

Mr J. C. Smees
et

D. S. Henderson Esq

COMMISSIONERS' TOUR OF INSPECTION

ORBOST TO SALE

MAFFRA TO TRARALGON

MORWELL TO HALLAM

BY ROAD CAR

FULHAM TO FLYNN

YALLOURN

Tuesday, 14th to Thursday, 16th April, 1959 inclusive
Train departs from Spencer Street (No. 8 platform)
at 4.18pm on Monday, 13th April, 1959.

COMMISSIONERS TOUR OF INSPECTION OF ORBOST LINE

BETWEEN 13TH AND 16TH APRIL, 1959

PERSONNEL

Mr. E. H. Brownhill	Chairman
Mr. N. Quail	Deputy Chairman
Mr. T. R. Collier	Chief Traffic Manager.
Mr. W.O. Galletly	Chief Mechanical Engineer.
Mr. L. A. Reynolds	Chief Civil Engineer.
Mr. A. C. Stockley	Chief Electrical Engineer.
Mr. A. Cobham	Claims Agent
Mr. P.E. Cooper	Auditor of Revenue
Mr. D. McInnes	District Superintendent.
Mr. E. T. Stephenson	Metro. District Rolling Stock Supt.
Mr. D. H. Cowden	District Engineer.
Mr. G. L. Rayment	Commissioners' Secretary
Mr. C. J. Warrenner	Tour Clerk.

Mr. H. Glowrey = Chairman & General Manager - Grain Elevator Board.

TRAIN STAFF

DRIVER	C.W. Kettle
FIREMAN	R.J. Smith
GUARD	A.W. Burton
CONDUCTOR	J. Freeland
STEWARD	F. Butterfield
COOK	M. Dunkley-Smith
KITCHEN HAND	N. Simatovic

DUPLICATION

The position as regards the duplication of the Gippsland line between Dandenong and Traralgon is as follows:-

Dandenong-Narre Warren: Double track with automatic signals in use to 'up' end of Narre Warren.

Narre Warren-Berwick: Single track with mechanical signalling in use. Earthworks completed for duplication. No work being done in this area at present.

Berwick-Bunyip: Double track with automatic signals in use.

Bunyip-Longwarry: Single track with mechanical signalling in use to 'down' end of Longwarry.

Longwarry-Drouin: Double track with mechanical signalling in use to 'up' end of Drouin.

Drouin island platform, buildings and back road completed. Signalling completed.

Drouin-Yarragon: Double track with mechanical signalling in use.

Yarragon-Trafalgar: Double track with power signalling in use.

Trafalgar-Moe: Duplication with power signalling in hand.

Moe: Yard rearrangement in hand.

FIRST DAY, TUESDAY 14TH APRIL, 1959

ORBOST

Mr. J.H. Fraser, S.M. (Class 5)

R.S. Branch Driver-in-Charge V. McMasters.

Total Staff 3 Engines Nil

1.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Pigs	Horses	Pigs	Horses
1955	159239	3	42934	8286	1993	156	1086	47	40
1956	139788	2	37002	7253	720	101	883	41	52
1957	141425	7	37437	8250	732	94	520	48	73
1958	147521	4	40227	8815	404	80	348	78	60

ELECTRIC FAN

2.

The Commissioners have approved of the provision of a (12) inch oscillating electric fan at the Stationmaster's office.

(16/736/8).

ORBOST (Contd.)

SIDING AND GOODS SHED EXTENSIONS.

3.

In the light of the increased timber traffic and the promise of still further substantial development it is considered that the facilities and goods shed accommodation at Orbost will prove inadequate for the business in the foreseeable future and the Chief Civil Engineer has been asked to furnish a plan and estimate for, (a) the provision of a siding taking off No.1 road in clear of the turnout to the gantry crane road and running through the passenger platform, extending in a 'down' direction to a point opposite the buffers of No.1 road, (b) a 25 ft. extension of the goods shed with a verandah along the track side of the shed, and (c) the transfer of the whole of the station facilities from the passenger to the goods side of the line.

IMPROVEMENTS TO STATION BUILDING.

4.

At Orbost on tour on 18/3/58 representations were made to the Commissioners that some improvements be effected in the station building.

It was stated that owing to the building not being lined conditions were very hot in the summer and cold in the winter and the staff had to work under very adverse conditions.

The Commissioners directed that the following work be carried out:

- (a) line the station buildings.
- (b) install caneite ceiling.
- (c) provide box frame windows.

This work was satisfactorily completed.

A contract has been let for the painting of the station buildings, but the Contractor has been informed that he is not to proceed with the work until further directed as consideration is being given to the relocation of the station buildings.

(58/3315)

EXTENSION OF GOODS LOADING AREA.

5.

A plan, showing the proposal for demolition of the passenger platform, filling depressions and surfacing for goods loading and transfer of station buildings and conveniences to site adjacent to goods shed has been prepared.

The estimated cost of the work is £5,200 inclusive of additions to and relocation of buildings (£1,300) and alterations to signals (£100).

(W.W.2978/59).

GOODS SHED

6.

At Orbost on tour on 18/3/58 representations were made to the Commissioners by Messrs. O. Andrews and G. Otzen of the local Chamber of Commerce in regard to certain improvements relating to the goods shed staffing and accommodation.

(Contd.)

FIRST DAY, TUESDAY, 14TH APRIL, 1959.

ORBOST (Contd.)

GOODS SHED (Contd.)

The Secretary for Railways on 20/5/58 replied to Mr. Andrews as follows:-

"With reference to the recent representations made to the Commissioners by Mr. Otzen and yourself regarding the operation of the goods shed at Orbost, I desire to say that the shed is opened for business at 8.30am, but any consignee seeking delivery of goods between 8.00am and 8.30am would be attended to by the Stationmaster or another member of the staff who are on duty during that time.

On the rare occasions when the traffic to be accommodated at Orbost exceeds the capacity of the goods shed, it is the practice to leave bulk-beer in locked trucks.

The Commissioners consider that these arrangements adequately meet requirements at Orbost and they regret they are unable to accede to your requests."

(58/3316)

SAFETY OF GOODS

7.

At Orbost on tour on 18th March, 1958, representations were made to the Commissioners by Crs. R. Johnston and K. Moore of the Shire of Orbost and Messrs. G. Otzen and O. Andrews of the local Chamber of Commerce that something be done to safe-guard goods in the goods shed and in trucks standing at the station.

A burglar alarm system connected with the police station has since been installed.

(58/3314)

CRANE ON GOODS PLATFORM

8.

A request to the Commissioners on tour on 4/3/57 by Cr. D. Bell and the Shire of Orbost for the provision of a small crane on the goods platform was declined on the grounds that conditions do not warrant such a provision and in any case when (10) ton gantry crane was provided the whole of the timber traffic would be handled on the other side of the station yard and the existing crane would be available for general loading.

(57/2419)

POLE TRAFFIC

9.

Pole traffic now offering cannot be handled at the recently installed gantry crane, and instructions have been issued for an electric hoisting unit to be fitted to the 6 ton derrick crane nearest the goods shed.

(56/1871)

STOCKYARDS.

10.

Complaint has been made by the Victorian Dairy farmers Association regarding the dirty condition of the stockyards.

A contract has been let to have the stockyards cleaned out when required.

(57/6487)

FIRST DAY, TUESDAY, 14TH APRIL, 1959

ORBOST (Contd.)

D.R. 3274.

11.

Instructions have been issued for repairs and improvements to drainage at D.R. 3274.

(4956/58)

COMPLETED

12.

22/9/58 Removal of (2) 6 ton derrick crane.
 30/6/58 Dismantling of coal stage.
 19/2/59 Installation of Elec. light in van goods shed.

ELECTRICAL BRANCH MATTERS

Electric Fan for Office - Completed. 13.
 Supply to 6 Ton Crane - Instructions issued. Waiting for W.& W to instal hoist.

WAYGARA

14.

No-one-in-Charge

Year Ended 30th June	Total Revenue	Outward Passenger Journeys	Total Tonnage Wool		Livestock			
			Out	In	Outwards		Inwards	
					Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	1955	-	581	5	-	-	-	-
1956	4625	-	1188	3	-	-	-	-
1957	7620	1	2170	2	-	-	-	-
1958	17404	-	4648	6	-	-	-	-

TOSTAREE

15.

No-one-in-Charge

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage Wool		Livestock				
			Out	In	Bales	Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	717	-	309	42	-	-	-	-	
1956	184	-	38	86	-	-	-	-	
1957	180	-	36	105	-	-	-	-	
1958	133	-	28	129	-	-	-	-	

FIRST DAY, TUESDAY, 14TH APRIL, 1959

NOWA NOWA

Mr. H.J. Boyd, S.M. Class 8.

16.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards	Inwards		
					Sheep	Cattle	Sheep	Cattle	
					Pigs	Horses	Pigs	Horses	
1955	74482	-	22721	2292	1305	6	11	2	1
1956	82974	-	24594	2308	1366	5	5	4	2
1957	77393	12	23304	2117	1225	4	5	2	3
1958	89655	5	26366	2080	1325	2	5	3	2

HIGH LOADING PLATFORM

17.

The work of providing a high loading platform has been completed.

Loaders now request that track be moved one foot closer to ramp so that material will tip into centre of truck and thus save time and effort involved in additional levelling off.

The matter is being investigated.

(56/1800)

FOOTWAY ON BRIDGE OVER LINE. (207m. 76 ch.)

18.

In July, 1956, the Shire of Tambo requested that a footway be provided on the bridge over the railway on the Buchan-Nowa Nowa Road at Nowa Nowa. The Country Roads Board, having been informed of the representations by the Shire, supported the request.

The Commissioners advised the Shire and the Country Roads Board that they were prepared to bear one-third of the cost of constructing the proposed footway, exclusive of its approaches which it was considered should be the responsibility of the Shire.

The Country Roads Board replied that it considered the whole of the cost should be borne by this Department and the Shire of Tambo stated that it was interested in the safety aspect only and that the necessary financial arrangements were a matter for negotiation between the Board and the Commissioners.

Cabinet recently decided that the Commissioners were no longer to contribute towards the cost of bridge improvement works required solely for the benefit of roadusers. The provision of the desired footway on the bridge falls within this category, as it would appear that increased vehicular traffic on the Buchan-Nowa Nowa Road has caused the need for the facility, the offer to the Shire has been withdrawn.

The Country Roads Board wrote to this Department on 3/4/58 and advised that in the circumstances, the Board would be prepared to bear the actual cost for the provision of a footway over the bridge.

The matter is in hand.

(58/346)

COMPLETED

19.

18/11/58. Removal of pig yard and shelter.

17/5/58. Erection of a high loading platform.

COLQUHOUN

20.

No-one-in-Charge

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	1241	-	719	16	-	-	-	-	-
1956	6993	-	4058	32	-	-	-	-	-
1957	4131	-	2156	43	-	-	-	-	-
1958	-	-	-	22	-	-	-	-	-

BRUTHEN

21.

Mr. F.C. Robbins S.M. (Class 8)

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	33337	-	9407	4656	5182	13	51	15	45
1956	43458	1	13905	4779	5170	6	42	1	2
1957	42627	1	12019	5453	5991	24	45	-	7
1958	44287	2	12962	4239	5776	22	33	1	6

HIGH LOADING PLATFORM

22.

Facing and coping for a high loading platform has been provided by the Department and the Shire of Tambo has yet to level the filling.

(54/13461)

COMPLETED

23.

17/12/58. Power point in wash house of D.R.2253.
17/12/58. Rewiring of D.R.'s 2252 and 2253.

BRUTHEN - MOSSIFACE

24.

OVERHEAD BRIDGE AT 189M. 55C. 52L.

The Shire of Tambo made representations to the Secretary for Railways on 2/5/57 in regard to the narrow width between the piers of this bridge stating that this was a danger to road traffic and it had been the cause of several accidents over the past few years.

Representations have also been made through the Hon.Sir Albert Lind M.L.A. the Honorable W.O. Fulton, M.L.C. the National Safety Council, and the Hon.the Minister of Transport on 26/6/57.

On 5/7/57 the Chairman replied to the Hon.the Minister as follows:-

"With reference to the attached letter, the Commissioners have to report that the question of altering the bridge referred to was investigated by this Department about four years ago as a result of the view expressed by the Country Roads Board that a clear opening of not less than 32 to 35 feet should be provided square to the centre line of the roadway, while retaining the present vertical clearance of 16 feet.

BRUTHEN - MOSSIFACE (CONTD.)

OVERHEAD BRIDGE AT 189M. 55C. 52L. (Contd.)

24.

With the existing roadway alignment, the erection of a bridge to meet these requirements would involve the use of through plate girders 56 feet long and concrete piers, and the present estimated cost of such a structure is £8,000.

Alternatively, the construction of a bridge of similar design but with provision for an improved road alignment would entail the use of through plate girders 73 feet in length together with concrete piers, and the estimated cost of the structure is £14,500.

In 1953 the Country Roads Board was informed by letter that this Department was not prepared to incur any expenditure in altering the bridge, and asked the Board to advise whether it desired to have the work carried out at its own expense. The Board duly acknowledged the letter but did not indicate its wishes in the matter.

Discussions have since been held between this Department and the Country Roads Board with the object of determining an equitable basis for the allocation of costs in cases of this kind where, for purposes of road traffic, the Commissioners are asked to extend or otherwise alter bridges which are still adequate for rail traffic.

The Honorable the Minister will no doubt recollect that the Commissioners recently submitted a recommendation embodying a formular which they consider provides an equitable basis for the allocation of costs in works of this nature."

The Secretary for Railways replied in similar terms to the Hon.Sir Albert Lind, M.L.A. the Hon.W.O.Fulton M.L.C.and the National Safety Council.

The Country Roads Board on 21/2/58 advised that the Board will bear the cost of the alterations and requested detailed estimates.

The Department advised the Board in letter dated 23/5/58 the estimated cost of the proposed work was approximately £15,000 and that the work would be put in hand about June, 1959.

(57/4531)

FIRST DAY, TUESDAY, 14TH APRIL, 1959.

MOSSIFACE

25.

No-one-in-Charge

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	2472	-	900	21	-	-	-	-	-
1956	1647	-	660	20	-	-	-	-	-
1957	1875	-	746	65	-	-	-	-	-
1958	768	-	305	59	-	-	-	2	-

BUMBERRAH

26.

Mrs. B.J. Berry Caretaker, Class 5.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	4316	-	1251	1160	61	46	51	22	41
1956	2112	-	128	1197	134	45	28	2	15
1957	1352	-	131	1128	144	16	28	-	3
1958	1292	-	64	1143	273	14	29	1	1

TRAIN CROSSING FACILITIES

27.

In 1951 a plan and estimate of cost were prepared for train crossing facilities at this place as well as Munro to make provision for anticipated heavy timber traffic from the Orbest line, but as the timber traffic did not develop as expected the matter was pended for later consideration.

(W.W.2465/50).

BUMBERRAH - NICHOLSON

28.

RAILWAY BRIDGE

On 23rd July, 1958, an attempt was made to destroy a railway bridge over the Nicholson River, with explosive but so far enquiries have not determined who was responsible.

(58/9909)

(Papers on tour)

NICHOLSON

29.

No-one-in-charge									
Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage			Livestock			
			Out	In	Wool Bales	Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	53	-	14	245	-	-	-	-	-
1956	57	-	18	237	-	-	-	-	-
1957	30	-	6	199	27	-	-	-	-
1958	94	-	28	194	-	-	-	-	-

CLOSING STATION

30.

In view of the very small amount of business transacted at Nicholson, the Commissioners on 12/3/57 directed that the station be closed and all facilities removed.

Following the local residents being given notice of this intention organized protests were made through the Hon. Sir Albert Lind M.L.A. and the Commissioners on 3/7/57 approved of the station being kept open for a period of (6) months to give local residents an opportunity to demonstrate by increased patronage that they desire to have the station retained. Review at the end of that time showed that there had been some traffic improvement and on 28/2/58 the Commissioners agreed to the station being kept open for a further (6) months and Sir Albert Lind was informed accordingly.

When on tour on 18/3/58 the Commissioners directed that the siding be removed but the platform and shelter be retained.

The work of removing the siding was completed on 12/6/58.

(57/2425)

BAIRNSDALE

31.

Mr. W.C. McConnell, S.M. (Class 2)
Rolling Stock Branch Driver-in-Charge A. Timms. Total Staff 10.
Engines 1.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage			Livestock			
			Out	In	Bales	Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	73495	22081	12465	27344	4018	411	1464	141	300
1956	108992	20823	14262	29237	3803	381	1448	51	254
1957	132644	17864	32594	31386	3490	277	965	84	171
1958	171213	17844	54402	32394	4428	230	691	218	81

PUBLIC ADDRESS SYSTEM

32.

In replying to deputation at Bairnsdale on tour on 4/3/57 the Commissioners stated that although the installation of a public address system had been promised previously, it was regretted that the financial position of the department was such that this approval must be withdrawn.

(55/13027)

BAIRNSDALE (Contd.)

RELOCATION OF TELEPRINTER

33.

It is proposed to relocate the teleprinter in a more suitable position near the power points, and to build a sound proof screen around it.

(W.W.12144/58)

STATION APPROACH AND PARKING AREA.

34.

To provide improved station approach and parking area for cars the Shire Council has sealed the station approach area, and has also topdressed a portion of it.

Departmental staff will carry out alterations to fencing and mark the parking area when top-dressing has been completed.

(54/13462)

PARKING AREA FOR TAXIS

35.

The marking of a taxi area behind the parcels office has been completed.

Taxi signs are yet to be provided by the Shire.

(W.W.4878/58)

SURFACE OF GOODS YARD

36.

At Bairnsdale on tour on 18th March representatives of the Bairnsdale Shire Council and the local Chamber of Commerce requested that the surface of the goods yard be improved.

The Commissioners inspected the yard in company with members of the deputation and it appeared that apart from a few small pot holes the yard was in reasonable order. The Commissioners informed the deputation that having regard to the existing financial position of the Department they regretted that they could not see their way to authorise any work on the yard other than essential maintenance.

(58/3308)

RADIATOR FOR SHEDMAN

37.

A request for provision of a radiator in the shedman's temporary office was declined by the Amenities Committee, in August 1957 on the grounds that it would not be economically sound in view of the possible erection of a permanent office. A new shedman's office was provided recently and the necessity for the provision of heating therein is now being investigated.

¹⁶
(16/46/20)

(Papers with the C.T.M. on tour).

CHECKER'S DESK

38.

A request from the Shedman for the provision of a checker's desk at the Goods shed is being investigated.

(WW 15601/58)

BAIRNSDALE (Contd.)

DERRICK CRANE

39.

The Chief Civil Engineer has been informed that the (6) ton capacity electrically operated derrick crane which has been out of order for some time may be regarded as spare and available for removal.

(16/46/22)

SALE OF WHARF LINE

40.

When the Commissioners visited Bairnsdale on tour on 18/3/58 they were met by representatives of the Shire of Bairnsdale and the Local Chamber of Commerce who stated they were anxious that portion of the wharf line should be reserved as a stock route. At present the Council leases part of the line for this purpose but desires that there should be security to tenure as it was undesirable for wild hill cattle to be driven through the town. The Council also desired to secure another portion of the line along which it has drainage easement.

It was explained to the deputation that the Bairnsdale District Farmers' Co-operative Co.Ltd., was negotiating to purchase the land but finality had not been reached. It was suggested that the Council should make written application and furnish a plan, when the matter would be looked into.

The Bairnsdale District Farmers' Co-operative Co.Ltd. has since advised that it is not now desirous of purchasing the siding but now wishes to purchase the land used as a stock route which is the part required by the Council.

A letter was forwarded to the Shire of Bairnsdale on 17/3/59 requesting that the Council advise its requirements.

(57/7229)

USE OF PORTABLE BY V.R.I.

41.

A disused 20' x 12' portable, formerly used by rest crews from Traralgon has been made available to the Railways Institute for use as a temporary Sub-centre.

(57/9790)

McARTHUR STREET GATES

42.

At Bairnsdale on tour in February, 1956 a deputation representing the local Chamber of Commerce complained to the Commissioners of delays to road traffic at the McArthur Street crossing gates and suggested the crossing be made into an open one.

The Commissioners pointed out that many shunting movements took place over the crossing and in the interests of safety the gates could not be removed. They promised to investigate the question as to whether delays were unnecessarily extended, and to have the Level Crossing Committee look at the crossing when next in the Bairnsdale District.

On 10.7.56 the Chairman of the Level Crossing Committee reported an inspection had shown the gates were being operated satisfactorily with a minimum of delay to road traffic and that after discussion representatives of the Shire and Chamber of Commerce had appreciated the desirability of retaining the gates and had stated that an improvement in the working of the gates had been noticeable and conditions could be regarded as satisfactory.

(56/1817)

BAIRNSDALE (Contd.)

P.C.R. CROSSINGS.

43.

Requests have been made by the Bairnsdale Chamber of Commerce and the Bairnsdale High School for grade separation at the Buchanan Street crossing. A considerable amount of shunting over this crossing is necessary and future development will increase it.

There are two other level crossings (McMillan & Smith Streets) within 400 yards of Buchanan Street and preliminary investigation indicated that requirements could be met by grade separation at McMillan Street, a pedestrian bridge at Buchanan Street, and a crib crossing at Smith Street. The view at Buchanan Street is severely restricted by the loco depot and alterations at this point to overcome the restriction would be costly. The Shire Council has also made representations from time to time.

The matter was referred to the Inter-Departmental Committee on Level Crossing Abolition for investigation early in 1956.

This Committee considered that the priority of work for abolition of the crossings was very low but was willing to recommend that a grant of not more than £5,000 be made from the Level Crossing Fund, providing the three crossings are closed to vehicular traffic at the same level as the rail. On 20.8.56 the Secretary for Railways wrote the Shire of Bairnsdale indicating that the Commissioners were considering an alternative proposal providing for

- (a) Replacing the Buchanan Street level crossing by a pedestrian subway or footbridge.
- (b) Provision of flashing light signals at McMillan Street crossing, and
- (c) Closing of the Smith Street crossing to vehicular traffic.

The Shire Council on 17/12/56 replied that it was opposed to the closing of any level crossings between Smith Street to Ligar Street inclusive, and requested the relocation of the engine shed, and the provision of pedestrian underpass at Buchanan Street. Pending the latter provision, the Railways to remove all obstacles at present on the footpath line on the west side of the Buchanan Street ~~so crossing~~ that pedestrians, particularly school children, would not be forced to walk on the roadway.

These matters were considered by the Level Crossing Committee whose report of 29/1/57 indicated that

- (a) The latest proposal for track alterations at the 'down end' of the yard provides for the relocation of the main line across Buchanan Street somewhat further away from the engine shed which would avoid the costly relocation of the engine shed.
- (b) The expenditure involved in providing a pedestrian underpass could not be justified and
- (c) In connection with the proposed track work alterations provision would be made to provide a foot crossing on the footpath line requested by the Council.

The provision of an overpass at Buchanan Street was referred to by a deputation comprising Messrs. G. Hatter and C.S. Williams when the Commissioners visited Bairnsdale on tour on 4th March, 1957.

(Contd.)

BAIRNSDALE (Contd.)

P.C.R. CROSSINGS (Contd.)

43.

The Commissioners stated that it was proposed to rearrange the tracks at the 'down' end of the yard which would involve relocating the main line across Buchanan Street somewhat further away from the engine shed. They were not prepared to move the engine shed or provide an overpass but the proposed alterations would improve visibility at the crossing.

The Secretary for Railways advised the Shire Council accordingly on 6/5/57.

(55/5166)

DRAINAGE TO HOWITT PARK

44.

On 17/5/57 the Howitt Park Committee of Management made representations through the Hon. Sir Albert Lind M.L.A. in regard to drainage from departmental property near the McEachern Street level crossing.

On 19/8/57 the Secretary for Railways advised the Hon Sir Albert Lind M.L.A. as follows:-

"With reference to the attached letter regarding drainage in the vicinity of the McEachern Street level crossing Bairnsdale, I wish to say that under the conditions which existed when the railway line was constructed, the culvert under the track on the west side of the crossing was provided to discharge water into a natural watercourse which is apparently now part of Howitt Park.

A considerable portion of the water which is discharged through the culvert comes from lands other than those owned by the Commissioners, and, in the circumstances, they regret they could not justify the expenditure of railway finance on a scheme which would appear to be the responsibility of the Local Council".

(57/5435)

FOOTPATHS IN FRONT OF D.R.'s.

45.

Some time ago the Shire of Bairnsdale was requested to provide gravelled footpaths in front of the D.R.'s in McLeod Street, Bairnsdale, and in due course this work was completed.

However a further four D.R.'s were erected in McLeod Street west of MacArthur Street, and the occupants now request that a footpath be provided in front of their residences.

A letter, requesting that the work be carried out, was forwarded to the Shire of Bairnsdale on 17/11/58, but to date nothing has been done.

(W.W. 16802/57)

D.R. 2249.

46.

Instructions were recently issued for the provision of an outside light at D.R. 2249.

(W.W. 14237/58)

LINDENOW.

Mr. R.J.English S.M. Class 8.

50.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wood Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	9672	1021	1561	1940	1148	84	119	44	20
1956	7668	896	1262	2278	1412	72	99	35	10
1957	8487	767	1818	1902	1342	71	102	24	5
1958	6062	866	725	1779	1340	40	97	85	32

ELECTRIC LIGHTING.

51.

In reply to a request by A.R.U. for the installation of electric lighting at Lindenow Station it was pointed out that the question had been previously considered by the Commissioners on 18/3/58 following requests on tour by the Shire of Bairnsdale, when the Commissioners decided that owing to the falling off of passenger traffic and the financial position the request could not be granted.

The matter is to be reviewed when the Commissioners are again at this station on tour.

(Papers on Tour)

(58/3312)

WATER SUPPLY TO STATION AND STOCKYARDS.

52.

At Lindenow on tour on 18/3/58 Crs.E. Johnston and C.J.Fountain made representations to the Commissioners that reticulated water supply be connected to the station and stockyards but investigations disclosed that there was no justification for this being done. Two 600 gallon tanks meet the requirements at the station whilst nearly all the stock is brought to the yards in motor trucks and not held there for any length of time.

(58/3317)

PASSENGER APPROACH ROAD.

53.

At Lindenow on tour on 18th March representations were made to the Commissioners by Councillors E. Johnston and C.J.Fountain of the Shire of Bairnsdale and Mr.C. James that the approach road to the passenger was in very poor condition.

The Commissioners inspected the road but apart from a few pot holes near the entrance it was found to be in reasonable condition. The deputation was advised that in view of the financial position the Commissioners were not prepared to do other than essential repairs.

(58/3310)

VAN GOODS SHED.

54.

The Chief Civil Engineer has been advised that the 15' x 12' van goods shed at the centre of the passenger platform may be regarded as spare and available for removal.

(16/529/4)

LINDENOW. (Contd.)

STOCK TRUCKING YARDS.

55.

Requests had been made in the years prior to 1956 that the stock yards be increased in size, but as it had been considered the yards were adequate for requirements the requests were refused. There has not been any similar request since.

(55/8230)

LEVEL CROSSING.

56.

In reply to representations made to the Commissioners on tour on 18th March, 1958 on behalf of the Shire of Bairnsdale and following a report from the Level Crossing Committee, the Secretary for Railways wrote to the Shire Secretary on 4th August, last as follows:-

"I desire to say that, as promised, the crossing has been inspected by our Level Crossing Committee.

The Committee reports that roadusers' views at the crossing would be satisfactory if the obstruction caused by an orange and lemon tree in the grounds of the residence adjacent to the south-eastern corner of the crossing were removed. The owner of the residence has agreed to cut the trees down to the level of the adjoining fence, thus permitting drivers of road vehicles to see an approaching train over the top of the fence."

(58/3313)

BOUNDARY FENCING.

57.

At Lindenow on Tour 18th March, 1958 representatives of the Shire of Bairnsdale asked the Commissioners regarding the position of fencing along the railway boundary.

The Commissioners explained that they were not required to provide or maintain fences but did so on certain lines to a standard to suit their own requirements. The Department being in the same position as the Country Roads Boards or a Shire which bodies do not provide or maintain fences along landowners' boundaries.

(58/3438)

RETICULATED WATER SUPPLY TO D.R.'S.

58.

Instructions have been issued for the connection of a reticulated water supply to the (3) D.R.'s at an estimated cost of £316.

(58/5948)

D.R. 285.

59.

Instructions were issued recently for the provision of an additional power point in the lounge of D.R. 285.

(W.W. 2868/59)

FIRST DAY, TUESDAY, 14TH APRIL, 1959.

LINDENOW. (Cond.)

COMPLETED.

60.

- 14/1/59. Alterations to the D.R. 285.
 21/11/58. Replacement of the hoisting chain on (6) ton derrick crane.
 - Connection of reticulated water supply 3 D.R.'s.
 - Repairs to the sheep race.
 3/7/58. Rehabilitation of D.R. 286.
 20/5/58. Repairs to approach road.

ELECTRICAL BRANCH MATTERS.

60A.

Instal power point D.R. 285 - Instructions issued 20.3.59.

FERNBANK

61.

Mrs. D.J. Hayson. Caretaker Class 5.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	1638	305	434	654	568	9	-	7	1
1956	1680	274	383	978	427	12	-	1	-
1957	1086	277	122	844	422	25	-	8	-
1958	725	235	68	853	401	1	1	23	1

MUNRO

62.

Mr. F.W. Delaney Vol. Caretaker.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wood Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	882	147	693	483	-	-	-	7	-
1956	125	98	51	483	-	-	-	-	-
1957	155	1	84	502	4	-	-	9	-
1958	45	1	21	618	6	-	-	4	1

MUNRO. (Contd.)

TRAIN CROSSING FACILITIES.

63.

In 1951 a plan and estimate of costs were prepared for train crossing facilities at this place as well as at Bumberrah to make provision for anticipated heavy timber traffic from the Orbost line, but as the timber traffic did not develop as expected the matter was pended for later consideration.

(W.W. 2465/50)

PROVISION OF AN ELECTRIC CRANE.

64.

As the Australian Paper Manufacturers Limited proposed to load 'KT' pulpwood trucks at Munro it requested that an electric crane be provided.

Consideration was given to transferring the 6 ton crane from Nayook, re-erecting it at Munro and fitting it with an electric hoisting unit.

However, the Limberlost Lumber Mills Pty. Ltd. at Nayook are desirous of leasing this crane and the transfer of the 6 ton crane from Bairnsdale, which is listed as surplus, to Munro for re-erection and provision of an electric hoisting unit, and the leasing or sale of the crane at Nayook to the Limberlost Lumber Mills Pty. Ltd. is being investigated.

(58/12165)

STRATFORD.

Mr. R. J. K. Pitman. S.M. (Class '8)

65.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards	Inwards	Sheep Pigs	Cattle Horses
1955	20665	2298	5026	2983	2175	51	70	45	55
1956	7676	2217	1388	3394	2488	49	58	25	191
1957	9056	2355	1472	3409	2300	61	72	45	50
1958	9346	2097	2242	4357	2503	44	40	50	40

SEPTIC SEWERAGE.

66.

Arrangements have been made for the installation of septic sewerage at the railway station and five departmental residences at Stratford by contract and the work is in hand.

(58/13681)

FIRST DAY, TUESDAY, 14TH APRIL, 1959.

MONTGOMERY.

No One In Charge.

67.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	278	-	105	388	99	-	-	-	-
1956	388	-	153	289	158	-	-	1	-
1957	269	-	97	201	185	-	-	3	2
1958	298	-	90	575	138	-	-	1	-

SALE.

68.

Mr. J.W. Leversha S.M. (Class 4)
Driver in Charge W. Wake
Total Staff 4 Engines Nil.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	50942	26609	4429	27810	3042	276	337	159	94
1956	53270	29477	4168	27716	3415	280	388	111	112
1957	56250	29116	5162	28271	2947	234	315	166	53
1958	58371	29171	4608	28452	4515	226	470	211	78

RELOCATION OF STATION AND GOODS SHED.

69.

In a letter to the Secretary for Railways dated 7th March, 1959 the Sale Ratepayers' Association has suggested the relocation of the station and goods-shed at Sale on the main line as a means of making valuable land available in the business centre of the town.

(59/2582)

(Papers on tour)

TELEPHONE CONNECTION.

70

The Stationmaster has requested that the goods shed be connected with the Traralgon - Sale telephone line. The Chief Civil Engineer has advised that this can be done at a cost of £15 and the provision has been recommended.

(W.W. 1319/59)

GENTS LAVATORY ACCOMMODATION.

71.

As it was considered the accommodation was in excess of requirements two of the four closets have been locked up as from 24/11/58.

(16/823/11)

SALE (Contd.)

SEWER PIPE UNDER LINE.

72.

Permission has been granted to the Sale Sewerage Authority to construct an 18" sewer under the line at Reeve Street, and the work is in progress.

(58/12735)

LEASE OF LAND.

73.

On 13/9/57 Hamilton Horley, Pty., Ltd., Cunninghame Street Sale, applied for lease of an area of railway land at the corner of Reeve and Cunninghame Streets.

In a further letter, dated 16/3/59, the Company advised that it did not now desire to lease the land and wished to withdraw its application.

(58/1165)

LEASE OF LAND.

74.

The Sale District Co-operative Butter and Cool Storage Company Limited has written to this Department advising that it desires to lease a section of railway land, opposite its property for expansion purposes.

The matter is in course.

(58/11084)

SALE OF LAND TO COUNCIL.

75.

A right-of-way on railway land which is leased by the City of Sale, has been offered to the Council for £350.

In March 1957, the Council requested that the offer remain open until estimates for 1957-58 were being framed in November.

This request was agreed to but nothing has been heard from the Council.

(56/680)

RENEWAL OF CROSSING WORK.

76.

Instructions were issued recently for the renewal of crossing work at the 'up' end of the Sale yard.

The sidings and 2,000 gallon tank also at the 'up' end are no longer required and it is proposed to remove them in conjunction with the crossing work renewals.

The estimated cost of the work is £13,150.

(59/11)

FIRST DAY, TUESDAY, 14TH APRIL, 1959.

SALE (Contd.)

LAND FOR STOCK ROUTE.

77.

The Town Clerk at Sale wrote to this Department on 6/11/58 and advised that the Council were interested in leasing or buying a section of railway property along the western side of the Sale-Bairnsdale railway line, between Dawson and Fitzroy Streets, Sale for use as a stock route.

It was considered impracticable to lease this section of land but as an alternative a strip of land 18' in width from Raglan Street, 128M.70C. to Dawson Street, 129M.17C. - could be made available which would involve the relocation of one V.R. telegraph pole at 129M.01C.

The matter is being further investigated.

(58/12246)

CONVENIENCES ON LEASED LAND.

78.

On 5th August, 1958 the City of Sale, wrote advising that consideration was being given to the erection by the Council of public conveniences on leased railway land.

On 2nd December, 1958 the Secretary for Railways write as follows:-

"With reference to your letter of 5th August, I desire to say that my Commissioners will have no objection to your Council erecting public conveniences on railway land in Cunninghame Street, Sale, leased by it for beautification purposes provided:-

- (a) plans and specifications of the buildings are forwarded for the approval of our Chief Civil Engineer prior to commencement of any work on the site, and
- (b) no building or any part of the building is erected over the 4" pipe which traverses the land and supplies water to the station ground from the Council's main in Cunninghame Street".

(58/8396)

COMPLETED.

79.

11.12.58 Sample room divided to provide accommodation for R.S. Branch.

ELECTRICAL BRANCH MATTERS

79A.

Electric supply to workmen's Sleeping cars - Instructions issued 11.3.59 will be completed by 21.4.59.

MAFFRA

Mr. A.A. Yole, S.M. (Class 4)
Senior Rail Motor Driver - M. Dwyer.
Rail Motor Drivers - 2

82.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards Sheep Pigs	Cattle Horses	Inwards Sheep Pigs	Cattle Horses
1955	11596	6580	30396	69523	487	104	271	86	24
1956	126695	6684	34303	76745	552	46	280	56	28
1957	122463	7439	33278	75951	613	41	243	54	24
1958	118903	7433	31974	63801	668	28	310	71	28

RELOCATION OF STOCK TRUCKING YARDS.

83.

In November, 1955 the Hon. W.O. Fulton, M.L.C. requested on behalf of the Shire of Maffra that portion of the Briagolong line extending from Maffra for approximately one third of a mile to the site of proposed new sale yards be retained and the railway stock trucking yards relocated on that line adjacent to the sale yards site and the matter was referred to by a deputation headed by the Hon. W.O. Fulton, M.L.C. when the Commissioners visited Maffra on tour in February, 1956. In replying to the deputation the Commissioners pointed out that whilst the matter would be given favourable consideration the present yards were satisfactory from a departmental point of view and in the circumstances they would not be prepared to contribute anything towards the cost of establishing new yards unless it were established beyond doubt that such a move would generate additional traffic.

Later on following a visit to Maffra by the Live Stock Agent, a plan 287/56 was prepared for the location of the trucking yards adjacent to the new sale yards erected at an estimated cost of approximately £5,300.

In March, 1957 when the Commissioners were at Maffra on tour, the matter was again referred to by a deputation and the Commissioners said they were prepared to bear the cost of re-conditioning the track between the station yard and the proposed sale yards and would arrange for departmental officers to discuss with the Council representatives a proposal to construct the sale yards with direct access to the trucking facilities and an officer of the Way and Works Branch together with the Live Stock Agent, visited Maffra accordingly on 22/7/57. The estimated cost of the new proposals was £3950 including track work of which £2520 would be chargeable to the Shire of Maffra.

The Shire of Maffra wrote to the Department on 19.5.58 and advised that the Council had given the new proposals its fullest consideration, and had decided to take no further action at the present time.

(55/12548)

CONDITION OF D.R.

84.

A complaint from Mr. A.A. Yole, Stationmaster, respecting the condition of his D.R. has been referred to the Chief Civil Engineer for attention.

(16/556/3)

COMPLETED.

85.

14.2.59 - Connection of goods shed to the station to station telephone.

22.7.58 - Provision of water tanks at D.R's 3664 and 3663.

MAFFRA - BRIAGOLONG

DISMANTLING

86.

Approximately 5½ miles of the Briagolong line have been dismantled and the rails stacked at Maffra.

The Commissioners have directed that the line is to terminate at 132 M. 24 Chs. and arrangements are in hand for the dismantling of the balance of the line.

(55/12548)

REMOVAL OF OVERHEAD BRIDGE.

87.

The Shire of Maffra wrote to the Department on 23.9.58 requesting the removal of the old wooden railway bridge over the Back Boisdale road on the Maffra-Briagolong line.

The Department advised the Shire that as it had no further use for the bridge there would be no objection to the Council removing it and retaining the released material.

(57/3332)

TINAMBA

Mr. J.A.Murray. S.M. Class 8.

88.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	6819	1253	311	1406	233	90	242	18	11
1956	5829	1312	146	1204	233	87	203	26	25
1957	5912	1320	413	1580	315	69	190	43	21
1958	5880	1124	204	1700	306	117	170	48	5

COMPLETED.

89.

12.8.58 Goods platform earth-filled and renewals to decking.

TINAMBA - HEYFIELD

FLASHING LIGHT SIGNALS AT P.C.R. AT UP END.

90.

Following representations for provision of flashing light signals at the crossing at up end (126M 31C), the crossing was inspected by the Level Crossing Committee on 14.9.54 which recommended the erection of a stop sign, provision of an additional crossing sign, attention to wing fences, removal of popper trees at the station entrance gate and replacement of the non-standard advance warning sign.

The wing fences were given attention and certain trees removed.

(Continued)

SECOND DAY, WEDNESDAY, 15th APRIL, 1959

TINAMBA - HEYFIELD (Contd.)

FLASHING LIGHT SIGNALS AT P.C.R. AT UP END. (Contd.)

90.

On tour on 7.12.54 Mr. Fairchild and Cr. N. McInnes of the Shire of Maffra requested that flashing light signals be installed at the crossing. They appreciated the work done to improve the view but considered nothing short of a flashing light signal would meet requirements at the crossing and asked that the matter be reconsidered.

The Commissioners informed the deputation that the crossing had recently been inspected by the Level Crossing Committee which had expressed the opinion that with the provision of a "stop" sign and the carrying out of certain improvements at the crossing, there was no reason why it should not be safely negotiated by road users provided ordinary care was exercised.

Inspection was made of the crossing with the members of the deputation who pressed that the matter be further reviewed, and it was promised that the conditions at the crossing would be discussed with the Level Crossing Committee, and that they would be further communicated with as early as practicable.

On 14.2.55 the Secretary for Railways wrote the Shire of Maffra interalia:-

"I desire to say that, as promised, the question of providing flashing light signals at the level crossing at the up end of the station has been reviewed in the light of the representations made.

As intimated at the interview it is proposed to erect "Stop" signs at this crossing and it will then be necessary for roadusers to stop their vehicles before passing over the crossing.

In the circumstances and having regard to other improvements carried out at this crossing, the provision of flashing light signals is not warranted.

Our level Crossing Committee has advised that a number of young trees which has been planted on the north side of the crossing will, when they mature, restrict the roaduser's view, and the Commissioners will be glad if your Council will arrange for their removal."

Mr. Fairchild was advised similarly on 14.2.55, and the 'Stop' signs were erected on 1.7.55.

On 2.7.58 the Traffic Commission wrote to the Commissioners advising that the Maffra Shire Council had requested the Commission to investigate the (2) "Stop" signs which they regarded as unnecessary. The Secretary for Railways replied on 22.8.58 setting out the circumstances which led to the provision of the "Stop" signs and indicating that the Commissioners considered the signs in question should be retained in the interests of safety.

(58/7090)
(54/6748)

SECOND DAY, WEDNESDAY, 15th APRIL, 1959

HEYFIELD

Mr. S.L. Edwards, S.M. Class 6.

91.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards	Inwards	Sheep Pigs	Cattle Horses
1955	87766	7961	33790	6296	293	84	371	72	75
1956	74022	8319	26604	6774	275	94	371	63	98
1957	70963	7892	24702	6142	359	77	320	55	92
1958	75282	7219	27019	4201	360	64	360	87	80

UNLOADING OF BRIQUETTES.

92.

A request by the Heyfield & District Co-operative Dairy Co. Ltd. for the provision of a bay, to facilitate the unloading of briquettes on No.3 road, between the scotch block and the footway, is being investigated.

(W&W 3224/59)

SHEEP RACE.

93.

Renewals to the sheep race have been completed except for the provision of three gates, which will be erected when to hand.

(W.W.6068/58)

COMPLETED.

94.

Renewal of main line turnouts at Up and Down ends.

Renewal of crossing work at Down end.

31.10.58 Exterior lighting and power point in pantry of D.R.433.

COWWARR

Mr. T. Moran A.S.M. (Class 5)

95.

Mr. G.N. Chirzwin A.S.M. (Class 5)

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards	Inwards	Sheep Pigs	Cattle Horses
1955	4344	1583	937	1381	219	37	44	23	14
1956	4951	1393	1161	1468	223	38	40	17	5
1957	4500	1459	971	791	371	41	30	15	22
1958	5286	1311	1277	886	447	45	25	47	9

APPROACH ROAD.

96.

Following complaint by Mr. H.F. Sundermann in June 1956 in regard to the unsatisfactory condition of the station approach road, arrangements were made for the Shire of Rosedale to put the roadway in order at the expense of the Railways Department.

(56/6057)

COWWARR (Contd.)

STACKING OF WHEAT

97.

On tour on 14.2.56 the Commissioners were met by Cr. C. Jones of the Shire of Rosedale who requested that permission be granted to stack wheat on the station platform pending its despatch.

He was informed that permission to stack wheat on the platform or the loan of tarpaulins to cover the bags could not be agreed to, but a site on the goods side could be provided for stacking wheat, but it would be necessary for the people concerned to supply suitable dunnage and covering.

No application has been received for the leasing of a site for this purpose.

(56/2041)

WIDENING OF ROADWAY.

98.

On tour on 14.2.56 the Commissioners were met by Cr. C. Jones of the Shire of Rosedale who requested that the roadway opposite the station buildings be widened to permit cars to turn more easily. He stated that at times damage had been caused to station buildings and fencing owing to insufficient room for cars to turn.

The Commissioners replied that the roadway at the rear of the station buildings would be widened to the extent that additional filling would not be necessary.

Instructions have been issued.

Waiting Staff.

(56/2041)

SPARE FACILITIES:

99.

The 12' x 9' portable at Cowwarr, previously used by the Traffic Branch, has been listed as surplus.

It has been suggested that it be transferred to Orbost as a fuel store for the shunting tractor.

The matter is being investigated.

(59/177)

NON-ISSUE

100.

COWWARR(Contd.)

LEVEL CROSSING.

101.

The Shire of Rosedale wrote to this Department on 22.1.59 requesting that improvements be carried out to the level crossing at Cowwarr.

This crossing has recently been sealed following relaying and is now considered to be satisfactory.

Instructions have been issued for any minor repairs to be carried out to the recently sealed surface.

(59/931)

DRAINAGE FROM BUTTER FACTORY

102.

Since 1954 and in spite of numerous requests to cease the practice, the Heyfield and District Co-operative Butter Factory and Electric Supply Co.Ltd. has poured polluted drainage containing milk etc. into a railway drain.

After being threatened with legal action the Company, on 12.9.57, advised that it would enter into an agreement regarding its drainage on railway land and that a purification plant was being constructed.

On 21.11.57 a letter was sent to the company setting out the conditions under which it could construct a concrete lined drain on railway land subject to the purification plant proving satisfactory. It later transpired that the Company had already constructed the drain without authority.

Subsequent investigation revealed that the purification plant was not operating satisfactorily and that diesel oil is also being discharged on to railway land near the factory, thus causing a further nuisance.

A letter is in course to the company advising it that it must immediately cease discharging oil on to railway land and suggesting that the operation of the purification plant may be satisfactory if it is cleaned more frequently and that if the efficiency of the plant continues to be unsatisfactory, the Commissioners will have no hesitation in refusing to accept further drainage.

The Company advised on 3.11.58 that some pollution did occur due mainly to a mechanical fault in the pumping system, which has since been remedied.

In the same letter the Company advised that it intended to close the Cowwarr plant at the end of March and it will not be re-opened as the plant is to be removed.

(57/4291)
(3224/59)

COMPLETED.

103.

- 25.9.58 Renewal of main line turnouts at Up and Down ends.
Reconstruction of culvert at the crossing at 113m.
63 chs. 96 lks.
- 11.7.58 Supply of material to enable Mr. Farley to renew certain boundary fencing.

SECOND DAY, WEDNESDAY, 15th APRIL, 1959.

TOONGABBIE

Mrs. W.U.M.O'Meara Caretaker Class 3.

104.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	1413	1508	151	525	396	20	15	21	-
1956	1052	1247	69	568	462	15	14	9	9
1957	1694	1110	149	427	374	28	19	2	-
1958	1103	954	131	513	437	12	6	3	8

LEVEL CROSSING.

105.

The Shire of Rosedale wrote to this Department on 22.1.59 requesting that improvements be carried out to the level crossing at Toongabbie.

This crossing has recently been sealed following relaying and is now considered to be satisfactory.

Instructions have been issued for any minor repairs to be carried out to the recently sealed surface.

(59/931)

GLENGARRY

Mr. J.A.Ward A.S.M(Class 5)

106.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outward		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	4991	1288	605	3104	165	19	220	41	-
1956	6042	1247	1021	3465	198	20	213	21	26
1957	6002	1255	903	3147	224	37	137	25	33
1958	4916	1326	689	2259	297	29	138	36	20

EROSION.

107.

On 20.9.56 the Shire of Rosedale wrote saying that erosion caused by excavations made by this Department was menacing the foundations of the nearby recently constructed road. The Chief Civil Engineer reported that the complaint refers to a borrow pit close to the railway boundary fence.

Erosion in the direction of the road is occurring and arrangements have been made to erect a spall wall which will overcome the trouble.

(56/9964)

HIGH LOADING RAMP.

108.

A request from W.R.Hume P/L for permission to erect a high loading ramp has been referred to the Estate Officer.

(146481/L)

SECOND DAY, WEDNESDAY, 15th APRIL, 1959.

GLENGARRY(Contd.)

LEVEL CROSSING.

109.

The Shire of Rosedale wrote to this Department on 22.1.59 requesting that improvements be carried out to the level crossing at Glengarry.

This crossing has recently been sealed following relaying and is now considered to be satisfactory.

Instructions have been issued for any minor repairs to be carried out to the recently sealed surface.

(59/931)

COMPLETED.

110.

30.10.58 Replacement of pig-marking pen and provision of gate.
2.5.58 Renewal of crossing work.

SECOND DAY, WEDNESDAY, 15th APRIL, 1959.

BY ROAD CAR

KILMANY
ROSEDALE
FLYNN

(notes 111 to 120 inclusive)

SECOND DAY, WEDNESDAY, 15th APRIL, 1959

KILMANY

Mrs. P.M.Hill. Caretaker Class 4.

111.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	6565	458	2096	677	217	84	22	55	11
1956	3801	441	833	1106	268	86	23	64	14
1957	1605	296	135	525	251	45	23	71	7
1958	2267	287	302	578	279	41	38	116	4

LADIES' CONVENIENCE.

112.

Because of the paucity of traffic and the fact that it was in poor order the ladies' convenience was removed on 11.2.58.

At Kilmany on tour on 18th March 1958, the Commissioners were met by Councillors N.R.Gooch and N.C.Williamson representing the Shire of Rosedale who handed to the Commissioners a petition signed by residents of Kilmany requesting the provision of a ladies' convenience at the station.

The Commissioners stated that the financial position was such that separate conveniences are provided only at stations having a total of 1000 or more passengers per annum, and if the request were granted at this station it could not logically be refused at others. In the circumstances it was regretted the request could not be acceded to.

(57/7474)

COMPLETED.

113.

25.7.58 Removal of No.2 Road.

ROSEDALE

Mr. E.L.Pitts. S.M. Class 8.

114.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	7517	3226	1266	2516	1834	121	56	82	12
1956	8304	3259	1177	2464	1727	142	58	59	52
1957	6971	3031	475	2959	2180	138	49	76	28
1958	6968	3047	557	2851	1839	114	77	170	10

TREE PLANTING & GARDEN COMPETITION.

115.

In connection with the 1957 Tree Planting and Decoration of Stations Competition Rosedale station was awarded first prize for the Maintenance of Existing Trees, Gardens etc. at places with piped water supply in the Eastern District and the prize money of £13.0.0. has been paid to Mr. E.L.Pitts, Stationmaster.

In the 1956 competition Rosedale was awarded the second prize.

ROSEDALE (Contd.)

LIVE STOCK TRAFFIC.

116.

At Rosedale on tour on 5.3.57 the Commissioners received information that the live stock from the sales regularly conducted on alternative Thursdays by the Australian Mercantile Loan and Finance Coy. and Dalgety's was being carried exclusively by road.

Investigation disclosed, however, that the sales held at this locality are very small and did not attract buyers from Melbourne or other distant parts. The Stationmaster is watching the position with respect to future sales and a small number of stand-by trucks will be supplied for a time in order to pick up any traffic which might offer.

(57/2364)

SALE OF LAND.

117.

In reply to a question raised by the Department of Lands and Surveys the Secretary for Lands has been advised that there is no railway objection to a portion of a road on the 'down' side of the line between 110m. 18c. and 110m. 23c. being closed and sold.

(58/5770)

(Papers on Tour)

CONDITION OF THE LEVEL CROSSING, OCCUPATION CROSSING, BOUNDARY FENCES AND NOVIUS WEEDS.

118.

At Rosedale on tour on 19.3.58 representations were made to the Commissioners by Cr. R.E. Tanner and Mr. A.G. Holmes, Engineer of the Shire of Rosedale in regard to the following matters:-

1. Level crossing at Holey Plain Road.

It was stated that the gravel near the rails on this crossing which is about $2\frac{1}{2}$ miles on the down side of Rosedale, is pushed out of position by motor vehicles owing to the angle of the crossing.

The Commissioners stated that attention would be given to the crossing from time to time as required.

2. Occupation Crossing about 3 miles to the east of station.

This crossing is considered dangerous and it was suggested that it be moved about 2 chains in the down direction.

It was explained that if the removal of the crossing to another location was desired the person holding the license would be required to bear the whole of the cost.

The deputation stated that this was not acceptable.

(Contd.)

TRARALGON

IMPROVED TELEPHONE COMMUNICATION.

122.

The provision of an improved telephone communication between Traralgon and Bairnsdale has been recommended by the Chief Traffic Manager for inclusion in the 1959-60 Loan Programme.

PATHWAY.

123.

In May last a Mrs. A.M. Wright wrote complaining of the condition of a pathway leading to the Station and overhead footbridge. After investigation arrangements were made for the surfacing of the footpath and the provision of rail posts set in concrete to prevent use by motor vehicles.

(38/5495)

FIRES IN WAITING ROOM.

124.

In the course of a deputation to the Hon. the Minister on 20.6.57 complaint was made by Cr. Davies President of the Maffra Shire Council that no fire was provided during the winter months for passengers to and from Maffra awaiting connection with the main line trains.

During the winter of 1956 the waiting room at Traralgon was closed against use during conversion of portion of it to a teleprinter room.

On 27.9.57 the District Engineer was requested to provide a door to the waiting room, and the Stationmaster instructed to have a fire set in the fire place and a notice exhibited in a conspicuous position in the waiting room, advising passengers that if a fire is required, request should be made to the Officer-in-Charge. This should meet the position.

(57/6407)

SUBWAY INSTEAD OF FOOTBRIDGE.

125.

In June 1955 the South Side Progressive Association made representations per the Hon. the Minister that the proposed overhead bridge from the north side of the town to the station should be replaced by a subway.

On 27.7.55 the Commissioners informed the Hon. the Minister "The cost of providing a pedestrian subway at the Traralgon station is roughly estimated at £20,000 and as the existing footbridge can be adapted at very little cost to meet the requirements of proposed yard alterations at this location, the Commissioners would not be justified in acceding to the request unless the cost is borne by other than railway funds."

(55/6668)

VEHICULAR SUBWAY

126.

In October 1955, the Shire of Traralgon requested provision of a vehicular subway for access from Franklin Street to the area on the South of the Railway line.

The matter was investigated and the Shire advised that this Department's long range planning proposals for Traralgon do not envisage any alterations of consequence on the South side of railway, but on the north side the development of the goods facilities would require the use of the whole of the railway reserve.

The provision of a vehicular subway near Franklin Street would therefore necessitate the approach ramps being situated outside the railway boundary involving considerable regrading of portions of Franklin and Princes Streets and payment of compensation to adjoining property owners.

(Contd.)

TRARALGON (Contd.)

VEHICULAR SUBWAY (Contd.)

126.

The Shire was advised of this and informed that as the facility is not necessary so far as this Department is concerned, the Commissioners would not be prepared to contribute towards the cost of the project.

(55/10913)
15251

PROVISION OF WINDOW BLINDS AT GOODS SHED.

127.

An application for outside window blinds to be fitted at the Goods Shed is being considered.

(16/928/22)

GOODS YARD.

128.

On 3.4.58 the Kiwi Polish Coy wrote to the Department complaining of the condition of the goods yard and the Secretary for Railways replied of 5th May as follows:-

"I desire to say that the uneven surface of the roadway adjacent to the public siding was due to spillage of briquettes, coke and gypsum, which, although regularly cleared away, gradually built over a period of time.

The necessary attention has been given to the roadway, in addition to which the traffic in question is now being handled at another siding, and the position should be satisfactory in future."

(58/3752)

LOADING RAMP.

129.

In December 1957 Mr. H. F. Christensen made application for a loading ramp at Traralgon to facilitate the loading of crushed limestone, as a suitable site could not be made available at that station he was offered one at Glengarry but this proved unacceptable because of restricted loads over a road bridge.

Representations were made to the Minister on Mr. Christensen's behalf by Honorable Sir Herbert Hyland M.L.A. and after investigation the Chairman advised the Minister on 7.7.58 that as a prior applicant had accepted the lease of a site on the public siding at the Traralgon Yard which was suitable to Mr. Christensen, the only site available to the latter was at the down end of the yard where it would be necessary to raise certain telephone wires at an estimated cost of £257.

Following representations by the Transport Regulation Board the matter was further discussed with Mr. Christensen by the District Superintendent and he was informed that the Commissioners were prepared to make a site available at the down end of the yard and were agreeable to bear the cost of raising the telephone wires and the sheeting of the ramp providing he made the necessary filling available and would be responsible for the rent for the site and any placing charges involved.

Mr. Christensen subsequently intimated in letter dated 10.2.59 that the loading facilities were not now required.

(58/5457)

(Papers on tour)

TRARALGON (Contd.)

DUST NUISANCE.

130.

At Traralgon on tour in February, 1956 Councillor E.A. Farmer of the Shire of Traralgon complained to the Commissioners of dust nuisance caused by the handling of brown coal and cement at the new siding.

On 6th June, 1956 the Secretary for Railways wrote to the Shire Secretary on the subject as follows:-

"I desire to say that as intimated to the representative of your Council who previously discussed the matter with my Commissioners, the handling of brown coal at this point ceased in January last.

The only commodities now handled at the siding in question which cause limited dust, which it is considered does not constitute a nuisance, are coke breeze, black coal, briquettes and cement. With the exception of cement, contractors unload these goods with front-end loaders. Some spillage occurs during unloading and the contractors are required to clean up the siding frontage at intervals.

The siding was recently inspected by our officers who stated that they consider there is now no cause for complaint, and that as the frontage of the siding is suitably surfaced the provision of sprays to lay dust is not justified."

(56/2615)

STOCK YARDS.

131.

The Commissioners have approved of new livestock trucking yards being constructed at Traralgon to replace the existing facilities.

The new yards will be located on the main line, near the junction of the Maffra line.

Approximate estimated cost of the new stockyards and siding is £22,025 and it is proposed to carry out the work as early as practicable.

(58/11246)

EXTENSION OF OVERHEAD WIRING.

132.

Approval has been granted for the wiring over the Sale and Maffra lines at Traralgon, to be extended for an additional 1400 feet at an estimated cost of £6,080.

(58/11585)

REARRANGEMENT OF TRACKWORK AND FACILITIES AT LOCO.

133.

Consequent upon the displacement of coal fired locomotives at Traralgon by those with oil firing, diesel and electric traction, the trackwork and facilities at the Loco. Depot are to be arranged.

The scheme includes the abolition of the coal stage and ashpit electrification of the ashpit road, replacement of the elevated coal road with a storage loop at ground level, removal of 6,000 gallon tank and erection of a 4" stand pipe.

The work is in hand.

(58/12521)

TRARALGON (Contd.)

SAND HOUSE.

134.

The construction of a new sand house has been practically completed.

(56/5415)

NOISE AND VIBRATION FROM DIESEL LOCOMOTIVES.

135

Following receipt of complaints regarding the noise and vibration when diesel-electric shunting locomotives are operating in the 'up' end of the Traralgon yard instructions were issued that these locomotives were not to be operated beyond the fourth throttle position when shunting and subsequent surprise checks revealed that these instructions were being complied with and that the road transport vehicles were emitting more noise in the area than did the Railway locomotives.

Silencing tests on the "T" class locomotives were undertaken and in December 1957 it was considered there was no longer any justification for complaint.

(56/5332)

VISIBILITY OF APPROACHES TO TRUCKING YARDS.

136.

On 30.5.57 the South Side Progress Association wrote to the Secretary for Railways complaining that the visibility at the intersection of Princes Highway and the road under the line near the stock trucking yards had been reduced by the growth of some small trees.

The trees were removed, and the Progress Association advised accordingly, however on 28th June, 1957 the Progress Association again wrote asking that the bridge and the supports be painted.

After investigation the Secretary for Railways replied to the Association 16.8.57 that it was not proposed to repaint the bridge at that stage.

(57/5460)

SALE OF LAND.

137.

In reply to a letter from the Shire of Traralgon to the Assistant Chief Civil Engineer regarding the Council's road and footpath proposals, the Secretary for Railways wrote to the Shire Engineer as follows on 27.6.58:-

"I desire to say that, subject to the approval of the Governor in Council, my Commissioners are prepared to sell to the Shire, for the sum of £5.0.0, the land shown by blue hatching on the plan you forwarded with the above-mentioned letter, provided your Shire agrees, at its cost to:-

1. Carry out the necessary survey and forward a Plan of Survey showing the actual dimensions of the land required.
2. Remove the fences to the new boundary; and
3. Carry out any drainage works on railway land which are considered necessary by this Department due to the alterations in the railway boundary.

Upon receipt of the Plan of Survey, arrangements will be made to obtain the approval of the Governor in Council to the sale of the land."

(58/6559)

V.R.I. BOWLING GREEN SITE

On 1.9.55 the Secretary for Railways advised the Victorian Railways Institute that the Commissioners were prepared to grant the Institute permissive occupancy of land 130' x 100' for bowling green purposes on the down side of the V.R.I. building, provided it constructs a pathway 4 feet 6 inches wide between the building and the bowling green site.

The General Secretary of the V.R.I. acknowledged receipt of the letter and plan from the Department and stated they had been forwarded to Traralgon for the information of the local committee and he would advise further when a reply came to hand from Traralgon.

The papers have been filed pending further advice from the V.R.I.

(53/8920)

OVERHEAD BRIDGE TO MENTAL HOSPITAL.

139.

The provision of an overhead bridge over the main Gippsland railway to allow access from the Princes Highway to the new Traralgon Mental Hospital is in hand.

The cost of the work is to be borne by the Latrobe Valley Development Advisory Committee and the Mental Hygiene Authority.

(55/12027)

LEVEL CROSSING 98m. 65chs.

140.

The Country Roads Board wrote to this Department on 1.10.58 and advised that it intended to regrade and improve the visibility at the Maffra Railway crossing at 98m. 65chs. East of Traralgon, and it desired to know whether this Department intended to regrade the line at this site.

It also requested that the Up cattle pit be moved back approximately 10' to cater for the wider road shoulder and the "Down" pit be relocated 30' from its present position to enable stock movements to be made clear of the main roadway.

The Board was advised on 12.3.59 that this Department had no intention of regrading the line, that there was no objection to the Up cattle pit being moved back 10' but that the cattle pit on the Down side could not be relocated 30' from its present position, as reflectorized crossing signs are to be kept close to the line of road traffic.

The matter is pending a reply from the Board.

(58/10541)

DRAINAGE OF PRE-CUT HOUSES.

141.

Investigation is being made to determine what is necessary to improve the drainage at the pre-cut housing area.

The four houses which were worst affected have been lifted and reblocked.

The second phase of the work involves construction of a 6" E.W. pipe with brick pits and 10" precast concrete inlet drains, at an estimated cost of £600. It is anticipated that this work will be completed by the end of June.

(57/2362)

TRARALGON (Contd.)

ADDITIONAL ACCOMMODATION D.R. 3271.

142.

A portable has been provided at D.R. 3271 as additional accommodation and arrangements are in hand for the connection of the electric light.

A request by the occupant of the D.R. to have the portable lined has been refused but instructions have been issued for battens to be put over any cracks in the wall.

(W.W. 14082/58)

COMPLETED.

143.

- 29.10.58 Removal of 5" C.I. main in the pit and provision of 4" C.I. main to serve the millcock on the platform
- 4.3.59 Additional accommodation in the parcels office.
- Erection of garage at loco. depot.
- Construction of goods office and sewered conveniences.
- Connection of D.R's 258, 2473, 2474 and 2681 to the Shire Sewerage System.
- Re-arrangement of loco Depot buildings.
- Provision of vehicular gate for access to the 8-ton crane.
- Sealing of station yard roadway.
- 11.9.58 Provision of water tap at the rear of the V.R.I. centre.
- 22.9.58 Provision of light in general waiting room.

ELECTRICAL BRANCH MATTERS.

144.

- Lighting etc. Amenities Building Complete.
- Loco Depot Ambulance Room "
- Sink Heater and Eye Lamps "
- Supply to alternative diesel fuel point. Instructions issued 10.6.58.
In hand.
- Supplies to sand house. Instructions issued 1.10.58
In hand.
- Rearrangements in loco depot Complete
- Supply to electric fan in loco depot. "
- Extension to 1500 Volt wiring 'Down' end Waiting for overhead structures.

M A R Y V A L E

Siding Supervised by Morwell

145.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	232407	-	103675	202708	-	-	-	-	-
1956	205282	-	97110	184060	-	-	-	-	-
1957	276304	-	107801	151482	-	-	-	-	-
1958	278366	-	112618	180170	-	-	-	-	-

COMPLETED

Conversion of crossing at 89m. 66chs. between Maryvale and Morwell to an occupation crossing.

146.

SECOND DAY, WEDNESDAY, 15th APRIL 1959

MORWELL

Mr. F. C. Tronerud S.M. (Class 2) 147

Rolling Stock Branch:-

Rail Motor Driver M. Brody. Total Staff 1.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage Wool			Livestock			
			Out	In	Bales	Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	32654	38551	1674	16332	407	53	123	93	48
1956	39467	43825	2617	22040	334	13	103	74	50
1957	42507	39865	3954	79116	324	18	73	113	54
1958	38402	38606	2494	150800	388	22	139	142	57

PAINTING OF STATION BUILDINGS. 148.

When the Commissioners were at Morwell on tour on 19th March, 1958, representatives of the Shire and the Chamber of Commerce expressed appreciation of the increased parcels accommodation provided but asked that when the station is repainted or new buildings provided a brighter color scheme be adopted.

The Commissioners explained that if lighter colors were used discoloration would become apparent and give an unsightly appearance much earlier than at present owing to the presence of metallic brake dust etc. and they could not, therefore, accede to the request.

(57/2420)

FACILITIES AT PARCELS OFFICE. 149.

Existing facilities for handling parcels traffic at this station are inadequate and consideration is being given to the best means of effecting the desired improvement.

(16/653/25)

LEASE LAND FOR BUSINESS PURPOSES 150.

In December last representations were made to the Minister by the Minister of Public Works on behalf of the Morwell Shire, regarding the use of railway land at Morwell for business purposes and the Commissioners advised the Minister for Transport as follows on 13th January, 1959:-

"The Commissioners have to report fresh proposals for the zoning of additional railway land at Morwell were recently discussed with the Shire's officers, and a formal request for the inclusion of these proposals in an amending planning scheme will be forwarded to the Shire at an early date."

(58/13793)

MORWELL (Contd.)

LEASE OF LAND FOR CAR PARKING.

151.

The Morwell Chamber of Commerce has written to this Department desiring to know the rate of rental at which the Commissioners would let the railway land in Morwell between the subway and the station entrance for car parking purposes.

(58/4335)

HANDRAILS ON SUBWAY RAMPS

152.

On 27.7.55 the Shire Engineer for Shire of Morwell wrote saying that numerous complaints had been made by elderly people to the effect that they find great difficulty in ascending the ramps of the pedestrian subway at down end of the Morwell railway station. His Council had directed him to install hand-railing on the wall of the ramp of the Council portion of the subway and he had been further directed to request that this Department erect a handrail on the ramps of the railway subway.

On 24.11.55 the Secretary for Railways wrote the Shire of Morwell "I desire to say that my Commissioners consider that handrails are not necessary in the ramped approaches to the pedestrian subway at Morwell.

There would be no objection, however, to your Council providing the desired facility at its own expense, subject to the work being carried out to the satisfaction of this Department or alternatively, bearing the cost, estimated at £90 of this Department undertaking it".

No reply has been received from the Shire of Morwell.

(55/7878)

CRANE POWER.

153.

An (8) tons electrically operated crane has been installed at this location and consideration has been given to the removal of the (6) tons crane. The matter is subject to review.

(W.W.15110/55)

CRANE DRIVER.

154.

A request to the Commissioners on tour last year by representatives of the local Chamber of Commerce for the appointment of a permanent driver of the electric crane was declined on the grounds that there was insufficient crane work to justify the appointment of a crane driver at a cost of at least a £1,000 per year.

(58/3862)

SANITARY CONVENIENCES AT GOODS SHED.

155.

Arrangements are being made for the provision of sanitary conveniences at the goods shed.

The estimated cost of the work is £1,200.

(58/11139)

YARD TELEPHONE

156.

A suggestion that a telephone be provided between the Gas and Fuel Corporation Siding and the station at an estimated cost of £1,200 has been pending until the matter has been fully investigated.

(W.W.16086/56)

MORWELL (Contd.)

RELOCATION OF STOCK TRUCKING YARDS.

157.

On 3.10.55 the Shire of Morwell wrote asking if and when the trucking yards are likely to be removed and the location of the new site.

On 3.2.56 the Secretary for Railways advised the Shire that "the present yards adequately meet requirements and as they are in goods condition their relocation or renewal is not contemplated in the foreseeable future."

A site has been selected for future development of goods and livestock facilities at Morwell (plan 678/49). This site has been accepted by the Latrobe Valley Development Committee and the proposed layout provides for sale yards and trucking yards in the vicinity of Tramway Road. However, this is only provision for future development.

On 11.1.57, the Shire of Morwell wrote saying that certain business interests in Morwell had been advised that the trucking yards would probably be moved in the near future and asked for advice in the matter.

It was ascertained that in refusing an application by Panoramic Pictures for permission to erect an advertising sign on the stock yards fence the Advertising Sales Manager had advised the Manager of Panoramic Pictures that it was understood the Country Roads Board required railway land in the area for the widening of the highway. This was evidently wrongly interpreted that the stockyards were to be moved soon and the Shire Secretary was so informed by Secretary for Railways on 22.2.57.

(55/11028)

PRE-CUT HOUSES.

158..

Whilst on tour in March, 1957, the Commissioners inspected pre-cut houses which had been erected up to five years, but were not satisfied that structural faults in this design causing weather leakage from ceilings and windows frames had been adequately corrected, and expressed the desire that the matter be investigated architecturally and instructions issued to correct the matter before the winter.

Investigations have been carried out and instructions issued accordingly.

(57/2430)

LEASING OF LAND.

159.

In 1956 the Hon. Sir Thomas Maltby M.L.A. wrote the Hon. the Minister suggesting that railway lands north of the railway at Morwell be used for commercial purposes and a comfort station be permitted on railway land south of the line. He suggested that the matter be discussed by railway officers and the Town and Country Planning Board.

On 11.2.57 an officer of the Estate Office discussed the subject with the Chairman of the Town and Country Planning Board (Mr. Cook).

The former reported that Mr. Cook had stated:-

- "(1) The Planning Scheme of the Shire of Morwell was approved by the Governor-in-Council on 15.1.57.
- (2) His Board has given careful consideration to the question of the use of the subject land (north side) for business purposes but as long as the land is separated from the business premises on the side of the road by the Princes Highway which carries very heavy traffic his Board is strongly against the development of the land for the purposes desired.

(Contd.)

MORWELL(Contd.)

LEASING OF LAND(Contd.)

159.

- (3) The Department might give consideration to a proposition that until such time as the Princes Highway is re-routed the development of the subject land be held in abeyance and that the land hatched in red on the plan (south side of line), part of which is at present leased to the Council as a car park, be made available for business purposes.
- (4) Mr. Cook understands the Council has in hand with the local branch of the R.S.S.A.I.L.A. a proposal to remove the war memorial from its present site fronting Commercial Street and to re-erect it on the road plantation in front of the Association's Club rooms in Tarwin Street and if the proposal be agreed to, the Council will then erect a comfort station on the triangle of land now occupied by the memorial.
- (5) The land on the north side might be a little more valuable for business purposes than the land on the south side but he considers the latter land is the logical place for immediate development from a Town Planning point of view and if it be decided by the Department that this land can be made available he will arrange a round table conference of all interested parties with the object of trying to arrive at a mutual agreement."

The Chairman forwarded a copy of this report to the Hon. the Minister on 15.2.57 and stated that immediate investigation was being made into the question of what land could be made available on the south side of the station yard.

At present the Council leases a strip of land fronting Commercial Road 426'9" long by a depth of 22 feet and tapering at the ends for car parking. An additional area 140' x 10' on the up side of and joining the present lease was offered the Council in September, 1955 but it was not prepared to surrender its present lease and pay a rental of £360 per annum for both areas.

On 20.2.57 the Chief Traffic Manager reported as follows:-

"The goods yard at Morwell is very shallow, giving a maximum width of only 80 feet between the delivery siding and the boundary fence over a frontage of some 150 feet, and being considerably narrower over the greater portion of its length. The traffic potential at this location is such that it would be unwise to further reduce the goods accommodation by alienating any of the space available".

The Shire recently requested to be informed when the Department is likely to require the land and is to be advised that the land will be required in the near future for additional siding accommodation dependent upon the availability of loan funds.

On 24.11.58 the Shire of Morwell advised that the Council was in the process of preparing an amendment to the Morwell Planning Scheme and was under the impression that the question of the use of railway land was to be determined by the Government.

No objection would be offered by the Council to some sites being used for commercial purposes on railway land between the subway and the railway station entrance on the north side of the line and between the subway and the eastern goods entrance on the south side of the line. The council would incorporate any proposal of the Government for such zoning in its amendment to the Planning Scheme if received before the amendment is placed on public exhibition.

The matter is in course.

SECOND DAY, WEDNESDAY, 15th APRIL, 1959

MORWELL (Contd.)

D.R. 2421.

160.

Instructions were issued recently for the provision of an additional power point in the kitchen and the detached wash-house of D.R. 2421.

(W.W.2109/59)

SHOWER SCREEN.- D.R. 3917.

161.

A request from the Stationmaster for the provision of a shower screen in the bathroom of his D.R. has been referred to the Chief Civil Engineer.

(16/653/24)

COMPLETED.

162.

- 22.9.58 Provision of 20' lead and light at Goods Shed.
30.4.58 Installation of telephone switch board with two handsets.
25.8.58 Provision of shed accommodation for fuel supplied for contractor.
3.12.58 Provision of chimney and fireplace at D.R.3917.
- Erection of a kiosk in the subway.

ELECTRICAL BRANCH MATTERS.

Alterations to wiring in Station Buildings.
Instructions issued 14.1.59. In hand.
Power point in D.R.2421.
Instructions issued 18.3.59.

M O E

Mr. G.H.D. Gullick, S.M. (Class 4)

163.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards	Inwards	Sheep	Cattle
						Pigs	Horses	Pigs	Horses
1955	57012	70365	6556	14438	32	4	2	88	84
1956	59076	68274	5842	17667	44	1	2	138	78
1957	56865	64614	6919	16913	89	-	-	108	7
1958	54604	61262	7465	14233	58	-	-	134	6

APPLICATION FOR RADIATORS IN STATIONMASTER'S AND BOOKING OFFICES.164.

An application for the provision of radiators in Stationmaster's and booking offices, has been submitted to the Amenities Committee for consideration.

(16/624/16)

APPLICATION FOR ELECTRIC LIGHT LEAD.

165.

The Chief Electrical Engineer has been asked to provide an electric light lead and power outlet to facilitate the discharge of van trucks.

(W.W.11797/58)

SECOND DAY, WEDNESDAY, 15th APRIL, 1959

M O E (Contd.)

RE-ARRANGEMENT OF STATION YARD AND PROVISION OF SUB-WAY AND SALE OF LAND ON WALHALLA LINE. 166.

Letters were recently received from Mr. J. Balfour, M.L.A. and Mr. R.W. May, M.L.A. seeking information as to the nature of yard re-arrangement work, proposed new subway and sale of land on the Moe-Walhalla line.

On 5.12.58 the Secretary advised Mr. May, M.L.A. as follows:-

"With reference to your letter of 15th October, I desire to say that it is proposed to re-arrange the station yard at Moe to enable longer trains to be handled and to provide satisfactory junction between the single track east of Moe and the double track on the west.

The work includes the provision of a new signal box, re-arrangement of part of the station buildings and general re-arrangement of trackwork.

A subway is also to be constructed under the line at the station and the work is expected to commence in about a fortnight.

Lands on disused lines cannot be disposed of until the lines have been dismantled. Crown lands taken for the construction of the line revert to the Crown Freehold land, with the exception that large areas such as station grounds, are usually made available to the adjoining land owners after any requirements of authorities such as the Country Roads Board and local Councils have been met. Where there is likely to be a demand for the larger station ground areas, these are offered for sale by public auction or tender.

Due however, to the limited staff available to make extensive investigation necessary, together with the work of disposing of the land on lines which have been dismantled, it is not practicable at this stage to indicate what land will be made available for sale on the Walhalla line."

(58/12449)

RE-ARRANGEMENT OF YARD AND PEDESTRIAN SUBWAY. 167.

The first stage of the re-arrangement of the Moe yard, which included provision of a new 8-ton electrified crane and a new goods shed with the necessary approach roadways has been completed.

The second stage of the re-arrangement will be alterations to the extreme Melbourne end of the yard to enable the Trafalgar-Moe duplicated section of line to be brought into operation.

In the original scheme it was intended to provide an island platform at the station and extend the yard towards Melbourne. The expected traffic has not developed, however, and there is now no justification for extending the yard at the Melbourne end or for the provision of an island platform.

Instructions have been issued for the provision of a pedestrian subway at an estimated cost of £10,000 of which £915 will be borne by the Department and the balance by the Latrobe Valley Development Advisory Committee.

The work is in hand.

(58/7329)

RE-ARRANGEMENT OF YARD ETC.

168.

In November last Mr. J.C.M. Balfour, M.L.A. wrote to the Minister of Transport seeking information as to the nature of the yard rearrangement work at Moe provided for in the Railway Loan Application Act.

On 10.12.57 the Commissioners advised the Minister as follows:-

"With reference to the attached letter, the Commissioners desire to say that the allotment provided in the 1957 Loan Act does not make provision for the complete rearrangement of Moe Yard but only for the following preliminary works:-

Completion of new goods shed and siding connexion;

Provision of unloading race and yard for stock;

Rearrangement at the Melbourne end of the yard to permit connexion of the proposed duplicated track from Trafalgar to Moe.

Detailed plans for the overall scheme at Moe are not expected to be completed for some time.

These plans do not include a subway."

(57/12595)

PROPOSED PEDESTRIAN SUBWAY AND SEWERAGE.

169.

On 30.10.57 the Moe Sewerage Authority wrote to the Secretary for Railways stating that consideration was being given to the laying of a sewer main to serve properties in the railway yards and having a frontage to George Street and asked that a plan of the proposed pedestrian subway showing the levels be forwarded to them to enable the Authority to give a decision after a study of the levels involved.

On 11.11.57 the Secretary for Railways advised the Moe Sewerage Authority that detailed plans of the proposed subway had not yet been prepared, and requested the Authority to forward plans of the proposals relating to the provision of sewerage of the properties referred to in the letter of 30.10.57.

(57/11997)

RAILWAY LAND IN LLOYD STREET.

170.

It is proposed to lease an area of railway land in Lloyd Street, between the station entrance and the sub-station, as shop sites. The building line of the area will be set back 15 feet to enable the council to provide a parking bay clear of the highway.

An amended planning scheme under which this land will be included in a commercial zone is on exhibition at present and it will be some months before the scheme is approved.

(56/4485)

SALE OF LAND.

171.

The Country Fire Authority wrote to this Department on 17.3.58 and advised that it was desirous of purchasing that section of land at Moe, which has become available as a result of the closing of the Walhalla railway line, fronting Albert Street and flanked by Scott and Market Streets respectively, for the purpose of erecting a new fire station.

This Department offered to sell the land 80' x 300' to the Country Fire Authority for £600 and the Authority has accepted this offer.

It has now been ascertained that this land measures 132' x 130' and a letter is in course offering the land to the Authority for the amount of £800.

(58/2875)

SECOND DAY, WEDNESDAY, 15th APRIL, 1959

M O E (Contd.)

ENGINE SHED.

172.

On 5.12.57 Mr. W.O.Fulton, M.L.A. made representations to the Hon. the Minister on behalf of the 1st Moe Boy Scouts in regard to the purchase of the disused engine shed, and its removal to another site for use as a Scout Hall, as the original tenderer, after the tender was accepted, did not proceed with the matter.

However, the building was re-advertised and sold on the 5th December to Mr. G.Bellman of Old Melbourne Road, Moe.

Mr. W.O.Fulton, M.L.A. and the Hon. the Minister were advised accordingly on 13.12.57.

(57/12953)

REMOVAL OF 2,000 GALLON TANK.

173.

Arrangements have been made for the 2,000 gallon tank at the Down end of Moe station yard to be dismantled.

(W.W.568/59)

ACQUISITION OF LAND.

174.

The Country Roads Board wrote to this Department on 21.11.58 and advised that it intended to widen a section of the Princes Highway East in the township of Moe, and it wished to acquire certain railway land for this purpose.

The matter is being investigated.

(58/12738)

CLOSURE OF ACCESS GATE TO OVERHEAD BRIDGE.

175.

The Borough of Moe wrote to this Department on 12.2.59 and requested that consideration be given to the closing of the railway gate in Lloyd Street, used by pedestrians crossing the overhead bridge from George Street to Lloyd Street.

The Council has relocated the pedestrian crossing near the corner of Fowler Street and Lloyd Street and desire that the pedestrians pass along this side of the shop to the pedestrian crossing.

The matter is being investigated.

(59/1673)

RESERVOIR.

176.

The railway reservoir and adjoining land is leased to the Borough of Moe as a Swimming pool and recreation area. The lease is for 21 years from 1.12.51 and the rental is £25 per annum.

On 21.1.58, the Borough requested that the land be transferred to the Borough as it desired to carry out extensive drainage works in the area.

The Borough was advised on 22.5.58 that the Commissioners did not have a transferable title to this land and, in the circumstances, they regretted that no better tenure could be given than that provided in the current lease.

(58/1153)

M O E (Contd.)

FIRE DANGER.

177.

On tour in March, 1957 the Commissioners noted that two pre-cut houses had apparently been vacant for a considerable period and in consequence the surroundings, due to high grass and dry conditions, constituted a serious fire menace.

Instructions were issued that where houses are vacant for a lengthy period, the hazard of fire from dry grass is to be eliminated by scything and chipping.

(57/2428)

SAFETY FENCE.

178.

On 17th December, 1958 Borough of Moe wrote asking that the Commissioners give consideration to the provision of a safety fence on the north west corner to the overhead bridge at Moe.

The Commissioners replied on 5th March, 1959, saying that the fence already provided is regarded as adequate for railway requirements and that they were therefore not prepared to erect a safety fence as desired but would have no objection to the Council, at its own cost, erecting such a fence.

(58/13825)

COMPLETED.

179.

- 23.4.58 Connection of Moe Goods Office phone to the Warragul-Yallourn circuit.
- 23.5.58 Grading of portion of goods yard.
- 28.8.58 Construction of stock handling facilities.
- 1.8.58 Provision of additional parcels office accommodation.
- Sealing of station yard roadway.

ELECTRICAL BRANCH MATTERS

179A

Installation of points for portable lamps - Completed.
Installation of subway lighting - Instructions issued 31.10.58
(In hand).

MOE - THORPDALE

CLOSURE OF LINE.

180.

The Moe-Thorpdale line was closed after the running of the weekly goods train on Wednesday, 3.12.58.

Instructions have been issued for the removal of all surplus facilities.

The main line is to remain pending the passing of a Dismantling Act.

(53/11764)

MOE - THORPDALE (Contd.)

DISPOSAL OF RAILS.

181.

In December last Mr. W.J. Bartlett of Mirboo North wrote to the Department seeking information regarding the disposal of railway line and equipment on the Moe-Thorpdale line. The Secretary for Railways replied on 19.1.59 as follows:-

"With reference to your letter of 12th December, I desire to say that no legislative authority has yet been obtained to dismantle the track on the Thorpdale line.

The method of disposal of the station buildings and other facilities on the line is being investigated. Public tenders will be invited for the sale of certain material and, if you are interested it is suggested that you watch the local newspaper in which the invitation of tenders will be advertised. Further information could then be obtained from the Road Foreman, Warragul Railway station."

(58/13750)

THORPDALE

D.R.417.

182.

With the closing of the line D.R.417 at Thorpdale has become surplus.

The house has been inspected by an Architect and Works Foreman Warragul and found unsuitable for removal.

Mr. W.H. Gunn, the present occupant who is not an employe of the Department, is desirous of purchasing the house and the matter is being investigated.

(W.W.17812/58)

MOE - WALHALLA

REMOVAL OF RAILS.

183.

In July last the Borough of Moe wrote asking that action be taken to have rails removed from certain level crossings on the Moe-Walhalla line.

On 14.7.59 the Secretary for Railways replied to the Town Clerk that the line had been sold to T. Carr & Coy. of Sydney, who under the terms of the contract are required to make arrangements with the Municipal Authorities concerned in regard to the removal of the rails at Level Crossings and that Carr & Coy. had been requested to get in touch with the Council.

A similar reply was given on 20.2.59 in reply to a later letter from the Council with specific reference to the stock route and Moore Street crossings.

(58/6971) (59/1234)

SECOND DAY, WEDNESDAY, 15th APRIL, 1959

MOE - WALHALLA (Contd.)

DISMANTLING.

184.

A contract has been let for the purchase and dismantling of the Moe-Walhalla line.

Material is being released to the Contractor in proportion to his progress payments. At present the contractor has taken up the track from 101 m. 40 c. to 106 m. 16 c. also a small section through P.C.R. at 97 m. 30 c. This Department has removed 355' of rail at Moe (at the cost of the Contractor) to allow the Country Fire Authority to erect a building on leased land.

(W.W.17956/58)
(W.W.2018/59)

RETENTION OF RAILWAY BRIDGE OVER THOMSON RIVER.

185.

T. Carr & Company of Sydney has contracted with this Department for the purchase and removal of the Moe-Walhalla line including the railway bridge over the Thomson River at Walhalla. In view of the public agitation for the retention of the bridge the Company has agreed to leave it intact for the present.

Enquiries have however revealed no satisfactory means of relieving the Commissioners from liability in the event of a claim for accident, etc. if the bridge is allowed to remain. In the circumstances, it was recommended that it be removed.

Following further representations by Mr. J. Balfour, M.L.A. on 19.3.59 dismantling of the bridge has been held in abeyance until further investigated.

(58/5621)

MOE - YALLOURN

SPUR LINE.

185A.

The Moe-Yallourn spur line is in operation but not yet handed over to the Commissioners owing to the instability of banks at about 86 m. 31 c.

To overcome this, arrangements have been made for the growth of tenacious vegetation to delay surface erosion.

A contract has been let to Cement Gun Pty. Ltd. for concrete lining of open drains and channels (approximately 5,500 square yards) and the work is in hand.

Earthworks are being carried out by Departmental labor and should be completed by the end of April.

(56/6694)

YALLOURN

186.

Mr. W. T. J. Wicks, S.M. (Class 2)

Rolling Stock Branch - Driver-in-Charge C. Mangan.

Total Staff - 24 Engines - 3

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	2,831,247	764	1975327	19521	-	-	-	-	-
1956	2,965,360	916	2049677	22045	-	-	-	6	-
1957	2,736,808	4982	1899429	15449	-	-	1	5	-
1958	2,656,629	544	1896138	15288	-	1	2	1	1

OFFICE LIGHTING.

187.

A request for better lighting of the station office has been referred to the Chief Civil Engineer for consideration.

(16/1032/9)

TELEPHONES.

188.

The S.E.C. has advised that the postal telephone connected with the Stationmaster's residence is to be removed in accordance with an agreement between the S.E.C. and the P.M.G.'s department. Papers are in course with the Chief Civil Engineer.

(16/1032/12)

NEW STATION.

189.

On 20.7.55 the Commissioners advised the Hon. the Minister inter alia:-

"It has been established that of approximately 2730 workers travelling from Moe and Newborough to Yallourn daily nearly 65% use private cars, and it is considered most unlikely that these passengers would change their travel habits in the event of introduction of a rail service.

In the circumstances, the Commissioners are satisfied that the provision of a rail passenger service between Moe, Newborough and Yallourn would not be warranted, and it is therefore not proposed to construct a station at Newborough, either on the main line or the Moe-Yallourn spur line".

On 18.4.56 the State Electricity Commission advised that Latrobe Valley Bus Lines proposed to cease operations between Moe and Yallourn and asked whether this would affect the Commissioners' viewpoint.

The Commission was advised that the Commissioners were satisfied that the provisions of local passenger train facilities would not be justified.

The matter was discussed on the site by the Chief Traffic Manager and Chief Civil Engineer in March, 1957 and as the Chief Traffic Manager considered that the passenger facilities are not required, the papers were filed.

RETENTION OF OLD PARCELS OFFICE.

190.

On tour 8.12.54 representations were made to the Commissioners by Mr. Fewster of the Yallourn Advisory Council and the President and Secretary of the Yallourn Chamber of Commerce that the buildings formerly used as a parcels office, etc., should be retained for parcels traffic.

(Contd.)

YALLCURN (Contd.)

RETENTION OF OLD PARCELS OFFICE. (Contd.)

The deputation was informed that the Commissioners regretted they could not see their way to retain the existing buildings for a parcels office. It was considered that the new building was reasonably well located for both goods and parcels traffic, but enquiries would be made as to whether an arrangement could not be made for a local carrier to deliver parcels and consignments when desired by consignees.

Inquiries disclosed that a carrier and a taxi truck operator were already providing a delivery service.

Mr. Fewster again mentioned the matter when the Commissioners were on tour in February, 1956, and asked that if the Commissioners could not see their way to retain the old station buildings as a parcels office they should institute a taxi truck service for the delivery of parcels. He was informed that while the Commissioners appreciated the convenience which would be conferred by the establishment of a delivery service, as envisaged by Mr. Fewster, the cost would be out of proportion to the amount of revenue received and in the circumstances the request must be refused.

Cr. A. J. Heskey again brought the matter forward on Tour at Yallourn on 20.3.58 but the Commissioners reaffirmed their previous decision.

(54/13755)

GOODS OFFICE TELEPHONE.

191.

A request for the provision of a postal telephone in the goods office is under investigation.

(16/1032/11)

D.R. 2796.

192.

Instructions were issued recently for the provision of an additional power point in the washhouse of D. R. 2796.

(180/59)

COMPLETED.

193.

- Construction of S.E.C. loop line east of the boiler houses.
- 2.7.58 Deviation in the vicinity of the power station.

ELECTRICAL BRANCH MATTERS.

COMPLETED.

193A

- Lighting etc. Train Examiners' Shop.
- Coal Stage amenities building.

MOE - TRAFALGAR

LEVEL CROSSING 79M, 53C, 41L.

194.

When the Commissioners visited Moe on tour on 20.3.58 representatives of the Borough of Moe requested that the lighting of the level crossing on the west side of the Moe station be improved as it was right on the highway and therefore very dangerous at night.

They were also desirous of knowing whether this Department would be considering the relocation of the crossing in the near future.

The Level Crossing Committee inspected this crossing on 22. 7.58.

As is the usual practice no Departmental lighting is provided at the crossing, which is marked by two reflectorised crossing signs.

There are also three street lights in the vicinity of the crossing. Two are on the highway on the side furthest from the line and there is one on the other parallel road close to the crossing.

Standard wing fences have been erected at the crossing so that drivers can readily locate the crossing at night.

There is no proposal at the present time for the relocation of the crossing.

A further request regarding the condition of the crossing from Mr. G. Bowell has been forwarded per the Minister of Transport Sir Arthur Warner, and is being further investigated.

(58/1297)
(59/2574)

TRAFALGAR.

195.

Mr. W.J. McGillivray S.M.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage Wool			Livestock			
			Total Out	In	Bales	Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	16780	9797	2724	11044	48	102	418	150	119
1956	15187	9978	2417	11181	86	45	367	97	211
1957	17107	10183	2900	9738	189	37	407	102	154
1958	19323	10131	3562	8241	176	52	530	90	144

SPARE FACILITIES.

196.

One gents convenience and two ladies conveniences at Trafalgar have been listed as surplus and available for removal elsewhere.

(59/177)

YARRAGON (contd.)

WATER SUPPLY.

202.

The station and residence have been connected to the local reticulated water supply.

Millcocks are yet to be provided.

(57/13424)

SALE OF LAND IN STATION YARD.

203.

At Yarragon on tour in February 1956, representations were made by Mrs. E. Peterkin, and Messrs O. Matthews and H. Chalker, that they be permitted to purchase the land in the station yard which they then leased from the Department.

After investigations the Commissioners advised Mrs. Peterkin ~~that as they~~ were unable to certify the lands referred to were surplus to railway requirements, they regretted the land could not be sold.

(56/1902)

LEASE OF LAND.

204.

At Yarragon on tour on 20.3.58 the Commissioners were interviewed by Councillor R.L. Trickey, of the Shire of Narracan, who requested that a vacant area of land at the entrance to the station on the 'Up' side be made available to the Council for beautification purposes and for the erection of a shelter.

In reply to a question by the Commissioners, Cr. Trickey stated that if granted a lease of the area, the Council would be prepared to vacate on a month's notice if the land were required for road widening purposes or if the Department desired to lease the land as business sites.

The matter is in course.

(58/3445)

INSTALLATION OF SEWERED TOILET.

205.

Permission has been granted for Mrs. E. Peterkin, Newsagent, Yarragon, to install a 700 gallon septic tank, effluent drain and toilet building on land leased by her.

(58/11334)

ACQUISITION OF LAND BY COUNTRY ROADS BOARD.

206.

The Secretary for the Country Roads Board wrote to this Department on 21.4.58 and advised that the Board desired acquisition of a 14' wide strip of land from 67M 00C. to 68M 09C. for the purpose of widening the Princes Highway.

The matter is being investigated.

(58/4294)

YARRAGON (contd.)

COMPLETED.

207.

- Sealing of level crossing at 69M. 16C.
16. 9.58. Provision of recess in kitchen of S.M.'s D.R.
for refrigerator.
- Station lighting (Electrical Branch)

YARRAGON - DARNUM.

CROSSING AT 66M. 64C.

208.

In October last representations were made to the Minister by Mr. J.C.M. Balfour M.L.A. on behalf of Mrs. Hamilton and her son regarding the above crossing,

On 19.11.58 the Chairman reported to the Minister on the subject as follows:-

"With reference to the attached letter, the Commissioners have to report that the crossing in question is located at 66M. 64C. Prior to duplication of the railway line about 1950, an occupation crossing was held under licence by Mr. Hamilton at 66M. 67C., but when duplication was carried out it became necessary to relocate the crossing at 66 M. 64 CH., where a cutting ends and an ~~embankment~~ commences.

When the Department acquired land for duplication purposes from Mr. Hamilton and another adjacent landowner, it was agreed that, as part of the settlement, the relocated occupation crossing should be available to both parties as permanent access between their properties and the Princes Highway. The assumption that this crossing is a public one is incorrect, but there is nothing to prevent its use by a milk carrier to gain access to Mr. Hamilton's property.

The occupation crossing ~~is~~ equipped with gates as the compulsory stop necessary for the driver of a road vehicle to open the gates, particularly on the Gippsland line where trains run at high speeds, provides a safeguard against accidents."

(58/11452)

WARRAGUL (contd.)

CAR PARK LOCO BRANCH EMPLOYEES.

215.

On request a parking area has been provided for Loco Branch Employes, between the station and the Princes Highway.

The arrangement has been working satisfactorily except on Thursdays which is market day at Warragul and the area is utilised as public parking area.

It is proposed to erect "No Parking" except on Railway Business" signs to overcome this problem.

(W.W.12434/58)

LAUNDRY AT REFRESHMENT ROOMS.

216.

On tour on 6.3.57 Mr. Kemp, Refreshment Room Manager requested the provision of domestic laundry facilities in his living quarters, but as bed linen, towels etc are laundered at the Departmental Laundry it was considered that adequate facilities for the limited amount of domestic laundry were available and the request was declined.

Mr. Kemp was informed.

(57/2426)

CART WEIGHBRIDGE.

217.

At Darnum on tour on 15.2.56 the Commissioners were met by the President and Engineer of the Shire of Warragul who requested that a cart weighbridge be provided by the Department at Warragul.

The Commissioners explained that they did not now provide cart weighbridges at stations it being regarded as the responsibility of the local Council or some other body, and an exception could not be made in the case of Warragul.

(56/1869)

GUARD RAIL ON OVERHEAD BRIDGE.

218.

On 16.5.57 the Country Roads Board wrote to the Secretary for Railways advising that they had received a request from the Warragul and District Education Committee relative to the provision of a guard rail on the overhead bridge near the Warragul station and that the Board would bear the cost of the work.

On 3.6.57 the Secretary for Railways advised the Country Roads Board that as it was considered the decking of this bridge was not suitable for the attachment of posts to provide an effective guard fence, the request could not be acceded to.

(57/4985)

CONVENIENCE AT THE GOODS SHED.

219.

A sewered convenience is to be provided at the goods shed when the staff can be made available.

(55/9047)

WARRAGUL (contd.)

LEASE OF LAND.

220.

Mr. R.J. Keady of Warragul, wrote to this Department on 16.2.59 and advised that he desired to lease a section of land from Albert Street to the Main Line, facing west, or, 6 acres facing Princes Highway, adjoining the engine shed, situated on the main line.

Mr. Keady was advised that the land was already leased.

(59/1687)

LAND FOR CONSTRUCTION OF SALEYARDS.

221.

The Shire of Warragul advised that it desired to acquire an area of land between the old railway line and the new line east of the Loco Sheds, Warragul, for the purpose of the construction of new saleyards.

The matter is being investigated.

(58/2891)

CONSTRUCTION OF A FOOTPATH IN FRONT OF V.R.I.

222.

The Shire of Warragul proposes to construct a footpath in front of the V.R.I. building and tennis courts at Warragul and requests that the V.R.I. bear portion of the cost.

The matter is being investigated.

(58/3439)

RAILWAY RESERVE EAST OF HAZEL CREEK.

223.

The Country Roads Board is about to prepare a design for the intersection of the Warragul By-Pass with the Princes Highway East, at a point approximately half a mile east of Warragul station.

The design could involve the abandoned railway reserve east of Hazel Creek and part of the land between this and the new railway reserve.

The Board desire to know whether portions of these lands could be made available for road purposes, and if so, under what conditions.

The matter is being investigated.

(59/257)

TELEPHONE CONNECTION TO ELECTRICAL FITTERS RESIDENCE.

224.

A suggestion that telephone connection be provided to the Electrical Fitter's residence has been referred to the Chief Civil Engineer.

(16/973/19)

WARRAGUL (contd.)

BUS SHELTER.

225.

When the Commissioners were at Warragul on tour on 6. 3.57 representations were made to them by representatives of the Shire of Warragul that the Department contribute towards the cost of providing a shelter at the bus terminal at Queen Street Park, Warragul, on the grounds that it would be very convenient for school children travelling by train and people waiting connections between buses and the railways.

The Commissioners pointed out that the facility was not required by the Department and in the circumstances, it was regretted no contribution could be made towards the cost.

(57/2596)

WATER TOWER.

226.

On 22. 1.57 the Shire of Warragul wrote to the Secretary for Railways requesting permission to use the lower portion of the disused water tower in the Queen Street Park as a public shelter.

This matter was mentioned when the Commissioners visited Warragul on tour on 6th March, by a deputation from the Shire of Warragul.

It was stated that the tower had been inspected by the Shire Engineer and it was considered that the lower half, suitably modified, could be used as a band rotunda.

Replying the Commissioners pointed out that they could not agree to its use for this purpose as it had been standing for many years and the material of which is was constructed was unsuitable for the purpose. However, they would have no objection to the Shire removing the tower, at its own expense, for the value of the scrap iron it contained.

The members of the **deputation** then agreed that the matter be left for the Shire Engineer to decide and that he should contact the Department accordingly.

Nothing further has been heard from the Shire of Warragul.

(57/705)

FENCING.

227.

The Commissioners were met at Warragul on tour on 20th March 1958 by representatives of the Shire of Warragul who requested that the picket fence between the railway tracks and the children's playground and the Shire Hall be replaced by a chain wire fence.

The Commissioners inspected the fence which is in good condition with the exception of two or three panels which could easily be repaired.

The deputation was informed that having regard to the state of the fence and the financial position, the Commissioners could not see their way to expend any money on it at present.

(57/10666)

WARRAGUL (contd.)

PRE-CUT HOUSES.

228.

Whilst on tour in March 1957, the Commissioners inspected pre-cut houses which had been erected up to five years, but were not satisfied that structural faults in this design causing weather leakage from ceilings and window frames had been adequately corrected, and they expressed the desire that the matter be investigated architecturally and instructions issued to correct the matter before the winter.

Investigations have been carried out and instructions issued accordingly.

(57/2430)

APPLICATION FOR PORTABLE AT D.R.3314.

229.

On 26. 6.58 Signaller H.V. Wilton requested that a portable be erected at his two bedroom portable for the accommodation of his family of wife, son (10) and daughter (14). However as he was fully conversant with the accommodation offering when he accepted the position the request was declined.

In response to his request for further consideration he has been informed that his requirements will be kept in mind **should** a (3) bedroomed house become available.

(16/973/16)

ELECTRICAL BRANCH MATTERS.

230.

Rewiring Station Building. --- Pending account lack of staff.
Lighting of parking area. --- Instructions issued 6. 4.59.
Supply to W.&W. Store. --- " " 11. 3.59.

COMPLETED.

231.

- 21. 2.58. Raising sides of transport ramp.
- 21. 7.58. Connection of Loco Depot. to loudspeaker system.
- Transfer of wall clock from Meerim South to Warragul Stationmaster's Office.
- 29. 1.58. Relocation and alteration of the battery maintenance room at the Electrical Maintenance depot.
- 19. 9.58. Provision of a window between Loco office and meal room.
- 8.12.58. Alterations to stockyards and renewal of race.
- 26. 9.58. Provision of hot water service at refreshment rooms.
- Removal of two 10,000 gallon tanks and stands and provision of 4" standpipe.
- Painting of lounge room and exterior of female quarters at the Refreshment Room Hostel.

NEERIM.

COMPLETED.

235.

22.10.58. Sale and removal of 12' x 10' goods shed.

DROUIN.

236.

Mr. W. Wilson S.M. (Class 6).

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	14159	16206	3583	17406	66	4	18	53	57
1956	18777	16342	5850	20273	72	7	24	43	39
1957	22014	75557	5840	22077	81	-	16	33	28
1958	22090	97605	6144	23647	130	2	15	53	35

POSTAL TELEPHONE.

237.

A request from the Stationmaster to have the Postal Telephone re-located on his table has been referred to the Chief Civil Engineer.

(16/273/5)

APPROACH ROADS AND PARKING FACILITIES.

238.

The Shire of Buln Buln wrote to this Department on 18. 9.58 regarding the condition of the access roads to the railway station at Drouin and also parking accommodation thereat.

The following suggestions were put forward for the improvement of the situation:-

1. Widening and paving of the road running parallel with the line in front of the new station.
2. Widening of the road from the Princes Highway to the railway entrance.
3. Removal of two poplar trees and completion of the parking area on the south side of the land leased by Mr. G.E. Price and used as a timber yard; and
4. Removal of the steel pole at the subway entrance.

The Secretary for Railways answered as follows in letter dated 17. 3.59.

"With reference to your letter of 18.9.58 I have to advise that this Department will arrange to seal the approach road on the north side of and parallel to Drouin railway station and will also arrange to provide a parking area at the rear of Mr. G.E. Price's leased land.

LONGWARRY (contd.)

PROVISION OF ELECTRIC KETTLE.

242.

An application by the A.R.U. for an electric kettle to be supplied at Longwarry for use of train crews has been declined. Facilities for boiling water which are available at stations on either side of Longwarry being considered sufficient for normal needs.

(16/543/3)

BOOM BARRIERS.

243.

In reply to a letter from the local Progress Association the Secretary for Railways wrote as follows on 26. 2.58:-

"With reference to your letter of 2nd September, I desire to say that boom barriers are installed in accordance with a priority list based on densities of road and rail traffic in conjunction with local conditions.

Investigation shows that the existing manually operated gates at Longwarry, which are usually open to road traffic and closed only to permit the passage of trains, adequately meet present requirements, and the Commissioners therefore regret that they are unable to accede to your Association's request."

(58/10445)

CHILDREN'S PLAYGROUND.

244.

At Longwarry on tour on 26th March, 1958 Mr. Sadler Manager of the Longwarry and District Dairymen's Association and Mr. F. Toy suggested to the Commissioners that some vacant railway land on the 'Down' side of the crossing on the up side of the line be made available as a children's playground.

The Commissioners replied that it was their policy not to allow children's playgrounds on railway land in proximity to running lines, having regard to the danger to the children and they could not therefore see their way to make exception in this instance.

(58/3722)

FLASHING LIGHT SIGNALS.

245.

Instructions have been issued for the provision of flashing light signals at P.C.R. crossing at 51M. 12 Ch. 53 Lks. The work is listed for attention when circumstances permit.

(49/8006)

COMPLETED.

246.

- 29. 4.58. Reconstruction of drain in vicinity of Butter factory.
- 11. 7.58. Painting and renovations to station building.
- 28. 1.59. Main line deviation at Bridge 50M. 370'

LONGWARRY (contd.)

ELECTRIC BRANCH MATTERS.

COMPLETED.

247.

Station lighting etc.

Relocating of poles.

BUNYIP.

248.

Mr. P.E.I. Anderson. S.M. (Class 8).

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	3868	10579	402	2516	82	1	46	84	18
1956	3830	10334	273	2472	117	1	59	68	10
1957	5554	22003	405	2823	38	4	31	41	7
1958	5493	26455	520	2609	84	-	36	42	9

CHILDREN'S PLAYGROUND.

249.

In September, 1956 the local Progress Association sought permission to provide a children's playground on land which is leased to the Shire of Berwick for beautification purposes.

It was considered undesirable for children to play in proximity to railway facilities and the request was refused.

(56/9415)

FLASHING LIGHT SIGNALS.

250.

Representations both on tour and by letter have been made at various times for a warning device to be installed at the level crossing, at the 'Up' end of the station, but after inspections by Level Crossing Committee the requests have been refused, it being considered that if reasonable care is exercised by roadusers the crossing is safe.

On 19. 6.57 the Bunyip Progress Association made representations for improvement of the pedestrian crossing at this location in view of the opinion that a warning device was not necessary.

On 27. 8.57 the Secretary for Railways replied to the Progress Association as follows:-

"With reference to your letter of 19th June regarding the pedestrian crossing at the Bunyip level crossing, it is considered that the existing posts adequately protect pedestrians within 7 feet of the outer rails of the tracks, which is the limit of this Department's responsibility in connection with the crossing.

(Continued)

BUNYIP (contd.)

FLASHING LIGHT SIGNALS. (contd.)

The construction of pathways beyond those limits is a matter for the local Council."

In reply to the representations made by a deputation from the Shire of Berwick and the local Chamber of Commerce on tour in March, 1957 the Commissioners stated that they would be glad to have the crossing sealed when the roads leading to the crossing were sealed by the Council.

(52/7591)
(56/7461)
(57/6548)
(57/2460)

COMPLETED.

251.

22. 4.58. Provision of rotary clothes hoist at D.R.237.

GARFIELD.

252.

Mr. J.G. Tighe A.S.M. (Class 5)

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	6487	11932	1344	1264	47	-	5	6	6
1956	3399	11174	68	1496	48	-	-	15	1
1957	4505	22748	189	1597	59	-	4	7	2
1958	8236	26610	5352	1844	39	5	1	13	6

SHELTER ON DOWN SIDE.

253.

On tour in March 1957, representations were made to the Commissioners that a shelter and waiting room be provided on the 'Down' platform.

The Commissioners stated that the very light traffic did not justify the expenditure involved in making such provision, but that arrangements would be made that when it rains the van goods shed would be made available for use as a shelter for passengers waiting to leave the platform.

This matter was again referred to by Cr. P.B. Ronald of the Shire of Berwick and Mr. P.T. Warrington on tour on 26th March 1958 when it was stated that about 44 children now travel daily to and from Drouin by train and with the winter approaching adequate shelter from the weather was essential.

The Commissioners pointed out that children would not arrive at the station more than a very few minutes before the train is due to leave and as the arrangement whereby the van goods shed is available for use as a shelter is working satisfactorily they were not prepared to incur the expense involved in providing additional shelter.

(57/2465)

GARFIELD(contd.)

GANG BOARD.

254.

At Garfield on tour on 26th March representations were made to the Commissioners by Cr. P.B. Ronald of the Shire of Berwick and Mr. P.T. Warrington that difficulty is experienced in moving heavy van goods from the island platform and that the Department should construct a crossing over the siding to enable road vehicles to back in to the platform to load goods.

The Commissioners pointed out that the siding is used for holding trains and in the interests of safety they could not agree to road vehicles standing over the line. However, the question of providing a long gang board to enable goods to be taken over the line from the island platform would be looked into.

A 12' 6 x 2' 6 gang board has since been provided.

(58/3724)

BRIDGE AT 46M. 17C.

255.

The bridge at 46M. 17C. was provided by the Department to replace two nearby level crossings which were abolished when the line was duplicated and regraded.

Arising from the provision of the bridge it is now necessary to:-

1. Regrade part of the C.R.B. road on the Up side of the line part of Railway Avenue on the down side.
2. Seal the concrete deck of the bridge and prepare satisfactory approaches thereto.
3. Provide approximately 200 feet of kerb and channel on the portion of the C.R.B. road adjacent to the bridge.

Berwick Shire is to bear one half of the cost of the kerb and channel and this Department is obliged to bear the cost of the balance of the work.

This Department is not to accept responsibility for further maintenance of the roadway etc. referred to above after the period of two months for maintenance mentioned in the estimates has elapsed.

The work of regrading the road and sealing the concrete deck of the bridge is progressing satisfactorily

The provision of kerb and channel was completed on 5. 3.59.

(57/5510)

COMPLETED.

256.

29.10.58. Alterations to drainage from new railway works.

- Relocation of Power point D.R.2481 (Electrical Branch)

TYNONG.

257.

K.L. McEwan Stn. Asst. Cl.1
D.W. Blackwell Jnr. Stn. Asst.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	8944	7445	2991	1559	60	-	4	3	10
1956	2372	8496	269	1520	67	-	-	4	12
1957	1949	10138	33	1540	11	-	-	7	5
1958	2101	13896	47	1378	14	-	2	10	1

SUBWAY LIGHTING.

258.

In reply to a letter from the Shire of Berwick, the Secretary for Railways on 28. 8.58 wrote to the Shire Secretary as follows:-

"I desire to say that when the Commissioners visited Tynong on 26th March, last . representations were made to them by Councillor P.B. Ronald and Messrs. A. Haddrick, E. Riches and W. Regan that the pedestrian subway at that station be lighted throughout the night.

The Commissioners informed the deputation that it is not necessary for railway purposes for the subway to be lighted after the departure of the last passenger train, and that the request could be acceded to only if the Council met the cost of the extra current consumed.

The subway lights are usually switched off after the departure of the last passenger train at 7.15pm and switched on again, if required, at 6.30am. Based on the latest State Electricity Commission tariff, the estimated cost of leaving the five lights switched on between those times is approximately £50 per annum.

The Commissioners would be prepared to connect the subway lights to the Tynong street lighting circuits, as suggested, provided that your Council agrees to bear the cost of connection, estimated at £12, together with cost of operating the subway lights as it may require between the hours of 7.15pm and 6.30am."

(58/3726)

DELIVERY OF VAN GOODS.

259.

At Tynong on tour on 26th March 1958 representations were made to the Commissioners by Cr. P.B. Ronald of the Shire of Berwick and Mr. A. Haddrick, E. Riches and W. Regan that difficulty was experienced in obtaining delivery of heavy van goods from the island platform at Tynong and requested that section of the 'Down' track be surfaced to enable carriers' vehicles to back on to the passenger platform.

The Commissioners explained that for safety reasons they could not agree to such procedure, but suggested that deliveries be taken from the van goods shed which abutted on to the roadway and promised a long gang board would be provided.

(Continued)

TYNONG (contd.)

DELIVERY OF VAN GOODS. (contd.)

Subsequently arrangements were made for goods forwarded to Tynong to be loaded in such a manner as to enable them to be discharged at the goods shed situated on the up side of the station where deliveries could be effected without difficulty. These arrangements have proved satisfactory and there is no necessity to provide a gang board.

(58/3723)

NOISE OF RAILWAY OPERATIONS.

260.

On 20th April 1956, the Tynong Progress Association complained of the noise of railway operations near the local telephone exchange and on 1st June 1956, the Secretary for Railways replied as follows:-

"I desire to say that a certain amount of noise is unavoidable when trains are passing over points and crossings, and a recent inspection which has been made of the 'V' crossing to which you refer shows that it is in good order.

The crossing will, of course, be removed when the re-arrangement of the Tynong station yard is completed.

The whistle post which you also mention is provided to ensure that adequate warning is given by 'Up' trains approaching the level crossing at the Western end of the Tynong station, and we regret that we cannot agree to remove it from its present position."

(56/4230)

COMPLETED.

261.

20. 3.58. Abolition of stock trucking yards.

NAR NAR GOON.

262.

Mr. L.R. Bowles, S.M. (Class 8).

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	2768	17822	164	1887	135	-	1	34	84
1956	3173	19591	198	2004	127	2	9	22	57
1957	4208	17574	573	2011	86	3	10	24	37
1958	10388	18916	2765	1990	86	4	12	67	20

NAR NAR GOON (contd.)

GOODS LOADING PLATFORM.

263.

At Nar Nar Goon on tour on 26. 3.58 representations were made to the Commissioners by Councillors P.B. Ronald and D.C. Cunningham of the Shire of Berwick that the goods loading platform used for the loading of potatoes, be lengthened.

The deputation stated that difficulty was experienced when more than one truck had to be loaded because of the short length of platform Mr. Cunningham is the local potato agent, and in season, often despatches seven trucks a day and up to twenty-five trucks a week.

After discussion, during which Mr. Cunningham indicated that he was not prepared to supply any filling, the Commissioners agreed, to extend the loading platform by 25' to enable two trucks to be loaded simultaneously.

The work is in hand.

(58/3721)

STORAGE OF PIPES.

264.

The State River and Water Supply Commission wrote to this Department on 8.12.58 and advised that it intended to carry out works to improve the water supply to Tynong and Nar Nar Goon and in connection with this work the Commission desired to lease land in the Nar Nar Goon station yard for the storage of pipes.

The Estate Officer advised the Commission on 22.12.58 that there was no objection to its leasing an 80' x 50' site in the station yard at a monthly rental of £1, and pipes stored on the site were not to be stacked to a height exceeding 9 feet.

(58/13566)

LEASE OF LAND.

265.

An application made in June 1957, by the Potato Growers for the lease of land on which it was proposed to erect a weighbridge was refused as it was considered that the weighbridge would be used to weigh goods etc. which would not be despatched by rail, as is the case with similar weighbridges at Koo-Wee-Rup and Thorpdale.

(16/684/1)

ELECTRICAL BRANCH MATTERS.

COMPLETED.

266.

- Station lighting etc.

PAKENHAM.

267.

Vacancy S.M. (Class 7).
Mr. T.C. Bregazzi R.S.M.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	6412	38365	279	5139	125	36	9	175	112
1956	6804	36273	335	5757	121	14	14	79	65
1957	7145	39251	305	5609	105	6	9	63	77
1958	6986	42212	308	5986	19	-	3	59	24

CLOTHES LOCKERS.

268.

An application from the staff for provision of clothes lockers in the new station buildings has been referred to the Chief Civil Engineer.

(16/742/14)

SLIDING PANEL IN WIRE GRILLE OF PARCELS COUNTER.

269.

A request for the provision of a sliding panel in the wire grille of the parcels counter, has been referred to the Chief Civil Engineer.

(W.W.12235/58)

RADIATORS IN NEW OFFICE.

270.

The Commissioners have approved of two single bar radiators being provided for the new office.

(16/742/11)

PEDESTRIAN SUBWAY.

271.

On 11.11.57 the Shire of Berwick wrote expressing concern at the fact that no provision was being made for a pedestrian subway or footbridge in the plans for proposed alterations at Pakenham.

The matter was investigated, and considered that the traffic did not warrant such facilities. However, consideration is being given to the provision of an additional crossing adjacent to the present one should experience show that the existing crossing cannot handle the race and picnic traffic, but so far there has been no opportunity of gauging the position in this regard.

(57/2467)

(Papers on tour)

WAITING ROOM.

272.

Following representations made to the Minister, and to the Commissioners on tour on 26th March 1958, the Commissioners approved of a door being provided at one end of the open waiting room and this door has since been provided on the north side.

(58/2057)

(Papers on tour)

PAKENHAM (contd.)

FENCING.

273.

On 21st April, 1958 Mr. J. Macdermid of Pakenham East wrote to the Commissioners complaining of the condition of the fencing between his property and railway land.

Enquiries disclosed that the boundary fencing referred to is in poor condition and Mr. Macdermid was informed on 28.5.58 that it was proposed to renew it at an early date.

(58/4275)

COMPLETED.

274.

17.12.58. Provision of sliding grille for parcels counter and three steel lockers.

23. 9.58. Relocation of door N. side of waiting room.

ELECTRICAL BRANCH MATTERS.

275.

New Station and platform lighting - Building complete, platform in hand

OFFICER.

276.

Mrs. M.E. Dalton Caretaker (Class 3)

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	1464	10477	238	265	29	-	-	8	-
1956	1068	9978	64	195	22	-	-	3	-
1957	1073	11998	30	225	-	-	-	2	1
1958	1012	11169	105	181	4	-	-	8	-

STATION LOCATION.

277.

In April 1958, Mr. W.H. Hudson, Real Estate Agent of Berwick complained to the Minister of the unsuitable positions in which the new railway stations at Officer, Beaconsfield and Berwick had been located.

On 14th May, 1958 the Chairman advised the Minister as follows:-

"Officer.

This station was moved to its present location to eliminate the obstruction to views at the adjacent level crossing which was caused by the previous station buildings. In addition, the relocation enabled the station yard, which was in two separate parts, to be combined into one."

Arrangements have been made for attention to be given to the approach road.

(58/4044)

OFFICER (contd.)

FACILITIES FOR UNLOADING LIVESTOCK.

278.

On tour on 7th March 1957, representations were made to the Commissioners by Mr. T.G. Mather, grazier that facilities be provided for unloading livestock from trucks. He pointed out that before the station was moved to its present position facilities were available for loading or unloading livestock, but now there was no way of discharging stock from the trucks to the ground.

The Commissioners pointed out that very little stock was received at Officer and facilities were available within a reasonable distance at Pakenham and Berwick. However, the Department would be prepared to construct the facings for an earthen ramp from the goods platform if local interests supply and spread the filling. This would enable stock to be discharged from trucks on to the goods platform and then driven down the ramp. If required a long gang board would be supplied to facilitate the discharge of sheep from the upper tiers of sheep trucks. Mr. Mather promised to advise whether local interests are prepared to do this.

No further advice has been received.

(57/2684)

BEACONSFIELD.

279.

Mrs. W.M. Cheeseman Carotaker (Class 2) - Sick.
Mrs. E.M. Watkin Asst. Carotaker (Class 3).
Miss L. Cheeseman Asst. Carotaker (Relg.).

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Balcs	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	2105	23876	113	481	-	-	-	1	37
1956	1760	20276	-	381	-	-	-	-	-
1957	2079	22452	2	408	-	-	-	3	2
1958	2031	23632	12	370	-	-	-	3	-

STATION LOCATION.

280.

In April, 1958, Mr. W.H. Hudson, Real Estate Agent of Berwick complained to the Minister of the unsuitable positions in which the new railway stations at Officer, Beaconsfield and Berwick had been located.

On 14th May, 1958 the Chairman advised the Minister as follows:-

Beaconsfield:

There is very little settlement on the southern side of the line. Access to the station is obtained by a roadway which parallels Cardinia Creek, and this is considered adequate for the number of residents involved.

(58/4044)

BEACONSFIELD (contd.)

ADDITIONAL ENTRANCE TO STATION.

281.

On tour in March, 1957 representations were made to the Commissioners that an additional entrance to the station be provided from the south side of the line. It was stated that although there is an underpass carrying Cardinia Creek and a roadway under the line this is quickly flooded following heavy rain.

An inspection of the area was made but as very few people would be affected, and there is a road leading to the level crossing at the 'Down' end of the station, it was considered there would be no justification for the provision of pedestrian access to the platform from the south side of the line and the request was declined.

(57/2431)

BUS SHELTER.

282.

On 29. 5.57 the Beaconsfield Upper Progress Association wrote seeking permission to erect a bus shelter outside the passenger entrance at the Beaconsfield station.

The Secretary for Railways replied on 22. 8.57 pointing out that it was not customary to permit **unincorporate** bodies such as a Progress Association to construct facilities on railway property and suggesting that the matter be taken up with the Berwick Council with a view to that body accepting the usual conditions, particulars of which were outlined in the letter.

Nothing further has been heard from the Progress Association.

(57/5528)

STOPPING OF TRAINS AT PLATFORM.

283.

In November, 1958 the Beaconsfield Upper Progress Association wrote complaining of the inconvenient positions in which trains were being stopped at the station platform at Beaconsfield.

The Secretary for Railways replied on 3. 3.59 as follows:-

"With reference to your letter of 2nd November, I desire to say that observation made at Beaconsfield on several occasions recently showed that passenger trains were brought to a stand at a position convenient to the barrier gate and station office.

However, in view of your complaint, the need to give close attention to this matter has been impressed upon crews concerned."

(58/12934)

ELECTRICAL BRANCH MATTERS.

COMPLETED.

284.

- New station lighting.

BEACONSFIELD (contd.)

SPARE FACILITIES.

285.

The 20' x 30' goods shed at Beaconsfield was listed as surplus and it has been forwarded to Spotswood.

(59/177)

BERWICK.

286.

Mr. R.E. Cruikshank. S.M. (Class 8)

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	3969	33989	633	934	18	-	15	11	34
1956	4058	30173	113	941	20	9	7	16	12
1957	4134	31778	171	1410	30	15	16	2	5
1958	4210	33634	163	1544	60	-	12	13	5

STATION LOCATION.

287.

In April, 1958 Mr. W.H. Hudson, Real Estate Agent of Berwick complained to the Minister of the unsuitable positions in which the new railway stations at Officer, Beaconsfield and Berwick had been located.

On 14th May, 1958 the Chairman advised the Minister as follows:-

Berwick:

Prior to duplication etc. of the line, a sharp curve existed at the up end of the station which involved a speed restriction.

In addition to duplication, regrading has been carried out and sharp curves eliminated. The removal of the curve at Berwick necessitated the relocation of the station 420ft. in the down direction so that it could be on a straight section of track.

When the work is completed, the road approach will be extended to a new pedestrian crossing over the track and passengers arriving by car will have no greater distance to walk to reach the station that was the case with the original station.

(58/4044)

BERWICK (contd.)

IMPROVEMENTS TO STATION AND APPROACH.

288.

The Berwick Chamber of Commerce wrote to this Department on 12. 8.58 complaining of the deplorable state of the station buildings and station approach, and requested that the necessary renovations be carried out at an early date.

The new station buildings at Berwick have been completed and the change over will be affected as soon as signalling alterations have been completed, this work being proposed to come in on Sunday 12. 4.59.

Arrangements have also been made to tidy up fencing and carry out minor repairs which will improve the conditions now existing.

(Papers on tour)

(58/8686)

LEVEL CROSSING.

289.

At Berwick on tour on 7.3.57 the Commissioners were asked to provide flashing light signals at the level crossing but investigation disclosed that there was no justification for the installation of flashing lights at this stage.

(57/2681)

RECONSTRUCTION OF ROADWAY.

290.

The Shire of Berwick has arranged a contract for reconstruction of portion of the Berwick - Cranbourne Road, including the level crossing, which was disturbed in the course of duplication work.

The cost of the work (which is in hand) £1,860 will be borne by this Department.

(57/5608)

ELECTRICAL BRANCH MATTERS.

291

New Station Lighting - Due for completion at end April 1959.

NARRE WARREN.

292.

Mr. W.A. Grant S.M. (Class 8).

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Balcs	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	1185	7775	49	1006	36	-	18	30	122
1956	1331	6949	32	1102	9	3	22	34	119
1957	1197	7424	5	1189	9	-	11	39	109
1958	1199	9554	4	1168	18	-	12	36	37

ELECTRICAL BRANCH MATTERS.

293.

Installation two power points D.R.2443 - Completed.

HALLAM.

294.

Mrs. R.E. Canny, Caretaker (Class 3).

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1955	222	4226	-	36	-	-	-	-	-
1956	282	4658	-	6	-	-	-	-	-
1957	298	5061	-	4	-	-	-	-	-
1958	289	4649	-	9	-	-	-	-	-

FLASHING LIGHTS.

295.

Approval has been given to the abolition of the gates at Hallam Road level crossing and provision of flashing lights. It is expected that the work will be carried out in September 1959.

(57/12070)

DRAINAGE OF PROPERTY.

296.

On 30th May, 1956, Mrs. B. Johnston complained of damage to her property at Hallam by faulty drainage, and on 7th September 1956, the Secretary for Railways wrote to her as follows:-

"I have to inform you that at the time the railway was constructed, this Department erected a bridge over a natural watercourse which discharged drainage from the North to the South side of the line.

Subsequently, in order to divert drainage from this watercourse, a drain was constructed, not by this Department, along the Northern and Western boundaries of your property.

In the circumstances, my Commissioners cannot be held responsible for any flooding caused by such diversion, but it is understood that your property would receive considerable protection if the drains thereon were cleaned."

(56/5679)