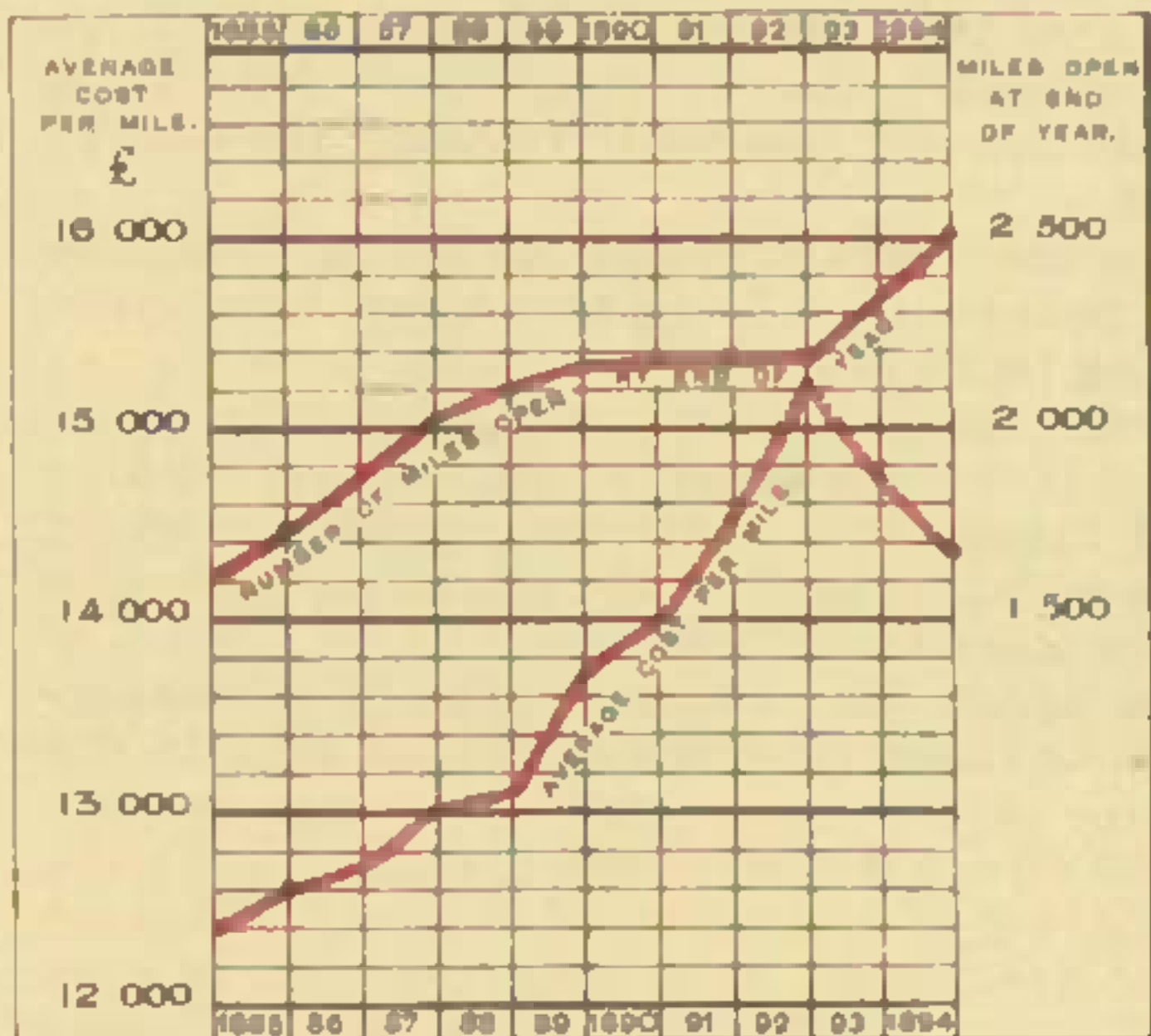
One great feature in American railroad working which has had an enormous effect in enabling companies to reduce their rates has been the adoption throughout the country, to a great extent, of sending traffic in truck loads, in the same way as has been in operation for a considerable time with the competitive traffic of the Darling, Riverina, and other districts. If our customers would combine together with their fruit and other business and consign full truck loads of traffic, it would economise the working expenses of the railways and it could be made to work very much to the personal advantage of those using the railways.

The Commissioners realise most keenly the great importance to the country of cheap railway transit, and all economies in working effected by them assist in this direction. The reduction of the working expenses from 66·69 of the gross revenue in 1888 to 59·39 for the year ending 30th June last represents a sum of £213,675, which sum would have had to be provided out of the general taxation, or by increased railway rates, had this reduced cost of working not have been effected. It must also be borne in mind that the property has been enhanced in value out of working expenses, and the services much improved during the same period.

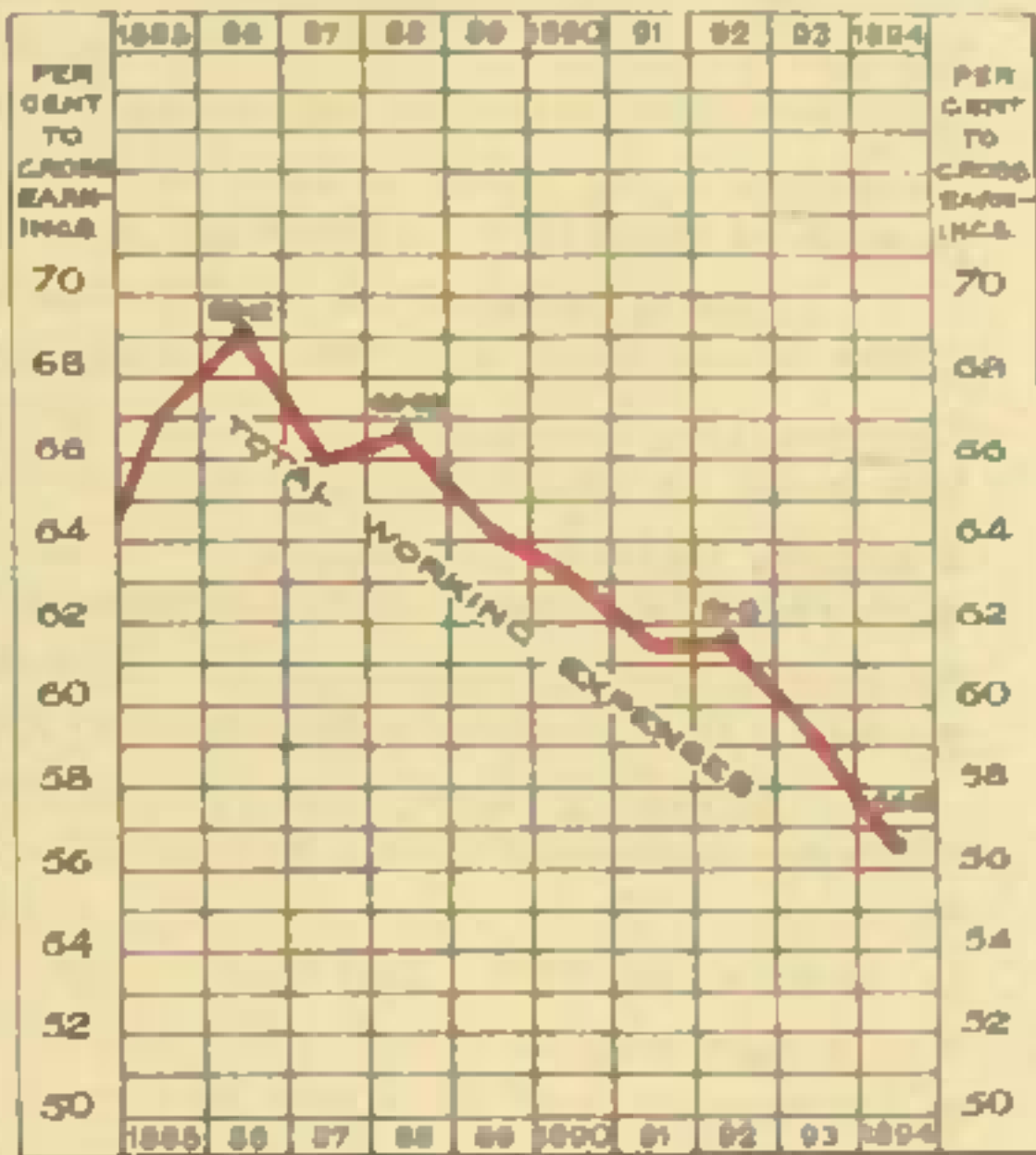
What is wanted is volume of traffic, which can only be obtained in connection with increased population and the greater development of the land. If on a large proportion of our railway lines, instead of running trains once a day and on some only three days a week, we had trains running five or six times a day each way, even at our lowest existing rates, it would add largely to the net earnings and so assist to reduce all rates; but in reducing rates a cautious policy is required, and not a reckless one, as suggested by some of the writers to the papers; but it must be admitted from a study of the foregoing figures that the Commissioners have not been unmindful of the question of cheapening conveyance of both goods and passengers.

RAILWAYS

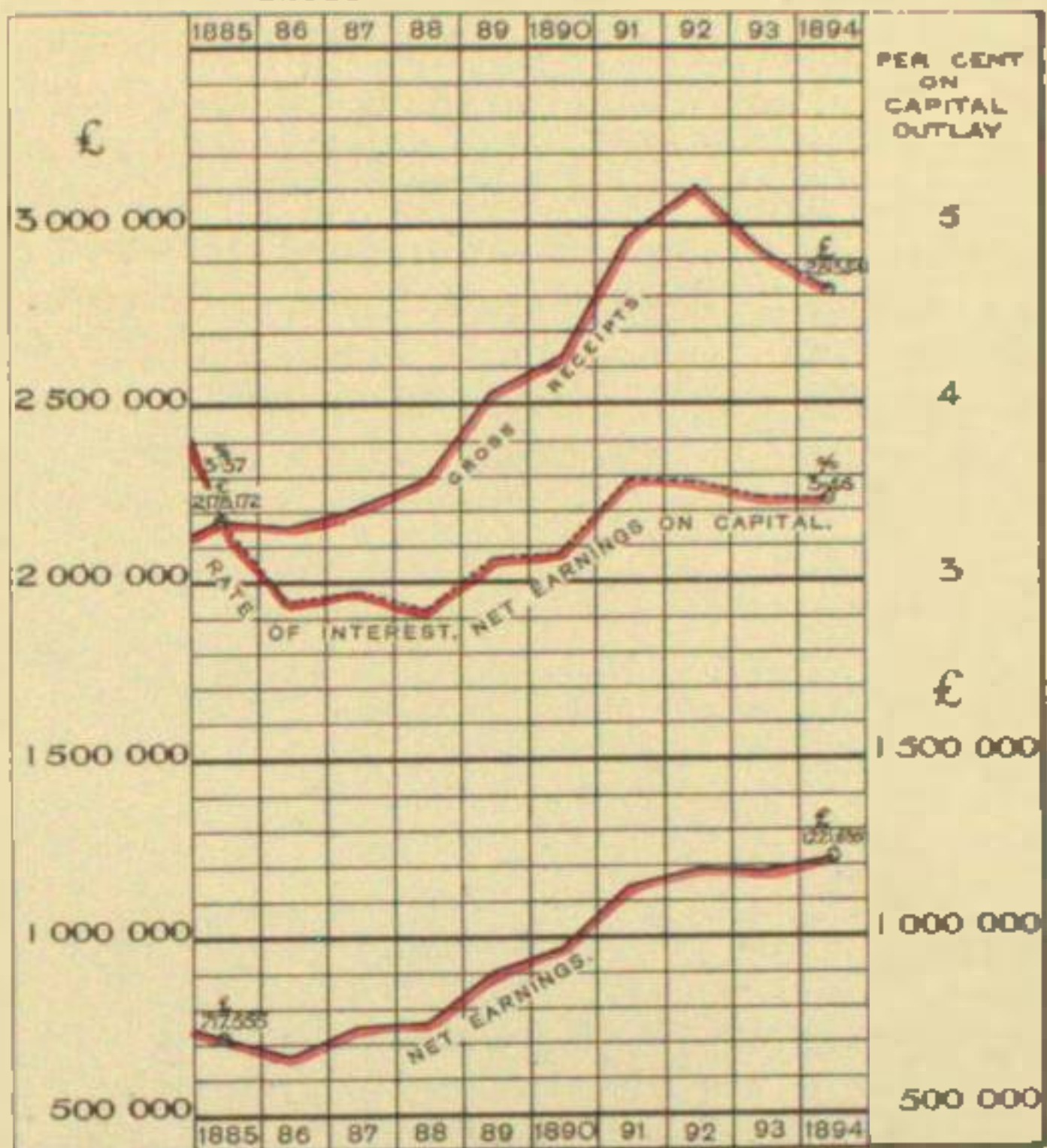
MILES OPEN AND AVERAGE COST PER MILE.



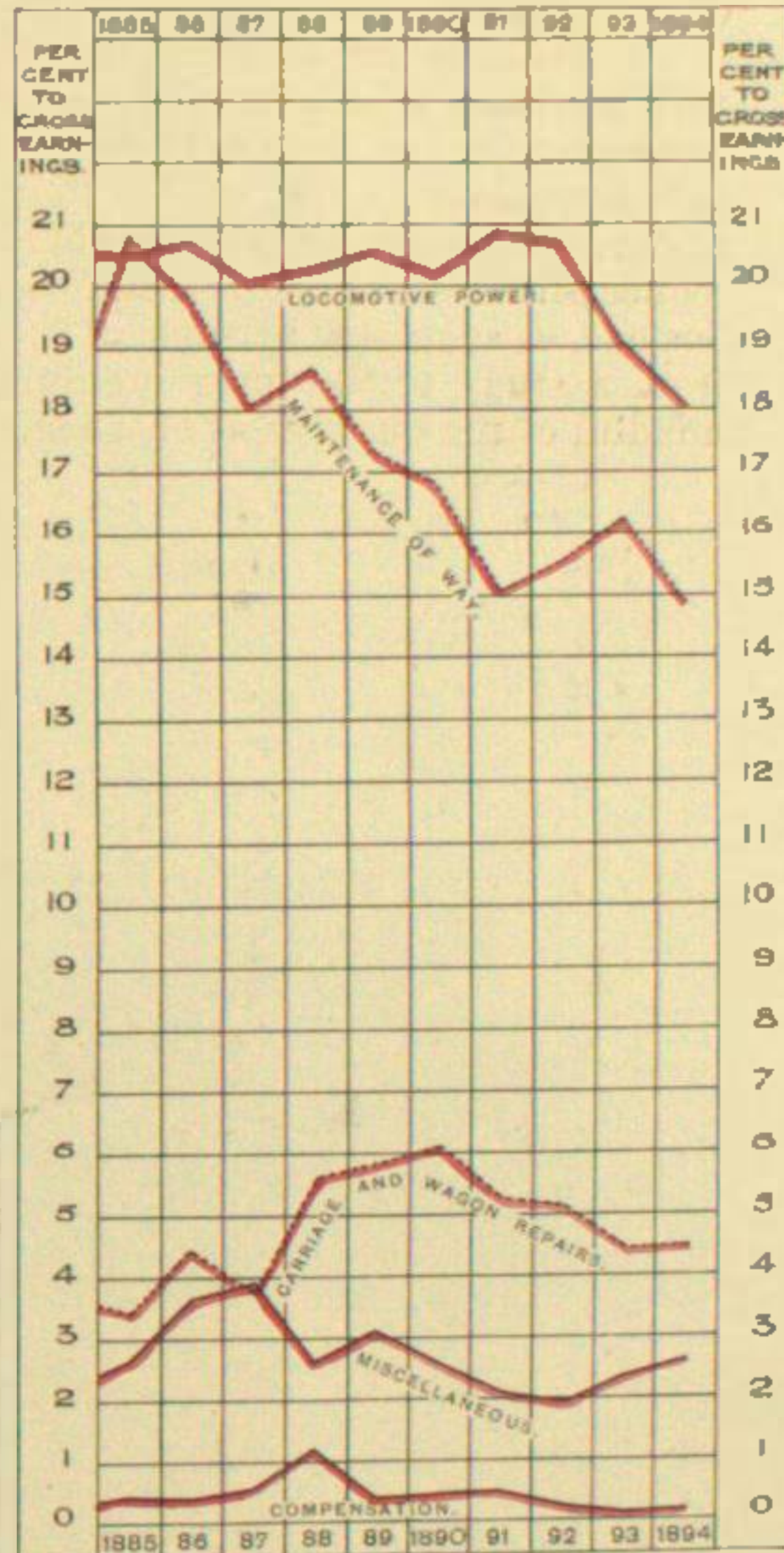
WORKING EXPENSES % OF GROSS EARNINGS



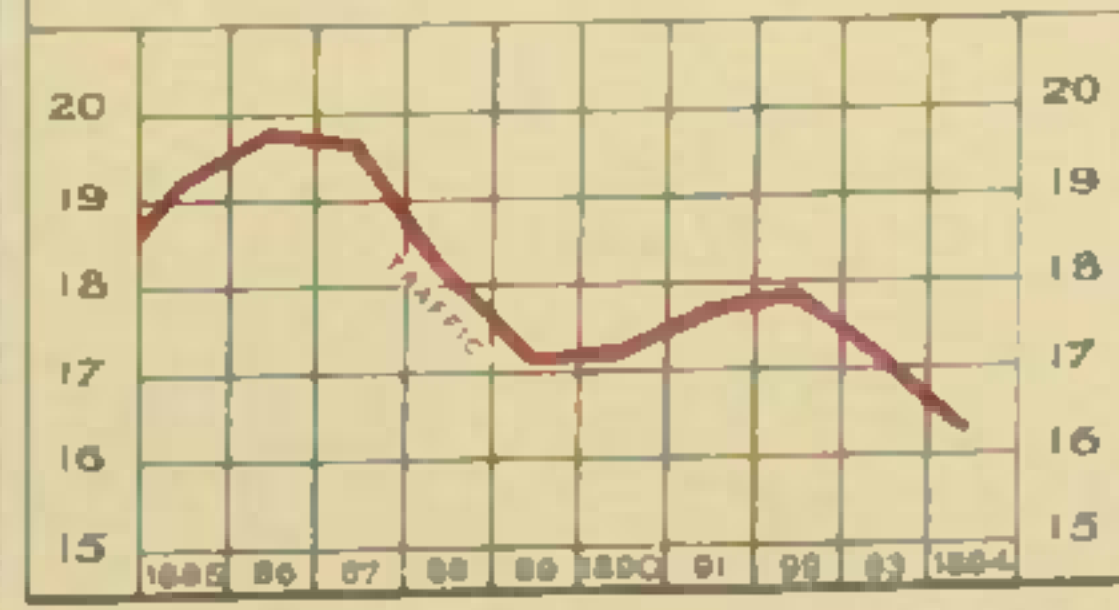
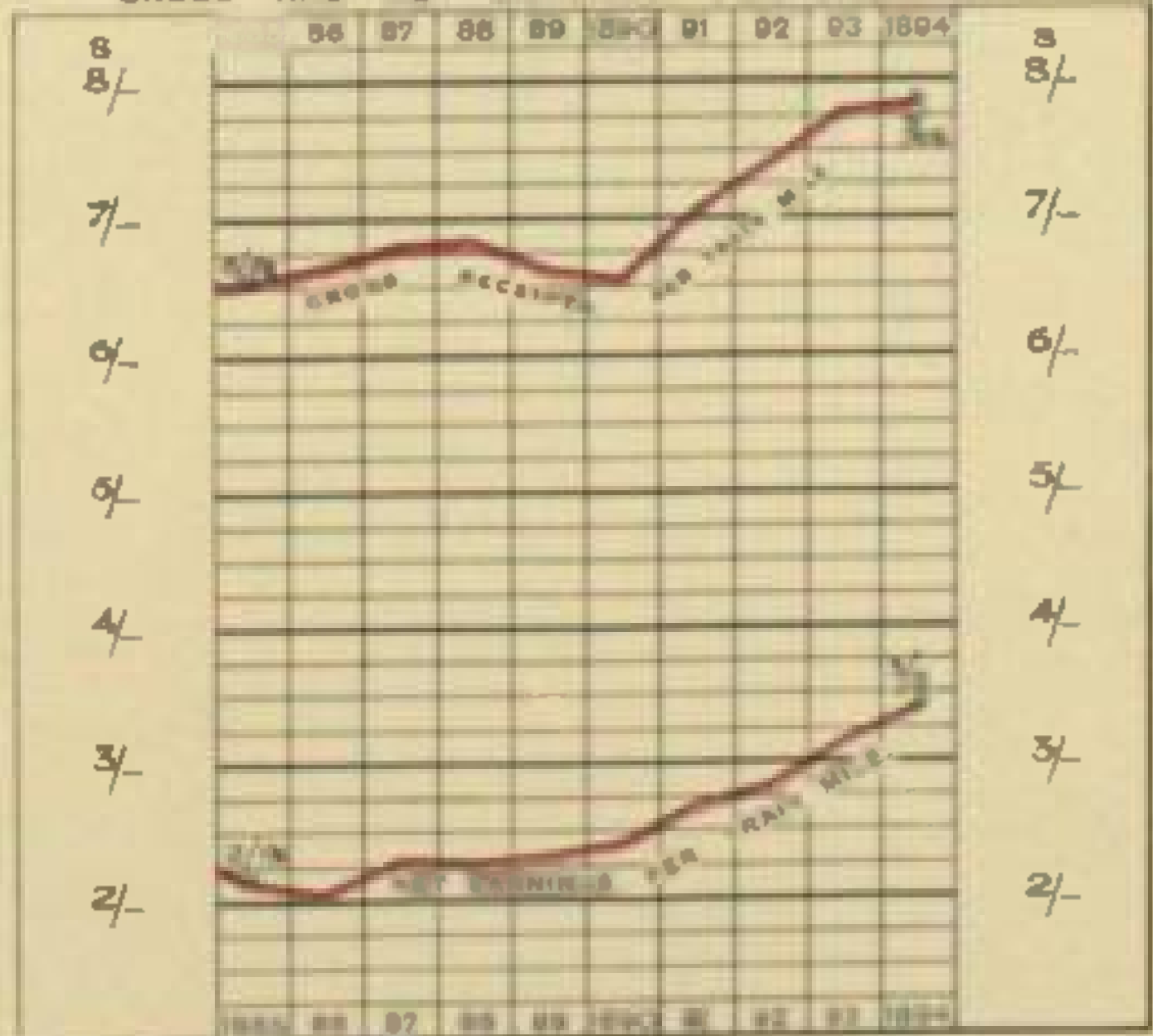
GROSS AND NET EARNINGS



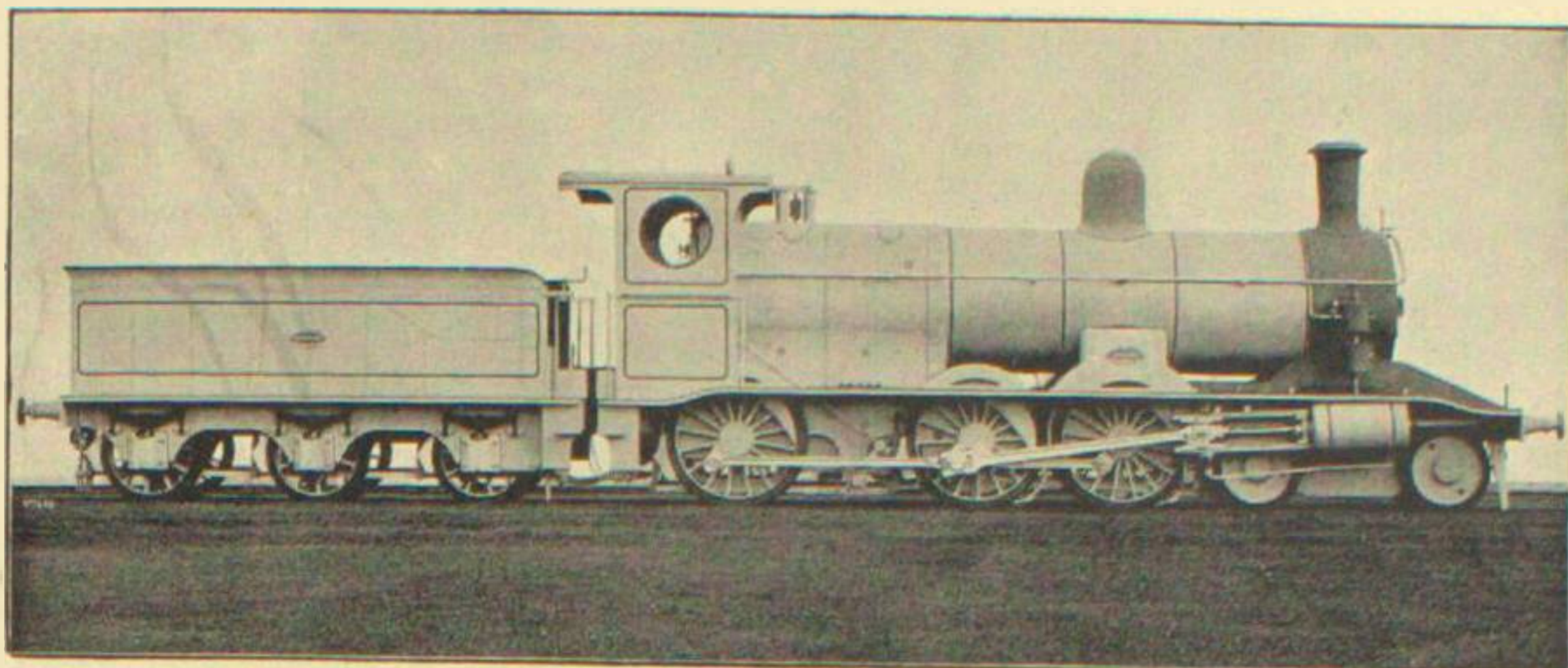
DEPARTMENTAL WORKING EXPENSES



GROSS AND NET EARNINGS PER TRAIN MILE



31911



EXPRESS AND MAIL TRAIN ENGINE (DESIGNED, 1890) -- N.S.W. GOVT. RAILWAYS.

(Also worked in with Live Stock and Goods Traffic.)

PRINCIPAL DETAILS.

		ft. in.	Weight in working order:--		t. c. q.
Diameter of bogie-wheels		3 3	Bogie (4 wheels)		14 12 2
Diameter of coupled wheels		5 6	Loading wheels (coupled)		14 10 3
Cylinders 20 inches diameter by 26 inches stroke.			Driving " "		14 12 6
Heating surface: Tubes	1,726 square feet.		Trailing " "		12 13 2
Firebox	130				
			Total		56 10 3
Total	1,856 square feet.		Tender		31 16 1
Total grate area	27		Total Engine and Tender		88 7 6
Boiler pressure, 160 lb. per square inch.					
			Capacity of tank, 3,080 gallons.		
			Capacity of coal-space, 4½ tons.		

HAULAGE POWER (EXCLUSIVE OF ENGINE AND TENDERS).

When working Passenger Trains.			When working Goods Trains.		
Grade.	Tons.	Speed per hour.	Tons.		Speed per hour.
1 in 40	225	20 miles	275		10 miles.
1 in 60	270	25 miles	415		10 miles.
1 in 75	280	29 miles	505		12 miles.
1 in 100	235	35 miles	600		15 miles.



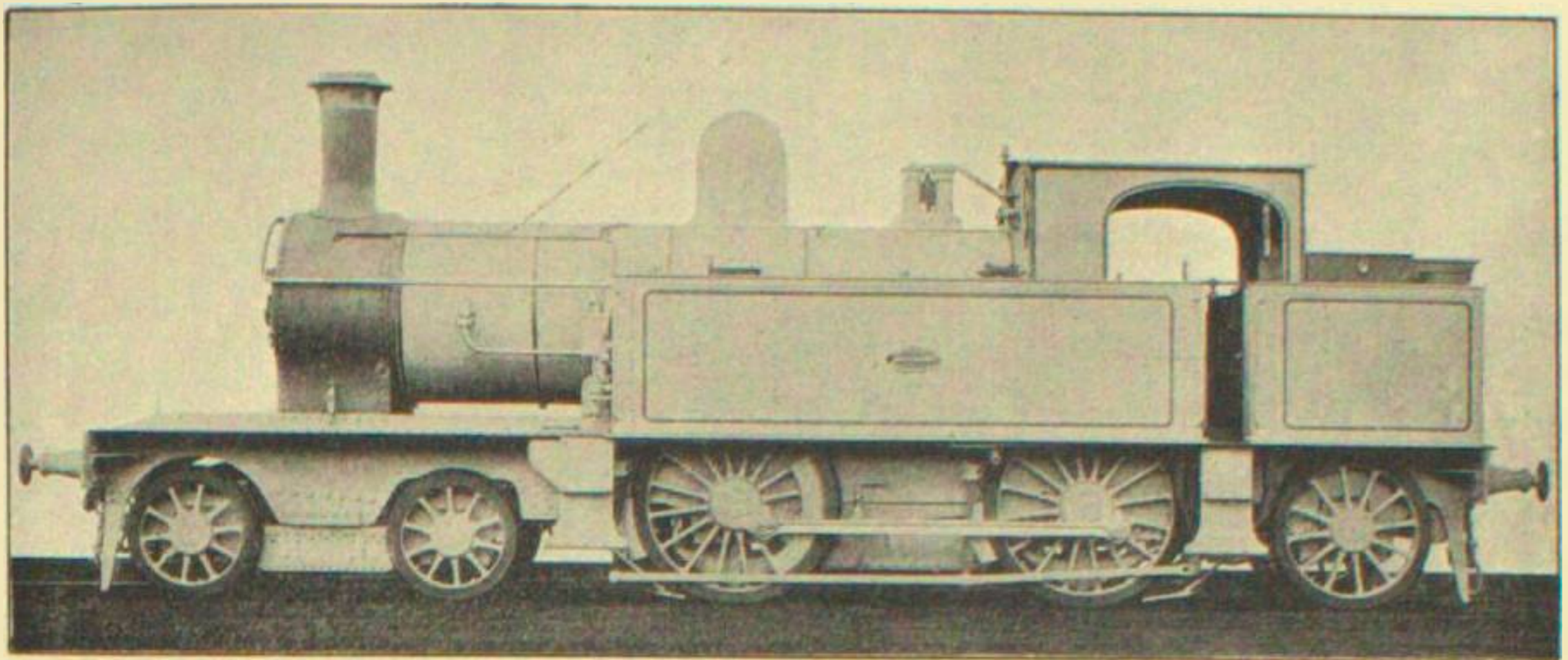
EXPRESS ENGINE (DESIGNED 1884)--N.S.W. GOVT. RAILWAYS.

PRINCIPAL DETAILS.

		ft. in.	Weight in working order:--		t. c. q.
Diameter of bogie-wheels		2 6½	Bogie (4 wheels)		12 12 3
Diameter of coupled wheels		6 0½	Driving wheels (coupled)		13 12 0
Cylinders 18 inches diameter by 26 inches stroke.			Trailing " "		11 12 6
Heating surface: Tubes	1,333 square feet.				
Firebox	102		Total		38 16 3
			Tender		25 2 3
Total	1,435 square feet.		Total engine and tender		64 1 2
Total grate area	16-75		Water capacity, 2,000 gallons.		
Boiler pressure, 140 lb. per square inch.			Coal " 4½ tons.		

HAULAGE POWER (EXCLUSIVE OF ENGINE AND TENDERS).

Grade.	Tons.	Speed per hour.
1 in 40	88	30 miles.
1 in 60	113	25 miles.
1 in 75	115	30 miles.
1 in 100	106	35 miles.



SUBURBAN TANK ENGINE (DESIGNED, 1890) — N.B.W. GOVT. RAILWAYS.

PRINCIPAL DETAILS.

Diameter of bogie-wheels	ft. in.	Weight in working order—	l. c. q.
Diameter of coupled wheels	3 2	Bogie (4 wheels)	15 18 2
Diameter of trailing wheels	5 1	Driving wheels (coupled)	14 8 0
Diameter of cylinder, 17 inches x 26 inches stroke.	4 0½	Trailing	14 6 0
		Radial trailing axle "	11 16 2
		Total	56 9 1
Boiler pressure, 160 lb. per square inch.		Heating surface: Tubes	1,108 square feet.
Grate area, 16.75 square feet.		Firebox	127 "
Coal capacity, 2 tons 5 cwt.		Total	1,235 square feet.
Water capacity, 1,300 gallons.			



CONSOLIDATION GOODS ENGINE (DESIGNED, 1890) — N.S.W. GOVT. RAILWAYS.

PRINCIPAL DETAILS.

Diameter of bogie-wheels	ft. in.	Weight in working order—	l. c. q.
Diameter of coupled wheels	2 6	Bogie (2 wheels)	3 18 2
Cylinders 21 inches diameter by 26 inches stroke.	4 2	Loading wheels (coupled)	13 17 3
Heating surface: Tubes	1,818 square feet.	Intermediate wheels (coupled)	13 16 0
Firebox	158 "	Driving	15 9 0
Total	1,977 square feet.	Trailing	13 15 0
Total grate area	33 "	Total	62 12 2
Boiler pressure, 160 lb. per square inch.		Tender	34 10 2
		Total engine and tender	97 5 0
		Water capacity, 3,650 gallons.	
		Coal	8 tons.

HAULAGE POWER (EXCLUSIVE OF ENGINE AND TENDER).

Grade.	Tons.	Speed per hour.
1 in 40	360	10 miles.
1 in 60	520	10 miles.
1 in 75	580	12 miles.
1 in 100	680	15 miles.



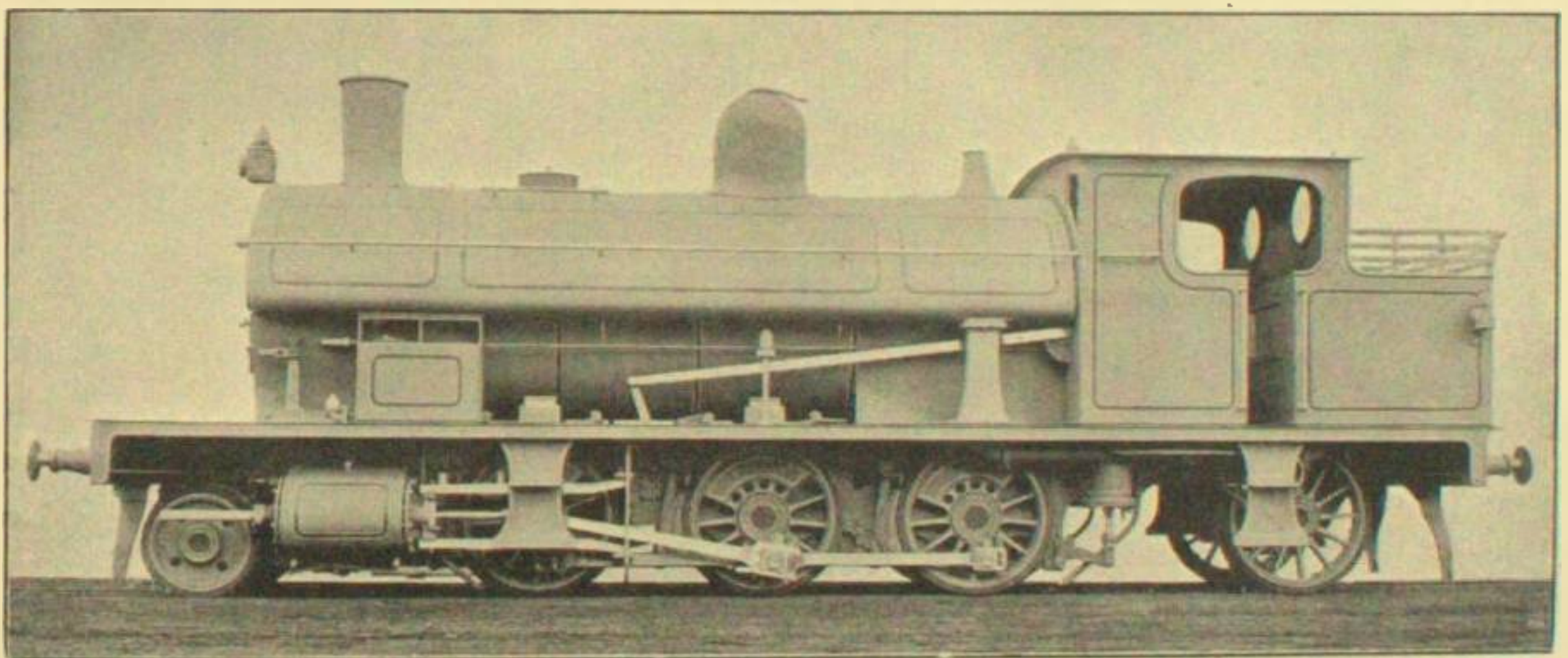
GOODS ENGINE (DESIGNED, 1889)—N.S.W. GOVT. RAILWAYS.

PRINCIPAL DETAILS.

		ft. in.	Weight in working order—		
Diameter of bogie-wheels	...	2 9½	Bogie (2 wheels)	...	8 16 0
Diameter of coupled wheels	...	4 0½	Leading wheels (coupled)	...	10 14 0
Cylinders 18 inches diameter by 26 inches stroke.			Driving " "	...	15 11 0
Heating surface: Tubes	...	1,245 square feet.	Trailing " "	...	13 9 0
Firebox	...	105 "			
			Total	...	46 10 0
Total	...	1,350 square feet.	Tender	...	30 0 0
Total grate area	...	21 "	Total engine and tender		76 10 0
Boiler pressure, 160 lb. per square inch.			Water capacity, 1,500 gallons.		
			Coal " 4½ tons.		

HAULAGE POWER (EXCLUSIVE OF ENGINE AND TENDER).

Grade.	Tons.	Speed per hour.
1 in 40	...	230 ... 10 miles.
1 in 60	...	330 ... 10 miles.
1 in 75	...	385 ... 12 miles.
1 in 100	...	480 ... 15 miles.

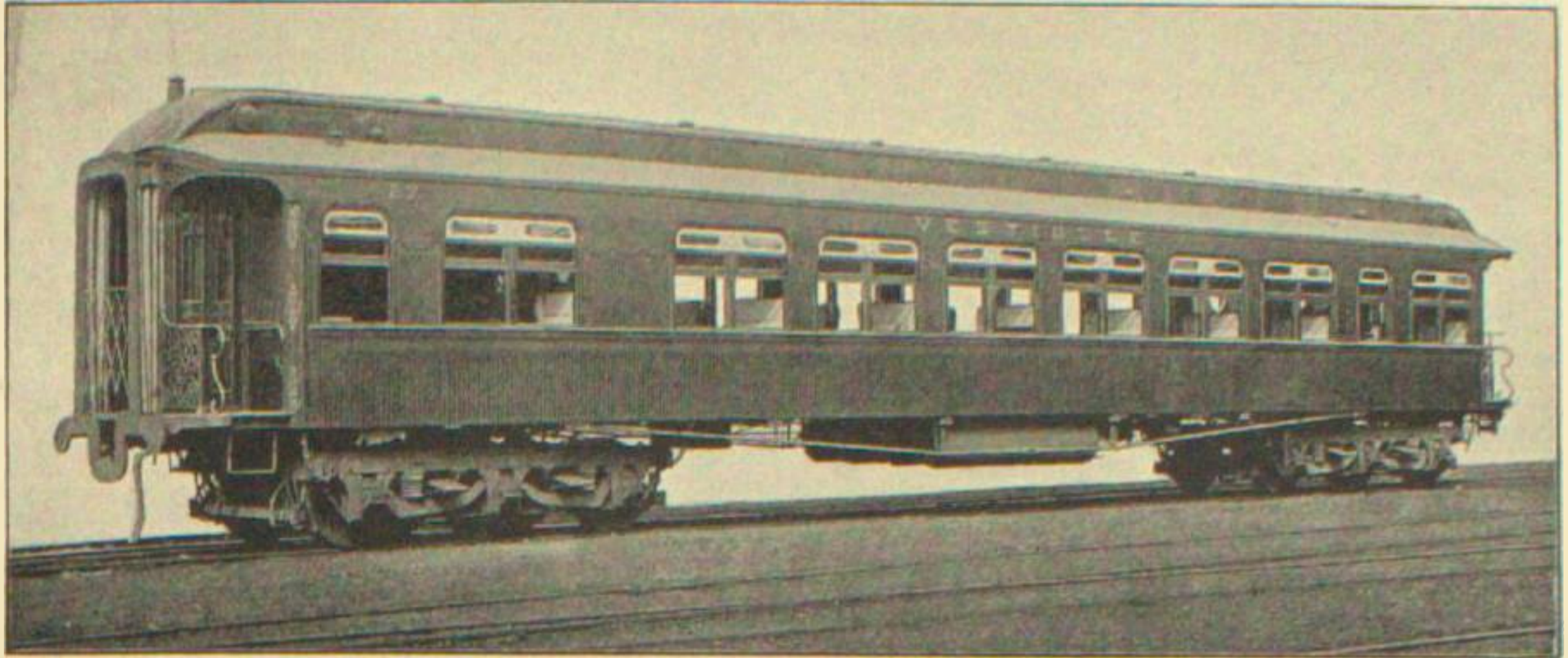


SADDLE TANK ENGINE (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

(Interchangeable in all its parts with above Tender Engine.)

PRINCIPAL DETAILS.

		ft. in.	Weight in working order—		
Diameter of bogie-wheels	...	2 9½	Bogie (2 wheels)	...	10 3 2
Diameter of coupled wheels	...	4 0½	Leading wheels (coupled)	...	12 0 1
Diameter of trailing wheels	...	4 0½	Driving " "	...	15 15 2
Cylinders 18 inches diameter by 26 inches stroke.			Trailing " "	...	14 8 0
Heating surface: Tubes	...	1,245 square feet.	Radial trailing axle	...	14 11 0
Firebox	...	100 "			
Total	...	1,345 square feet.	Total	...	65 18 1
Total grate area	...	21 "	Water capacity, 1,000 gallons.		
Boiler pressure, 140 lb. per square inch.			Coal " 2½ tons.		

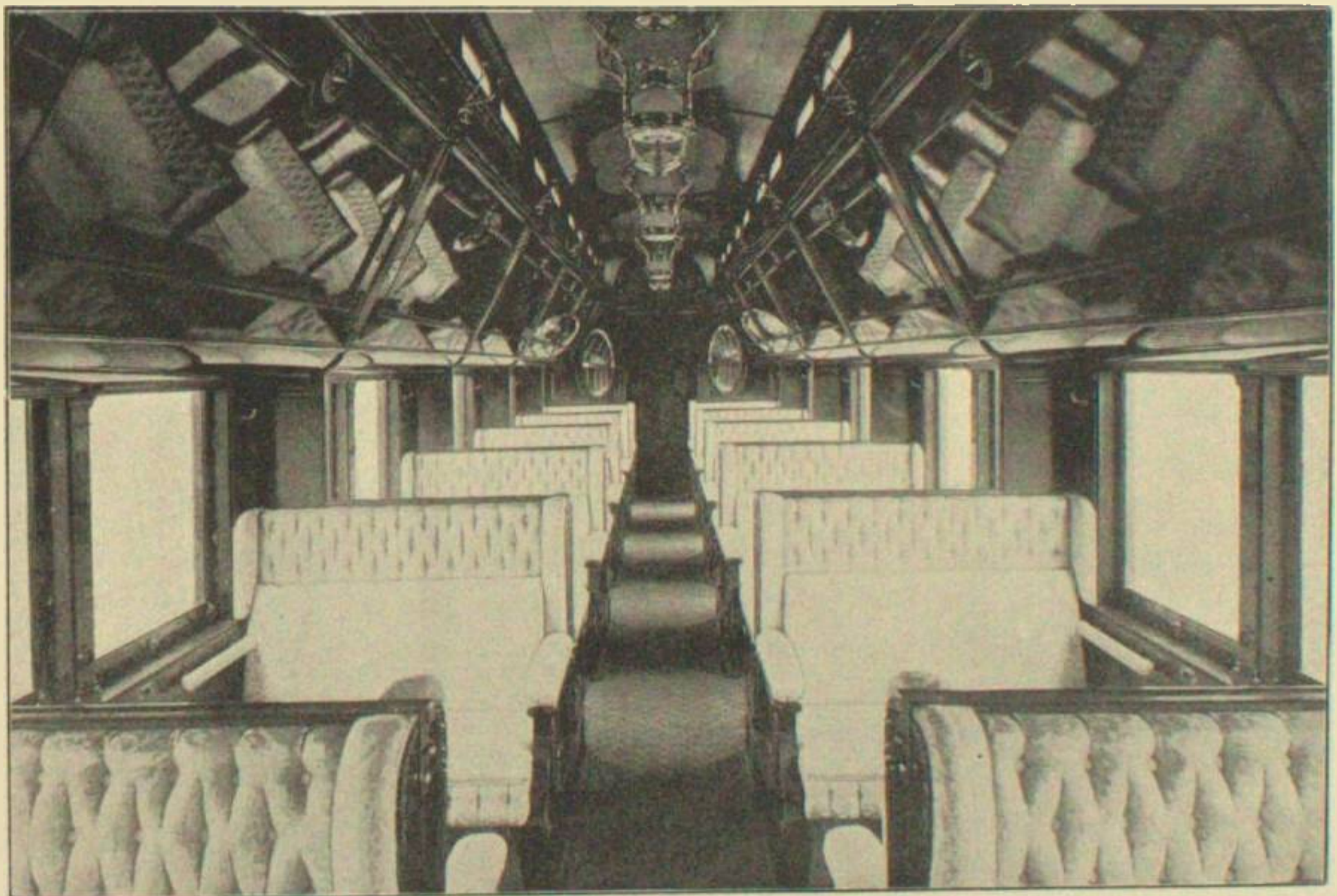


PULLMAN VESTIBULE SLEEPING CAR (EXTERIOR), DESIGNED 1891.—N.S.W. GOVT. RAILWAYS.

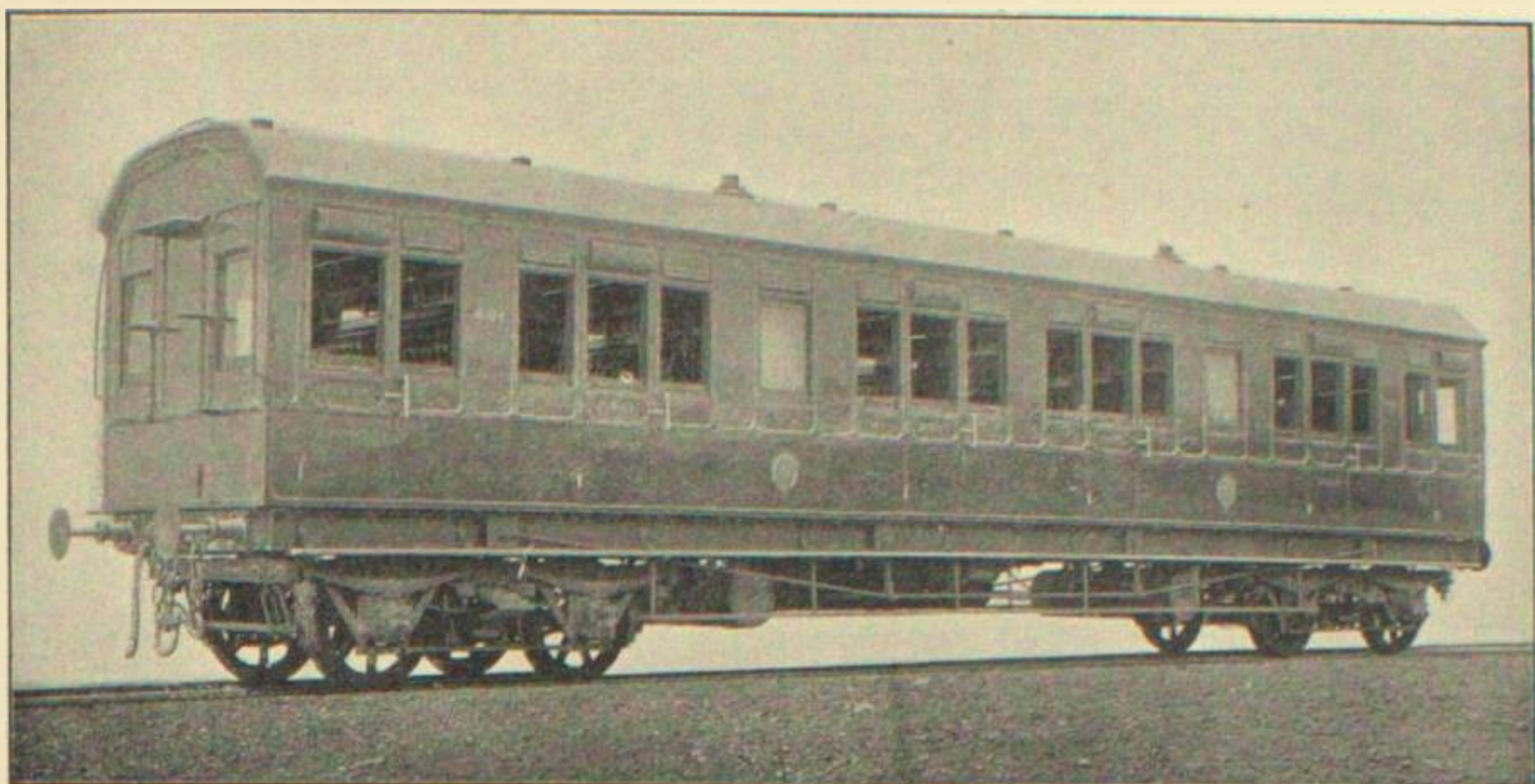
Length of body	ft. in.
Length over platforms	67 8
Width	9 4
Height from floor to eaving in centre of lantern roof	9 0 1/2

The interior is divided into a smoking-room, with lavatories, &c., a main sleeping compartment (in which there are 24 berths), and a ladies' saloon containing 4 berths. It accommodates during the night 28 persons in all, and during the day has seating capacity for 38 persons. These vehicles are fitted with what is known as "Vestibule" ends, through which communication is made from one car to another.

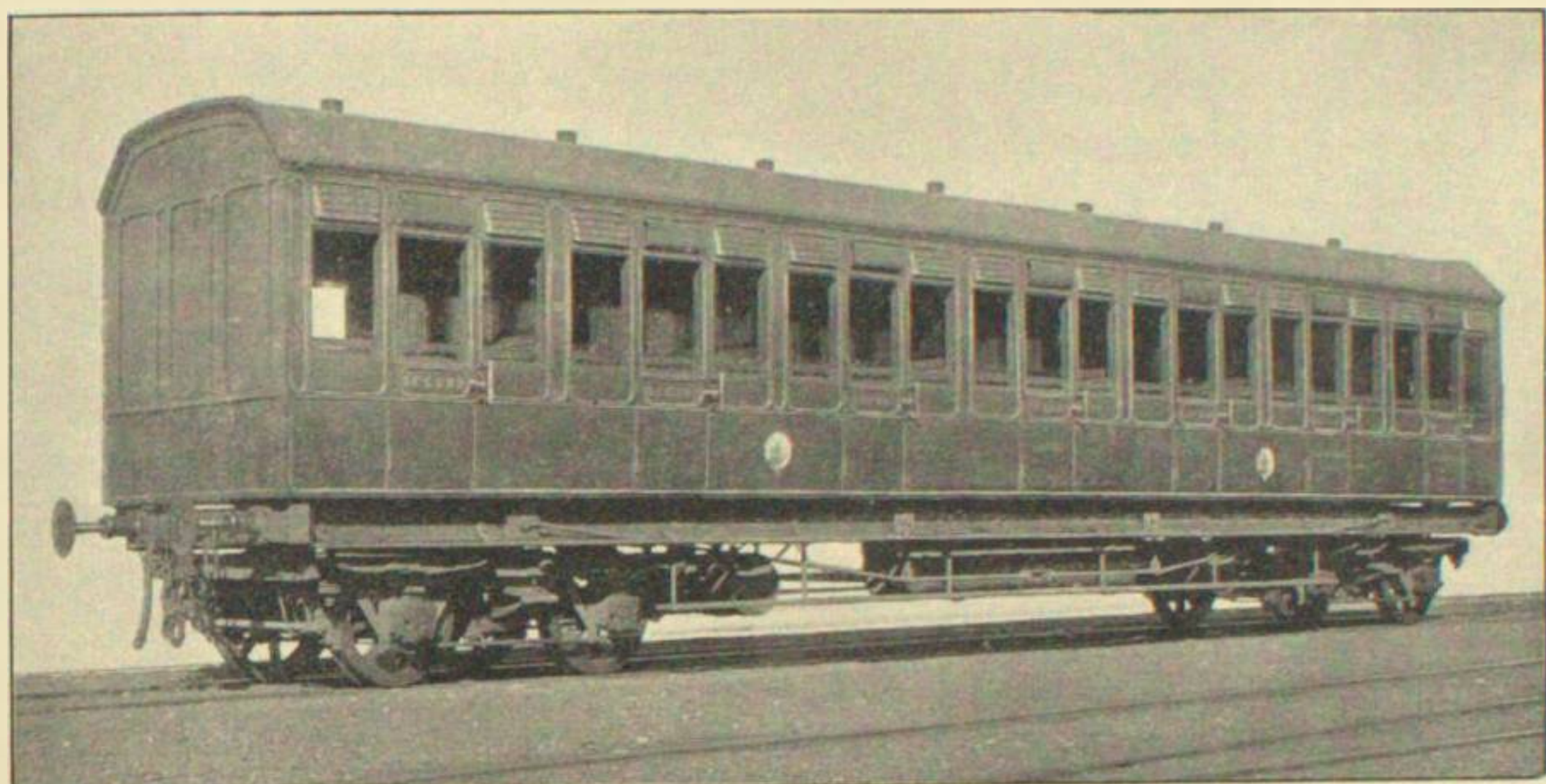
Tare, 55 tons 10 cwt.



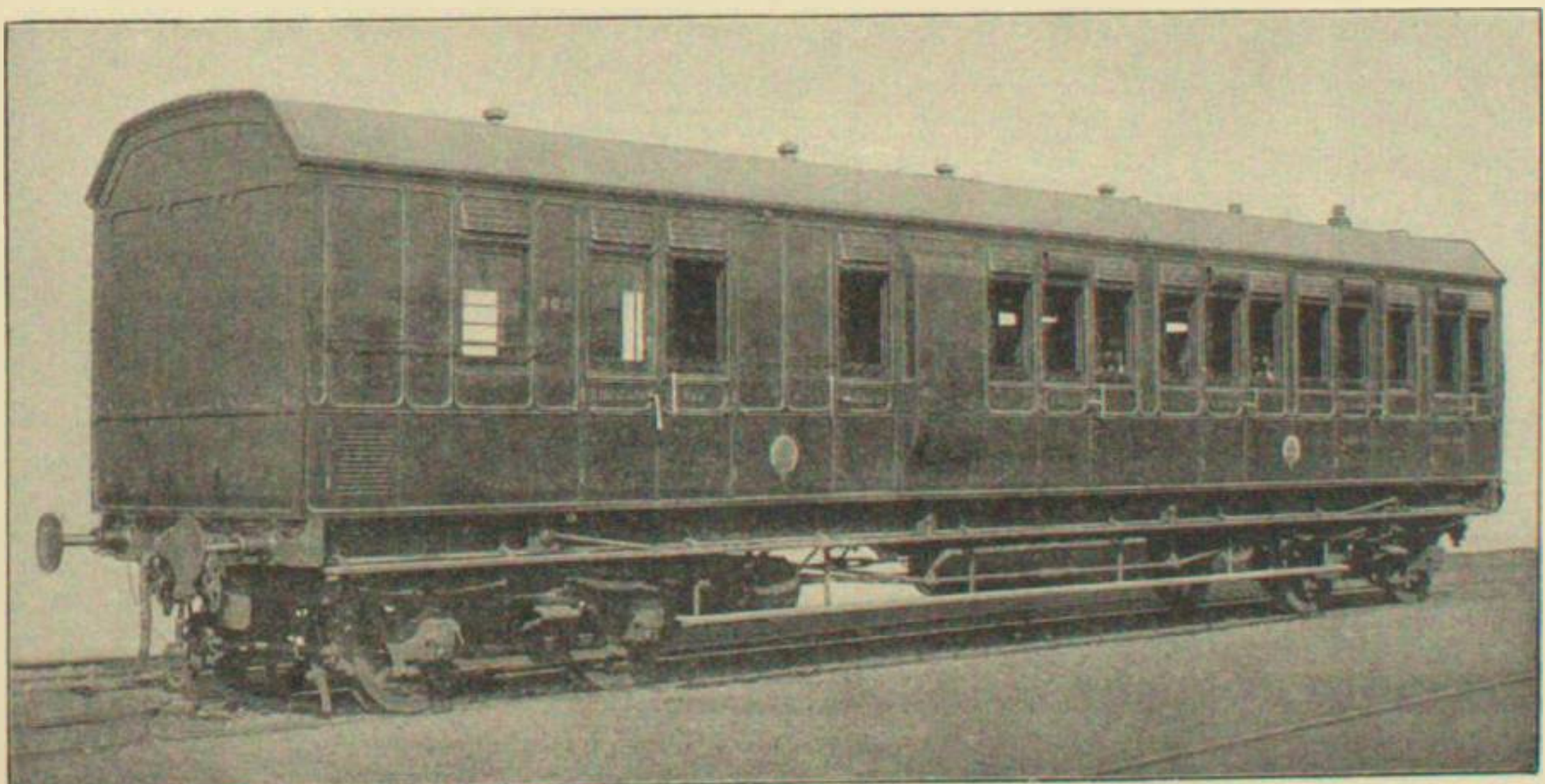
PULLMAN SLEEPING CAR (INTERIOR)—N.S.W. GOVT. RAILWAYS.



(a) FIRST-CLASS LAVATORY CARRIAGE (DESIGNED, 1889)—N.S.W. GOVT. RAILWAYS.



(b) SECOND-CLASS MAIN LINE CARRIAGE (DESIGNED, 1889)—N.S.W. GOVT. RAILWAYS.



(c) COMPOSITE BRAKE-VAN (DESIGNED, 1889)—N.S.W. GOVT. RAILWAYS.

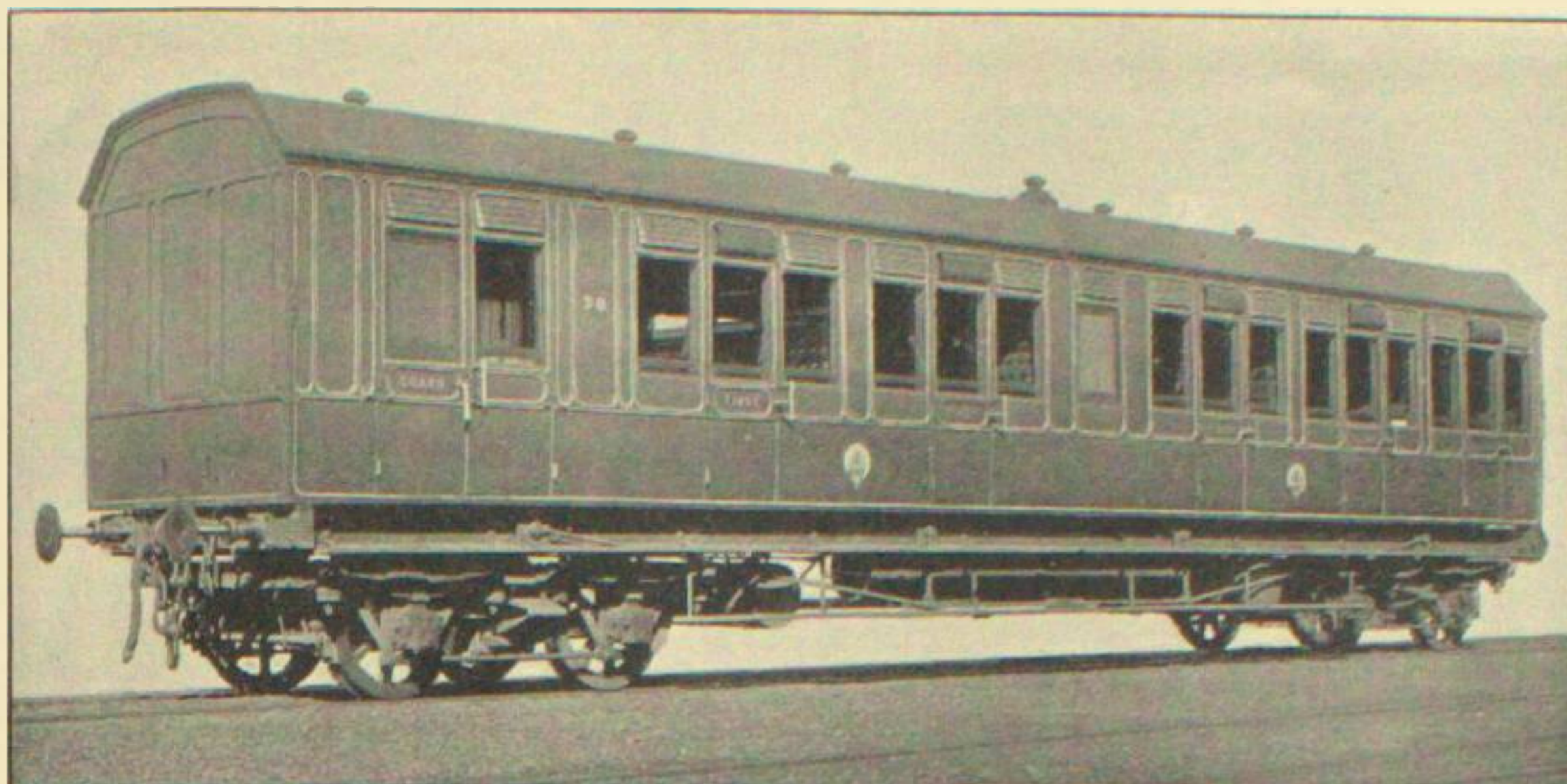
General dimensions, all vehicles.	{	Length of body	65 0
		Length over buffers	49 5
		Width (outside)	8 8
		Height from floor to centre of ceiling	7 9

Capacity:—(a) 40 passengers (4 full compartments, each 7 ft. 1 in. by 7 ft. 9 in., communicating with lavatory, also 2 coupe ends).

(b) 70 passengers, 7 compartments, each 8 ft. 5 in. partition to partition.

(c) 18 first-class and 10 second-class passengers, with lavatory accommodation for the latter (8 compartments—one for ladies and the other for gentlemen). Luggage compartment 19 ft. by 7 ft. 10 in., to carry 3 tons of luggage or mail.

Tare:—(a) 21 tons 11 cwt.; (b) 20 tons 1 cwt.; (c) 19 tons 4 cwt.

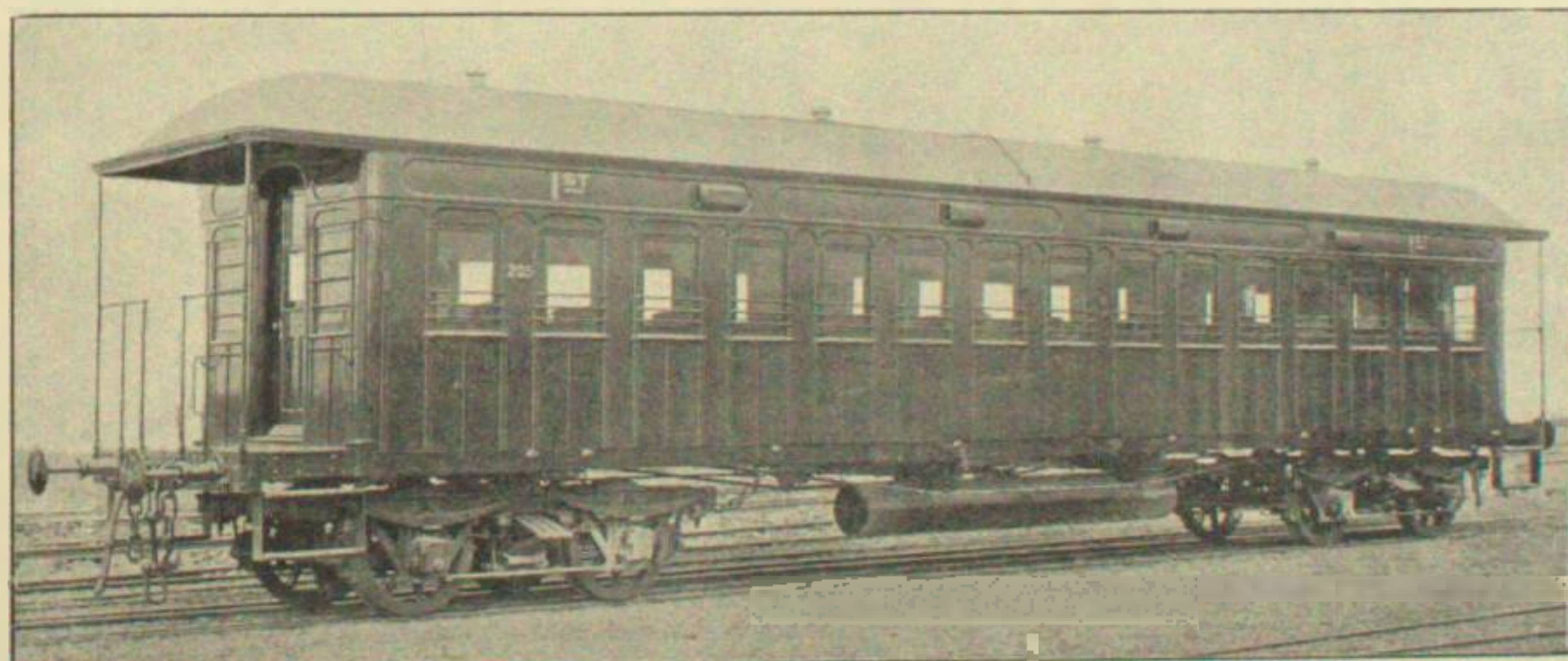


COMPOSITE SLEEPING CARRIAGE (DESIGNED, 1880)—N.S.W. GOVT. RAILWAYS.

	ft. in.
Length of body	46 0
Length over buffers	49 3
Width (outside)	5 6
Height from floor to centre of ceiling	7 9

Capacity:—2 first-class compartments, 7ft. 11in. each between livings, and communicating with lavatories; these compartments are arranged to give sleeping accommodation to 3 travellers each by night; also 1 first-class compartment without lavatory accommodation. 2 second-class compartments, 6ft. 6in. between livings, and a baggage room 7ft. 8in. long. The total passenger accommodation is 30 second-class passengers, and 14 first-class by night, or 24 by day.

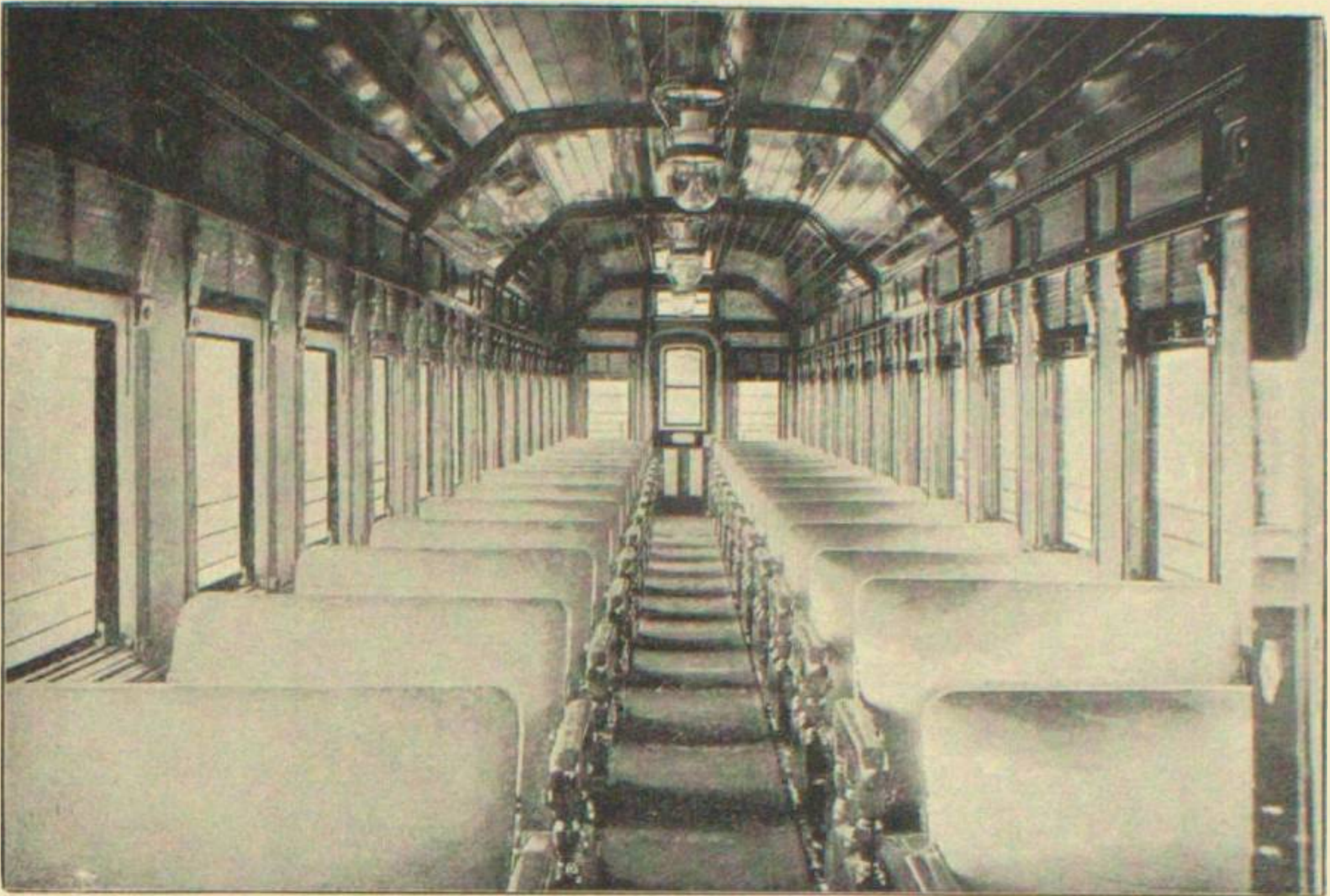
Tare 10 tons.



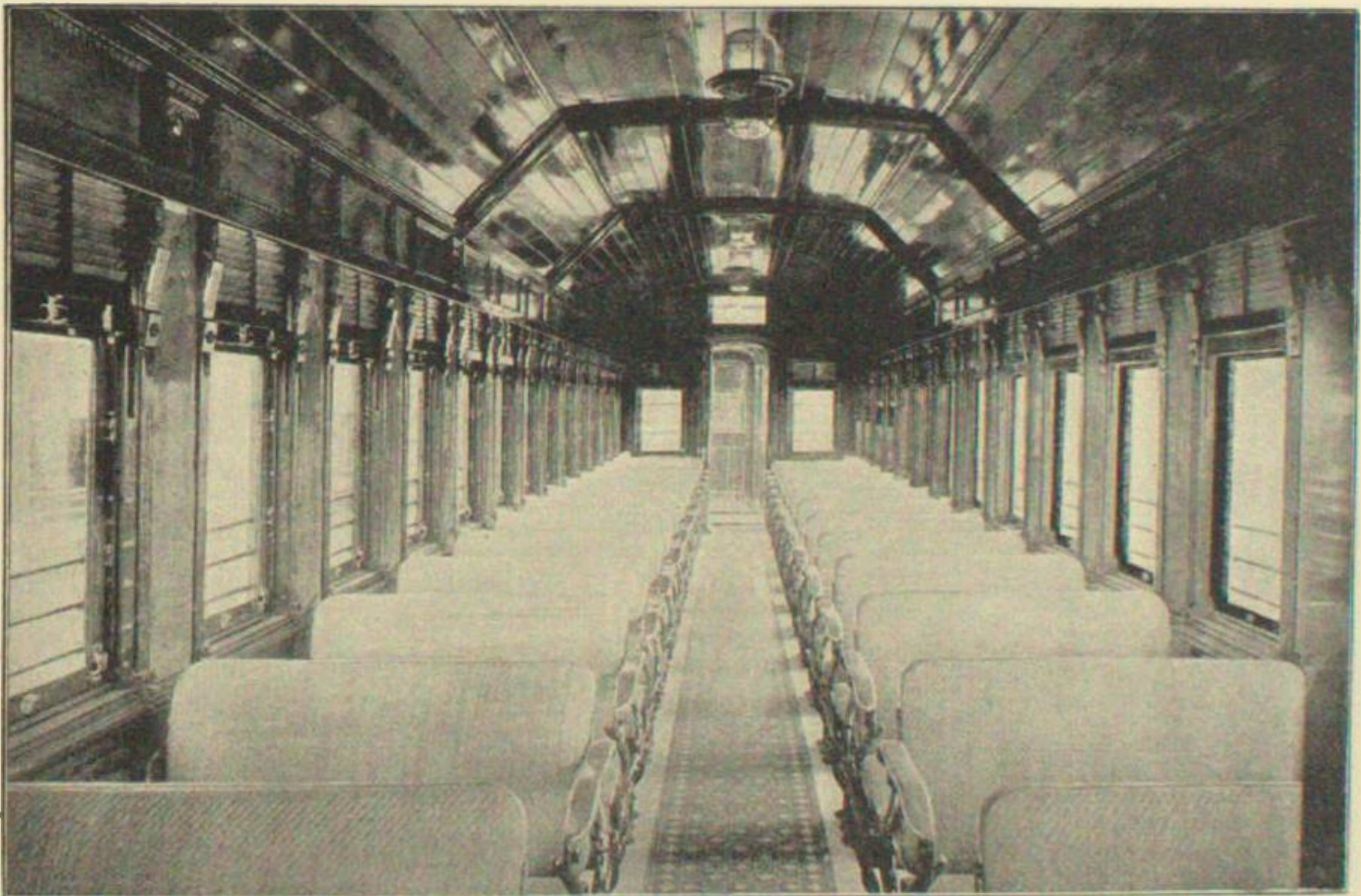
SUBURBAN CAR (EXTERIOR) 1ST. AND 2ND. CLASS (DESIGNED 1889)—N.S.W. GOVT. RAILWAYS.

	ft. in.
Length of body	44 0
Length over platforms	46 8
" " buffers	51 0
Width (outside)	8 11
Height, floor to centre of ceiling	8 3½
Capacity, 60 passengers.	
Tare	18 tons 10 cwt.

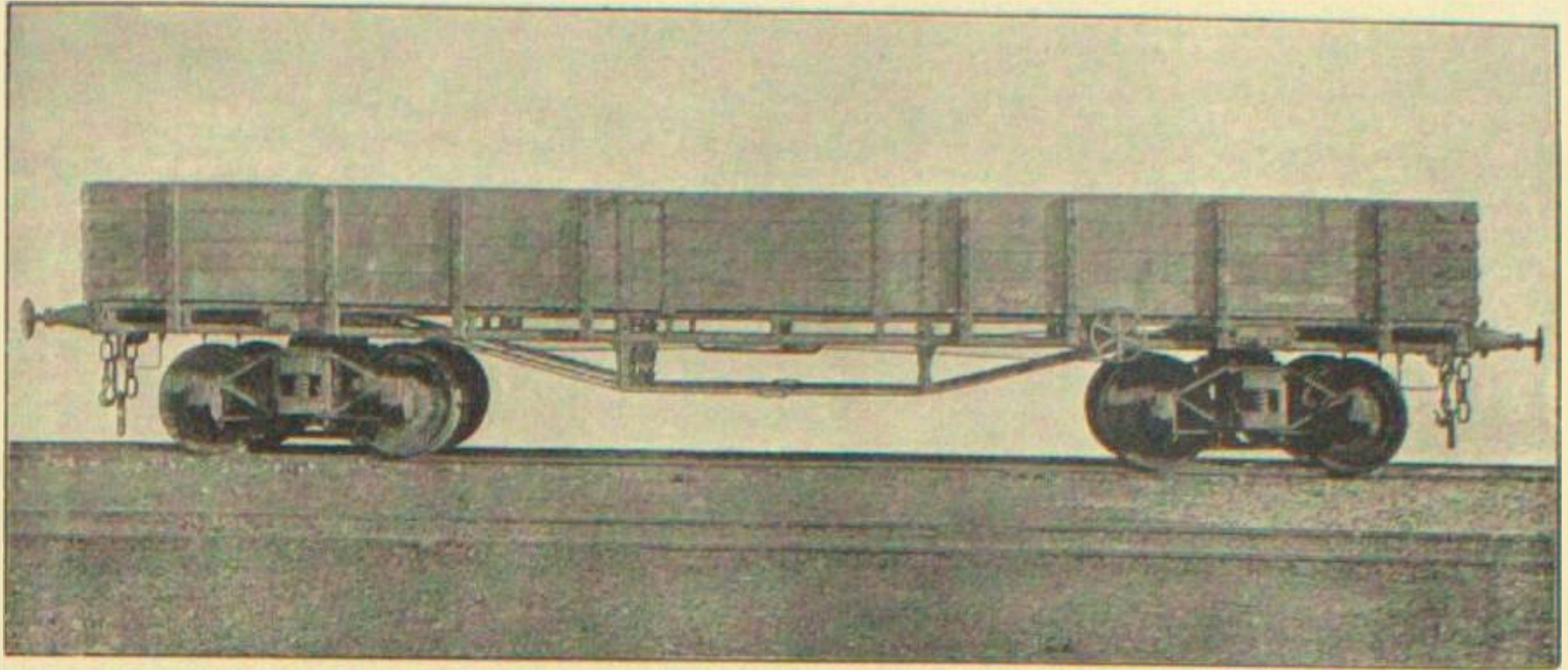
Lighted with compressed gas; fitted with the Westinghouse Brake, and Anderson Ventilators.



FIRST-CLASS SUBURBAN CAR (INTERIOR) - N.S.W. GOVT. RAILWAYS.

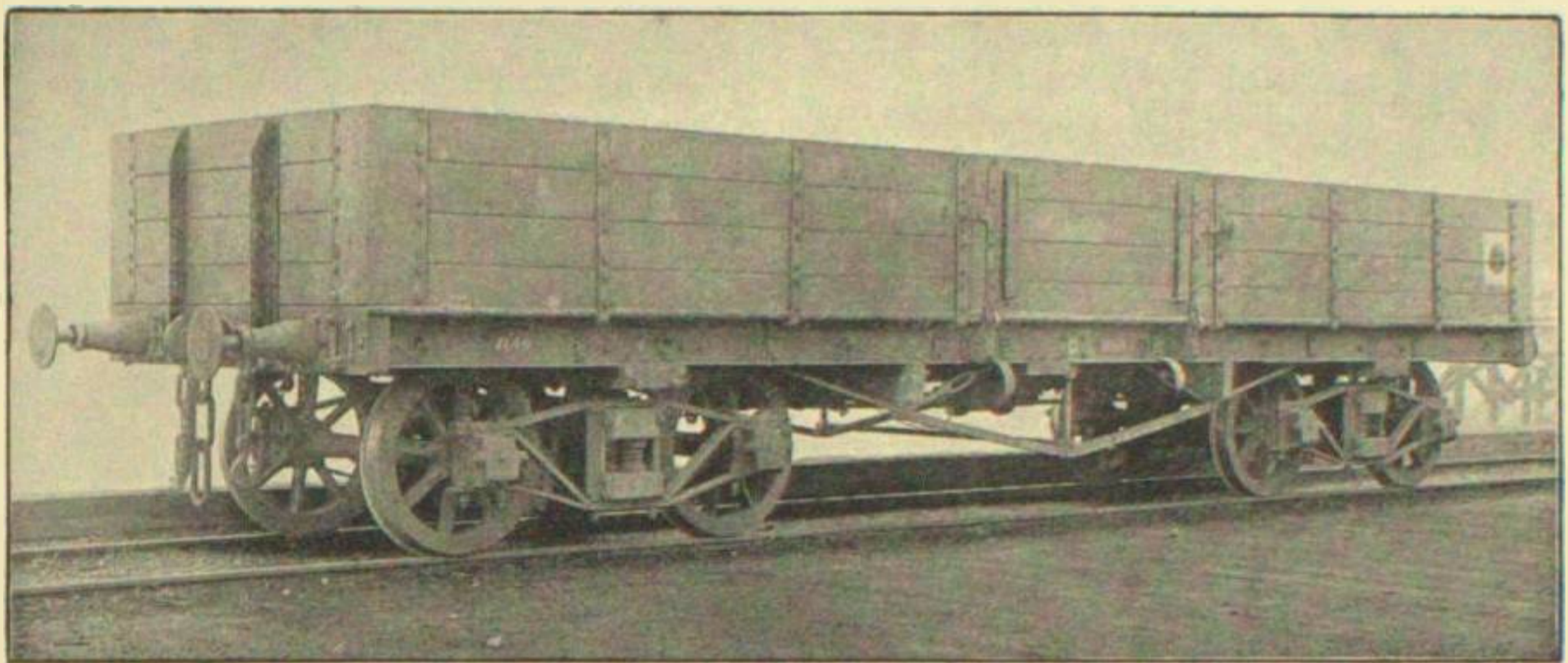


SECOND-CLASS SUBURBAN CAR (INTERIOR) - N.S.W. GOVT. RAILWAYS.



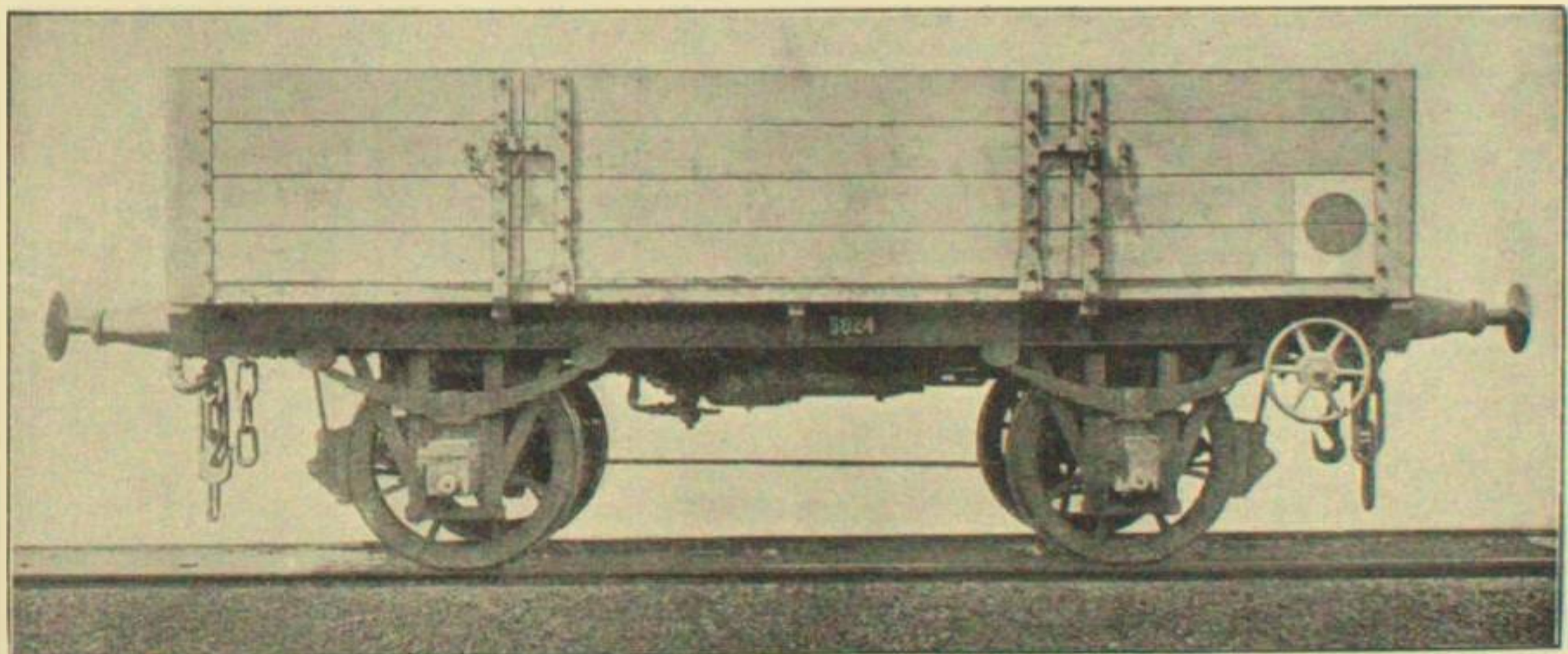
TUBULAR WAGON (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

Length of body (outside)	ft. in.
Length over buffers	34 6
Width (outside)	8 6
Height of body (inside)	2 9
Capacity	22 tons.
Tare	10 tons.



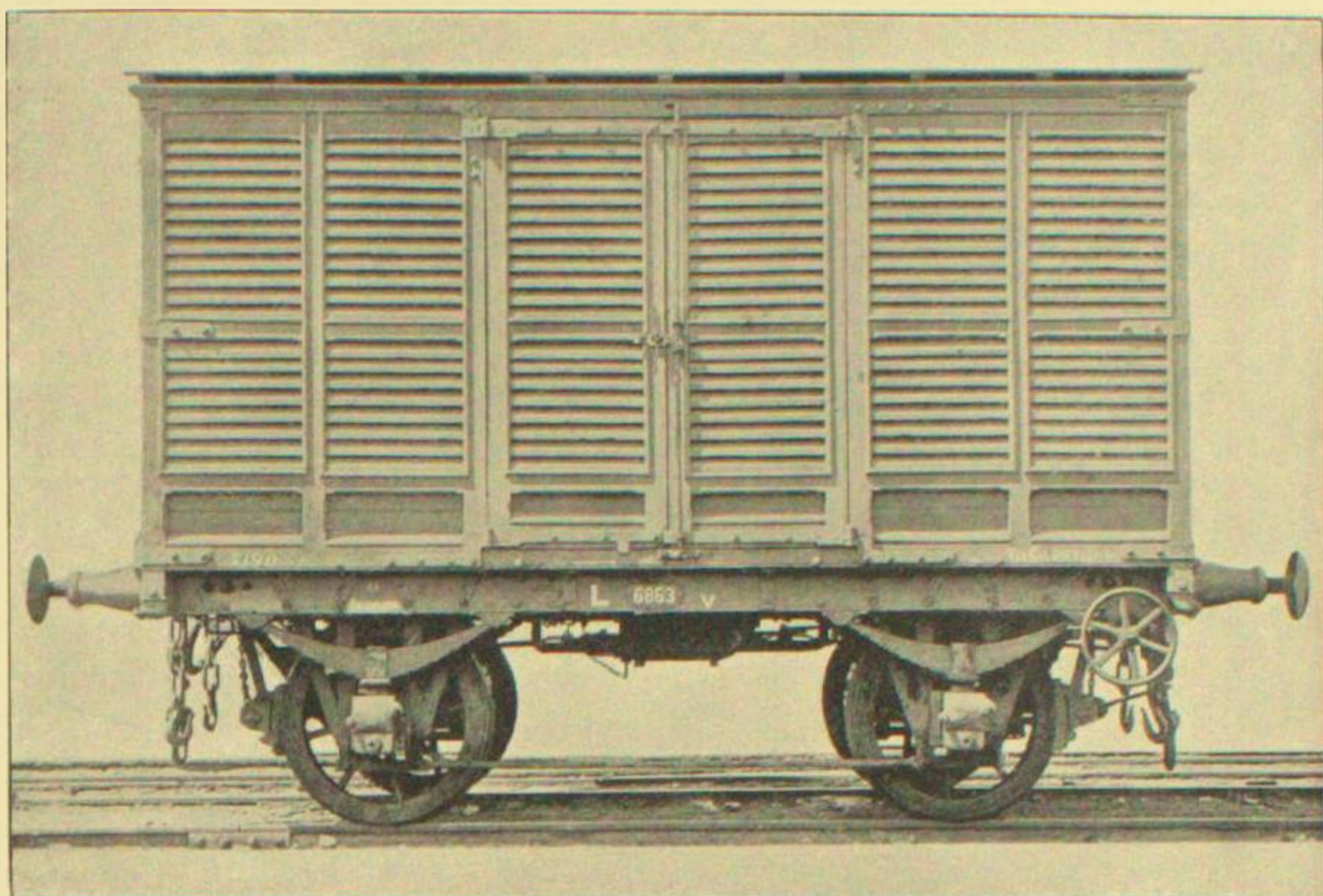
IRON UNDER FRAME BOGIE WAGON (DESIGNED, 1892)—N.S.W. GOVT. RAILWAYS.

Length of body (outside)	ft. in.
Length over buffers	32 0
Width (outside)	35 8
Height of body (inside)	8 8 $\frac{1}{2}$
Capacity	23 tons.
Tare	11 tons 7 cwt.



IRON UNDER FRAME ORDINARY GOODS WAGON (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

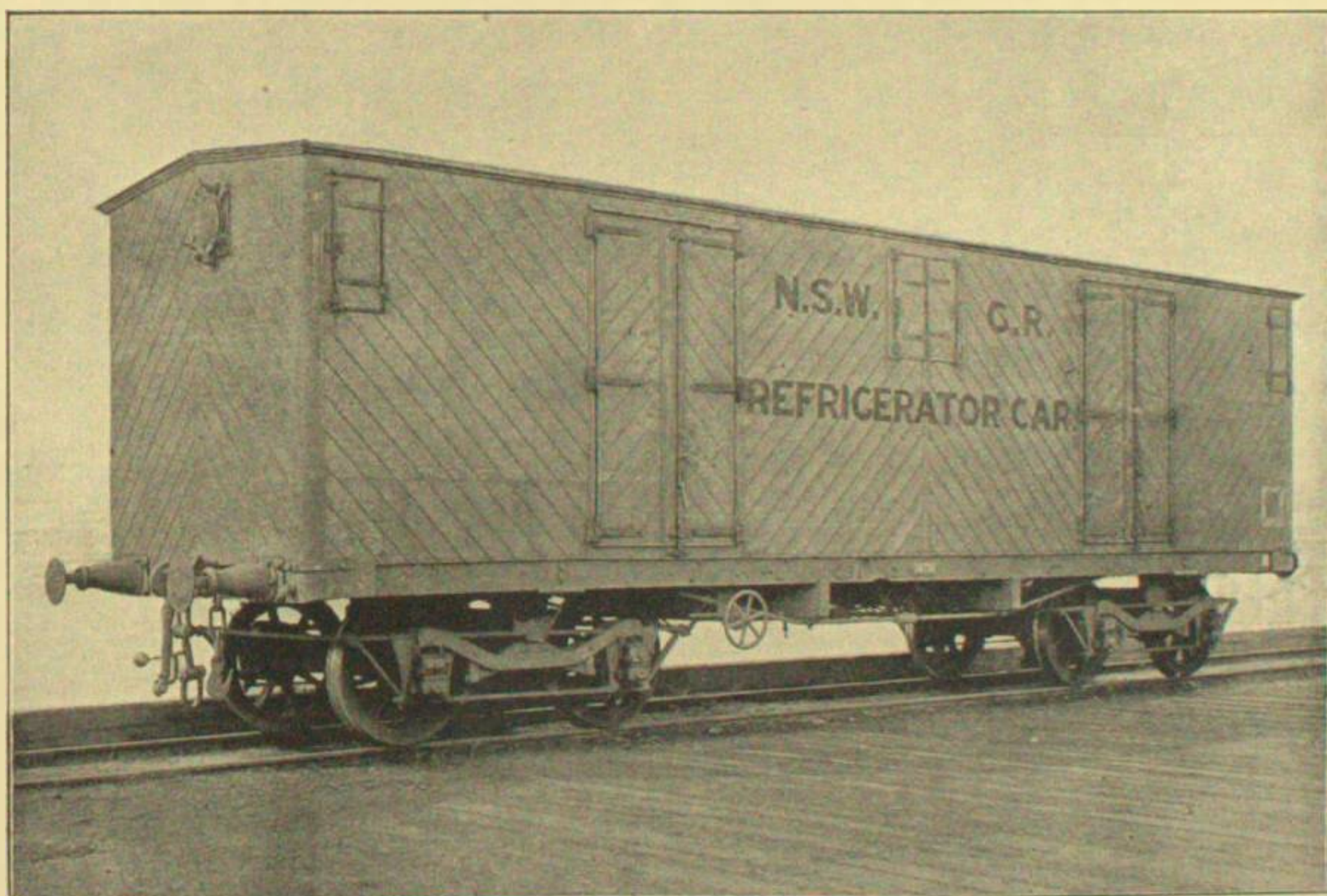
Length of body (outside)	ft. in.
Length over buffers	16 0
Width (outside)	18 8
Height of body (inside)	2 8 $\frac{1}{2}$
Capacity	2 9
Tare	10 tons.
	5 tons 10 cwt.



LOUVRED VAN—N.S.W. GOVT. RAILWAYS.

(Used for the carriage of perishable goods, butter, and meat.)

Length of body (outside)	ft. in.
Length over buffers	15 0
Width (outside)	10 8
Height from floor to roof	8 6
Carrying capacity	7 0
Tare	10 tons,
	8 tons 11 cwt.



REFRIGERATOR CAR (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

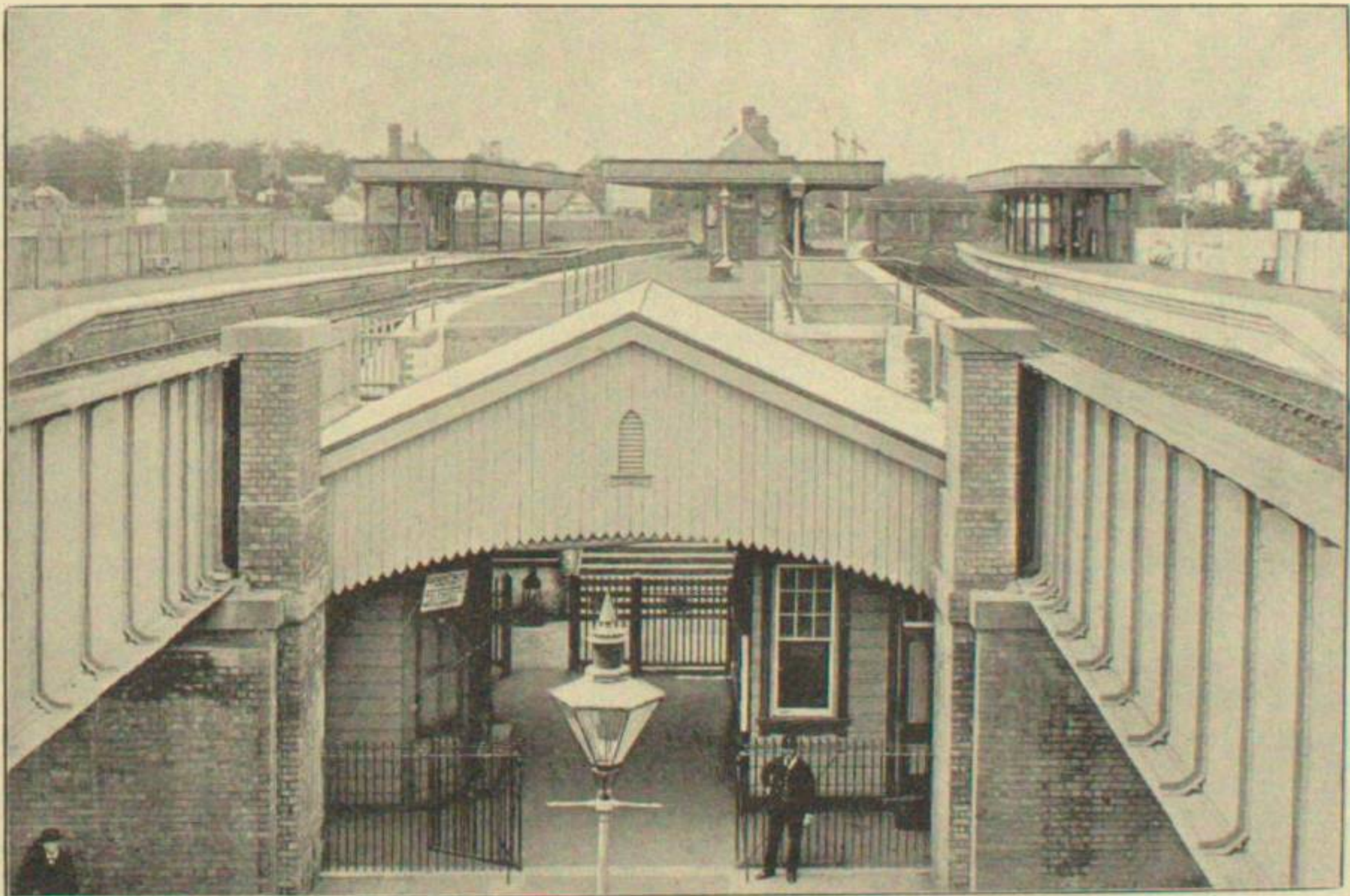
(Used for the carriage of chilled and frozen meat.)

Length of body (outside)	ft. in.
Length over buffers	34 0
Width (outside)	37 6
Height floor to ceiling	9 0
Tare	4 9 1/2
Capacity	16 tons.
	{ 400 chilled sheep, or
	{ 500 frozen sheep.



STANDARD SUBURBAN STATION (BURWOOD, 7 MILES FROM SYDNEY)—N.S.W. GOVT. RAILWAYS.

Accommodation: Side Platforms—General waiting-rooms, with 107 ft. covered platform. Island Platform—General and ladies' waiting-rooms, station-master's office, and lavatory accommodation; 130 ft. covered platform on each side of building.



SUBURBAN STATION, ENTRANCE FROM STREET TO OVERHEAD PLATFORMS—N.S.W. GOVT. RAILWAYS.

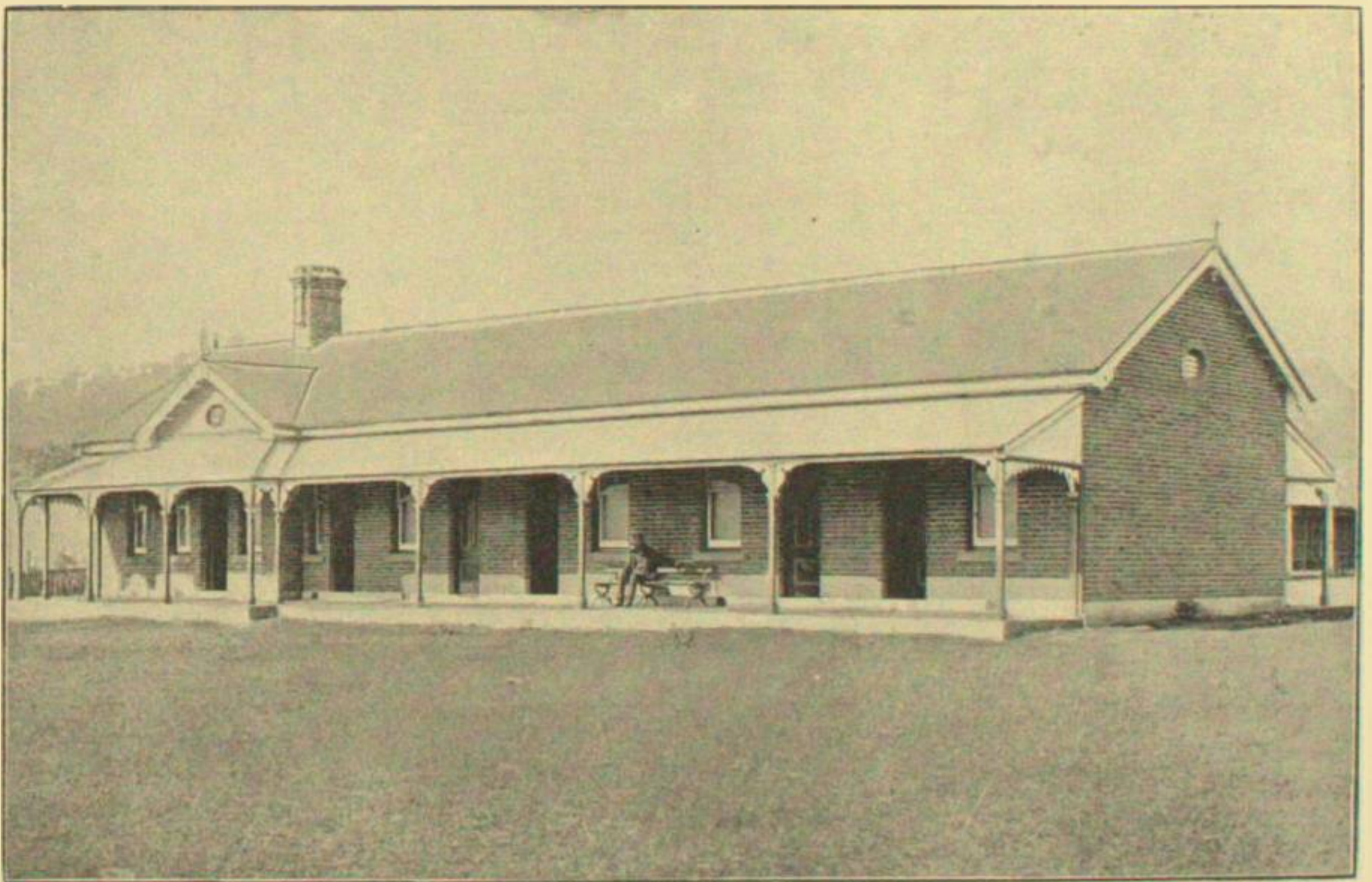
Accommodation at entrance from street: Ticket and parcels office, and book-stall.



NEWTOWN STATION, 2 MILES FROM SYDNEY.

SUBURBAN STATION, ENTRANCE FROM OVERBRIDGE TO PLATFORMS BELOW—N.S.W. GOVT. RAILWAYS.

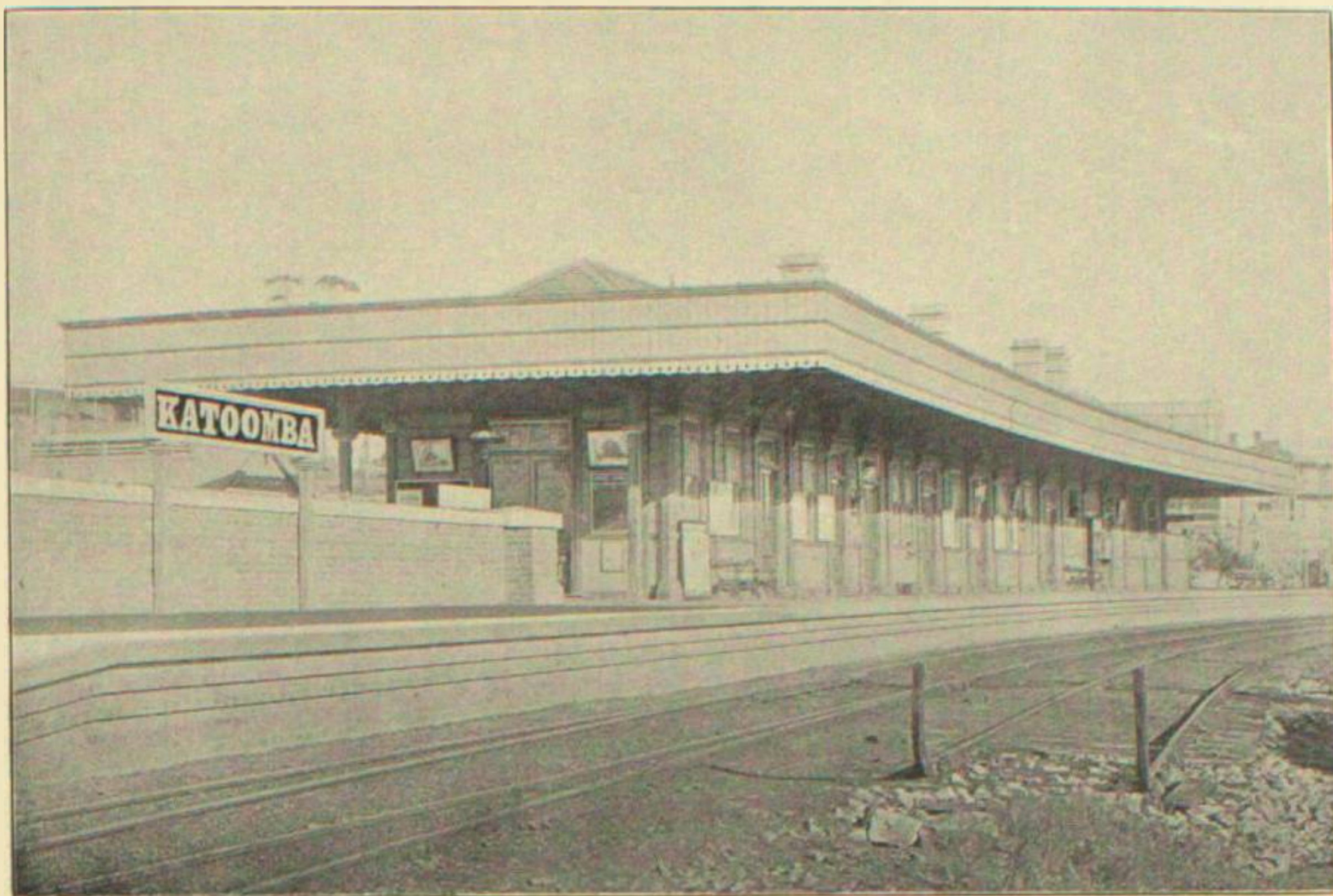
Accommodation on street level - Booking hall, and ticket and parcels office.



MURRURUNDI LODGING-HOUSE.

STANDARD TYPE LODGING-HOUSE FOR ENGINEMEN, FIREMEN, AND GUARDS—N.S.W. GOVT. RAILWAYS.

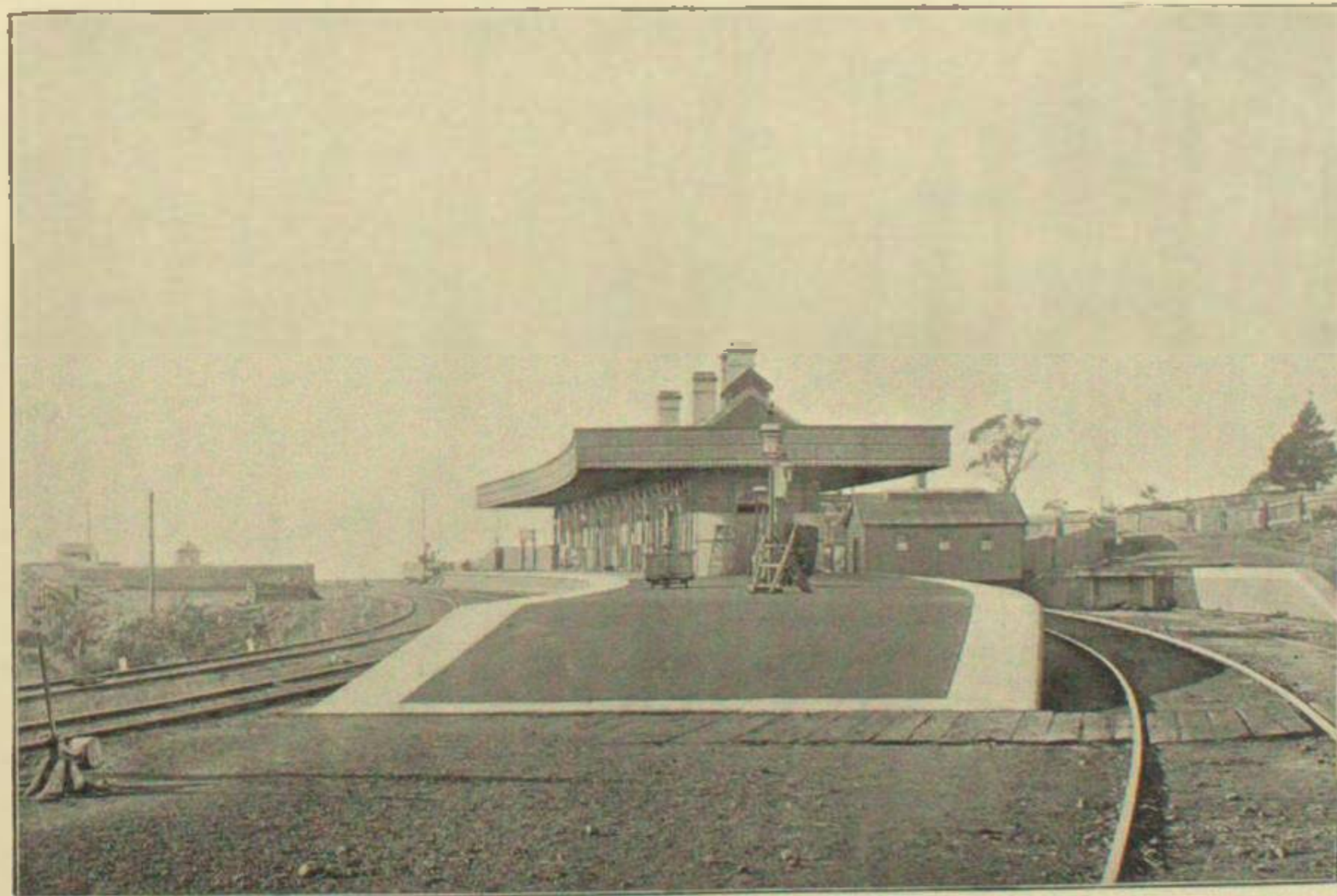
Accommodation; dining-room, kitchen and attendant's rooms, bath-room and lavatory, and bedrooms. Each bedroom is entered from the verandah, and contains 2 beds.



KATOOMBA STATION (BLUE MOUNTAINS).

ISLAND PLATFORM STATION—N.S.W. GOVT. RAILWAYS.

Accommodation: General waiting-room and booking hall, booking and parcels office, station-master's office, ladies' and gentlemen's waiting-rooms, with lavatory accommodation; 125 ft. 6 in. covered platform on each side of building.



KATOOMBA STATION (BLUE MOUNTAINS).

ISLAND PLATFORM STATION (END VIEW)—N.S.W. GOVT. RAILWAYS.



BOWRAL (ON SOUTHERN LINE).

COUNTRY STATION—N.S.W. GOVT. RAILWAYS.

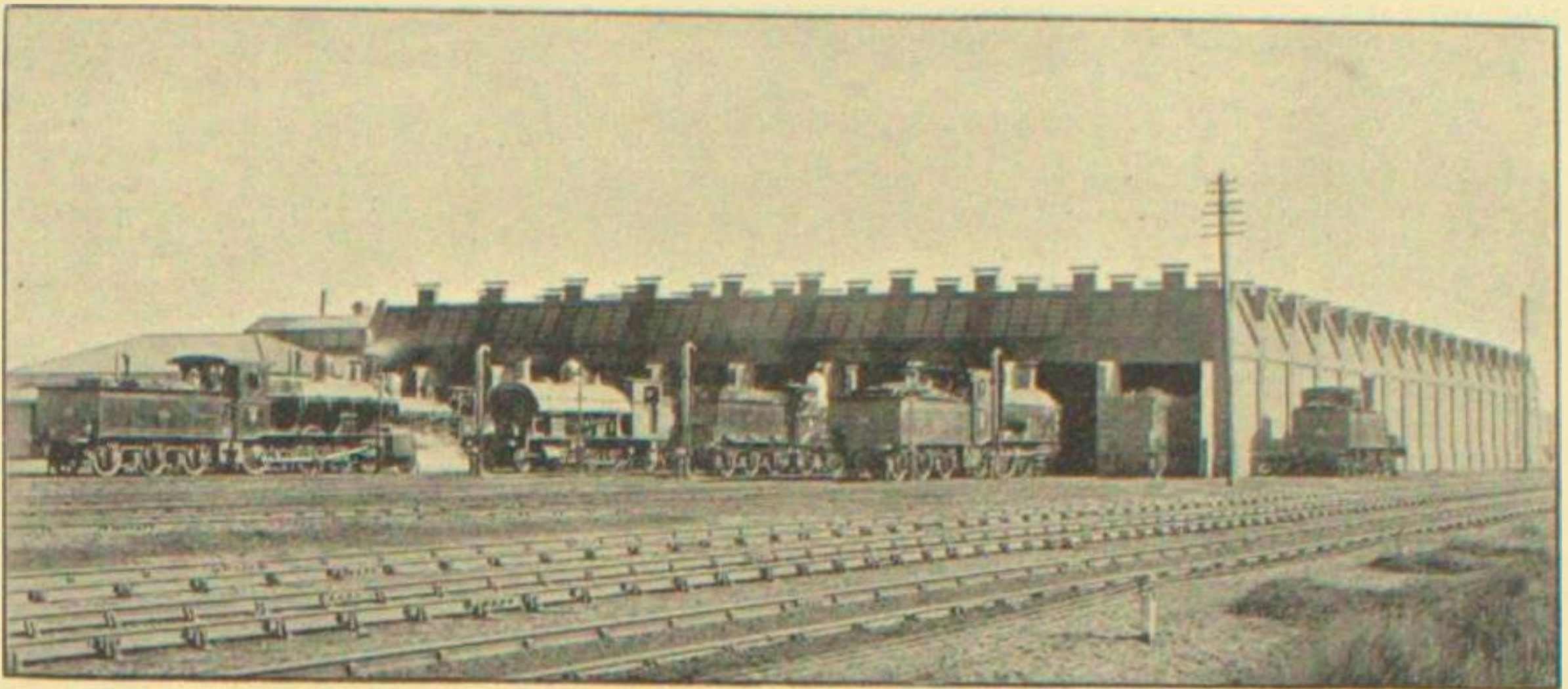
Accommodation: Parcels office, booking office, booking hall, ladies' and gentlemen's waiting-rooms, with lavatory accommodation.



WENTWORTH FALLS (BLUE MOUNTAINS).

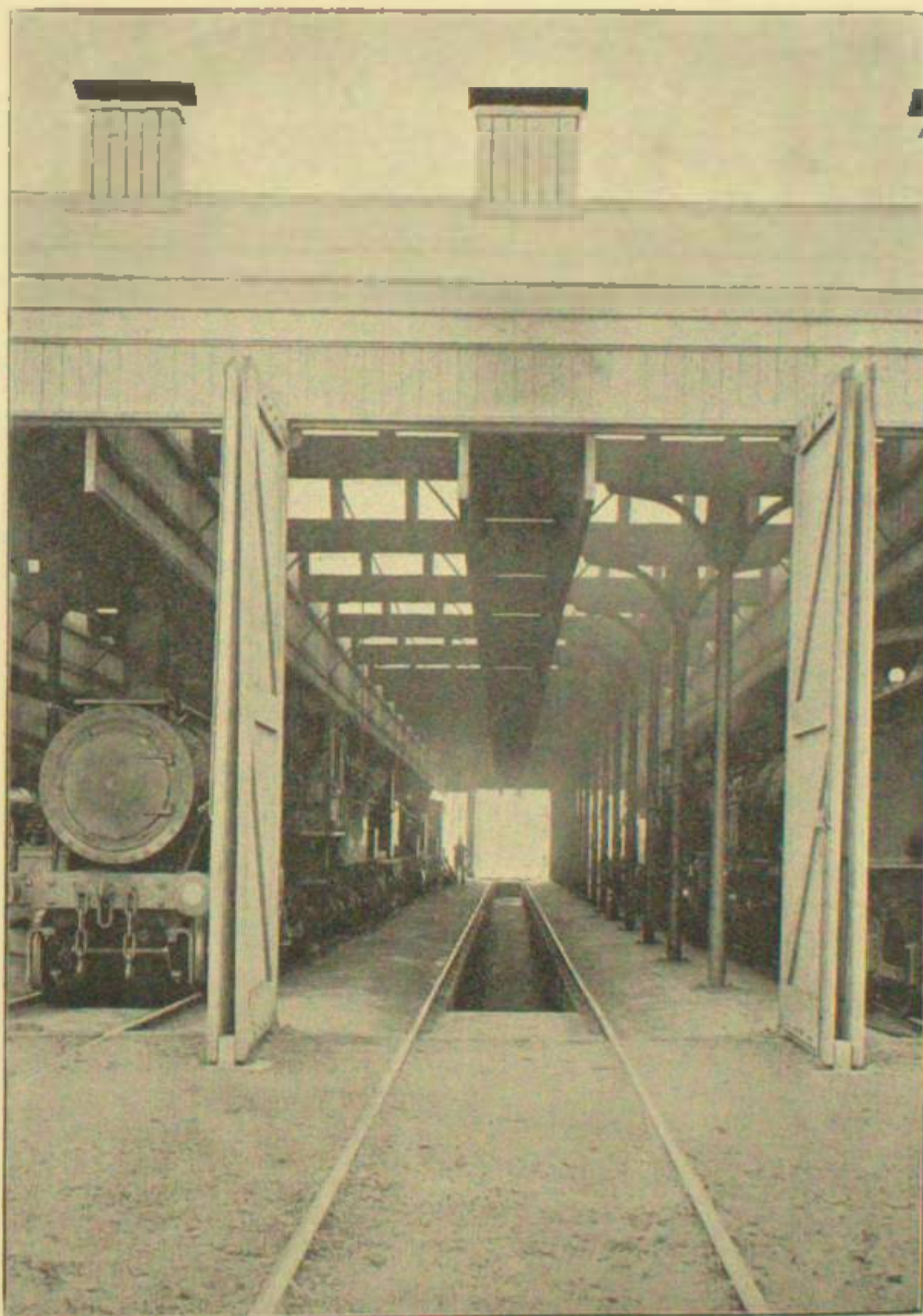
STANDARD ROADSIDE STATION—N.S.W. GOVT. RAILWAYS.

Accommodation: Ticket and parcels office, ladies' and gentlemen's waiting-rooms, with lavatory accommodation, lamp and porter's room: 55 ft. covered platform.

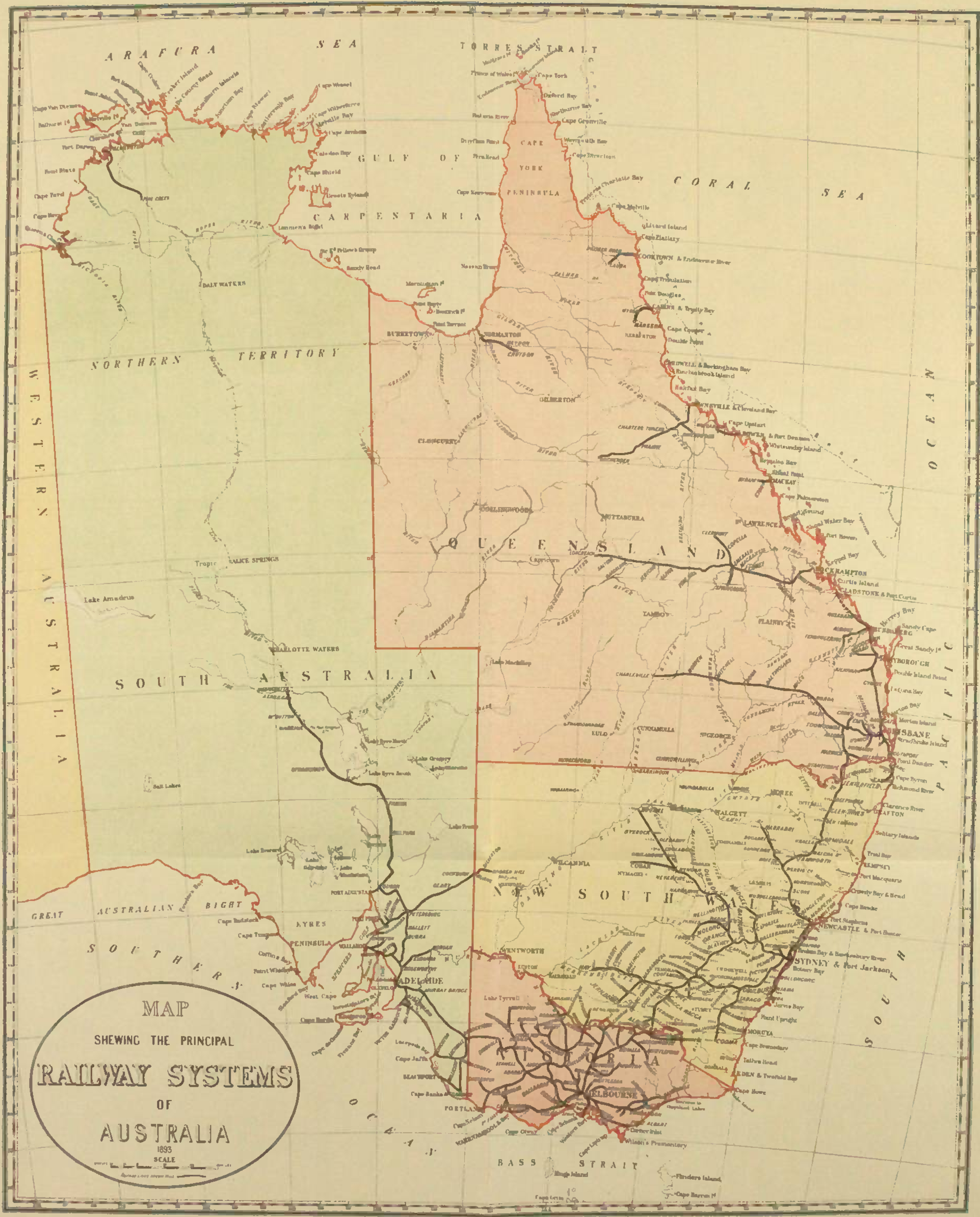


ENGINE-SHED (EXTERIOR VIEW)—N.S.W. GOVT. RAILWAYS.

Total length, 352 feet; width, 130 feet. There are 10 roads, each accommodating on the average 5 tender and tank engines.



RUNNING SHED (INTERIOR VIEW)—N.S.W. GOVT. RAILWAYS.



MAP
SHEWING THE PRINCIPAL
RAILWAY SYSTEMS
OF
AUSTRALIA
1893
SCALE

Printed under authority of the Government of New South Wales, Sydney, 1893.