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Mr J. Clarke
Dist. Supt.
Hinders St.

COMMISSIONERS' TOUR OF INSPECTION.

ORBOST TO MAFFRA
MAFFRA-TRARALGON-SALE-MORWELL
MOE TO WARRAGUL AND NAYOOK

BY ROAD CAR

YALLOURN
YINNAR TO MIRBOO NORTH.
THORPDALE TO MOE.

Tuesday, 18th to Thursday 20th March, 1958 inclusive
Train departs from Spencer Street (No. 8 Platform)
at 4.20 p.m. on Monday, 17th March, 1958.

COMMISSIONERS TOUR OF INSPECTION OF ORBOST LINE
AND BRANCHES BETWEEN 18th and 20th MARCH, 1958.

PERSONNEL

Mr. E. H. Brownbill	Chairman
Mr. O. G. Meyer	Deputy Chairman
Mr. T. R. Collier	Chief Traffic Manager.
Mr. G. F. Brown	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. J. Clarke	District Superintendent.
Mr. E. T. Stephenson	Metro. District Rolling Stock Supt.
Mr. D. W. Todd	Actg. District Engineer.
Mr. G. L. Rayment	Commissioners' Secretary
Mr. C. J. Warrener	Tour Clerk.

TRAIN STAFF

DRIVER	C. W. Kettle
FIREMAN	H. J. Smith
GUARD	J. McInnery
CONDUCTOR	J. Freeland
STEWARD	E. Hallett
COOK	T. Williams
LAD	F. Bavdec

YARD GATES AT STATIONS

1.

In connection with a State-wide review of stations on branch lines where the conditions do not require the continual maintenance of certain yard gates, the Chief Traffic Manager has recently reported that the following gates in this district may be regarded as spare and available for removal:-

<u>Station</u>	<u>Gates</u>	<u>Location</u>
Tostaree	1	Passenger side.
Nowa Nowa	1	Goods side.
Mossiface	2	One on each side.
Bumberrah	1	Goods side.
Nicholson	2	One on each side.
Boolarra	2	One on each side (Unfenced)
Thorpdale	1	Goods side.
"	1	Passenger side, cyclone gate.
Nayook	1	Passenger side.
"	2	Goods side.
Neerim	1	Passenger side.
Neerim South	2	Passenger side.

ORBOST

2.

Mr. A. H. Cochrane, Stationmaster, Class 5.

Rolling Stock Branch:- Dr-in-Charge, V. McMasters, Total Staff 3.
Engines Nil.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage			Livestock			
			Wool Bales	In	Out	Outwards		Inwards	
						Sheep	Cattle	Sheep	Cattle
1954	105968	278	24788	7515	2460	116	941	49	59
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

NEW STATION BUILDINGS AND APPROACH ROAD.

3.

On tour on 4/3/57 Cr. D. Bell of the Shire of Orbest requested that better station buildings be provided, stating that the present buildings were provided as temporary premises following the destruction by fire of the original buildings, and also referred to the condition of the approach road to the station.

The Commissioners pointed out that the present buildings were satisfactory for requirements, and further that the financial position precluded the provision of new buildings at Orbest, and promised that attention would be given to the approach road when the work in connection with the provision of a gantry crane had been carried out.

This has since been done.

(57/2432)
(57/12782)

ORBOST (Contd.)

4.

GOODS OFFICE ACCOMMODATION

A proposal to provide a 12' x 15' office outside the goods shed at an estimated cost of £530 has been listed for review on 1/7/58.

(W.W.7483/55)

LIGHTING

5.

A proposal to provide electric lighting in the yard as a deterrent to robbery of trucks and the goods shed is being investigated.

(W.W.11704/57)

POLE TRAFFIC

6.

Pole traffic now offering cannot be handled at the recently installed gantry crane, and the possibility of installing a power drive on the manually operated (6) tons crane, nearest the goods shed, (previously fitted with a power drive by Mr.J.F.McMahon) to facilitate the loading of this traffic, is being investigated. Consideration is also being given to the question as to which of the (6) tons derrick cranes may be released.

(56/1871)

(Papers on Tour)

STOCK YARDS

7.

Complaint has been made by the Victorian Dairyfarmers Association regarding the dirty condition of the stock yards.

Efforts have been made to obtain a contractor for regular cleaning of the yards without success.

Tenders are about to be re-invited.

(57/2419)

RESTORATION OF WATT'S GULCH BANK.

8.

The Snowy River Improvement Trust has long range proposals under consideration for improving the Snowy River and one of these is the sealing off of Watt's Gulch to prevent over-flow from the River during floods. The estimated cost of this work is between £4000 and £6000 and the Trust requested that this Department contribute one third of this cost because of benefits which would be derived by the railways from such sealing.

On 25.8.53 the Trust was advised that "The Commissioners do not agree that considerable benefit will be derived by this Department. It is considered that the proposed sealing work might not be effective in the event of an early major flood or of any flood which might overtop the new bank and that owing to the greater inrush of flood waters, failure of the bank would cause more damage to railway property than would occur under present conditions. In the circumstances, my Commissioners cannot see their way to contribute towards the cost of the proposed work".

(53/2185).

FIRST DAY TUESDAY, 18TH MARCH, 1958

ORBOST (Contd)

COMPLETED

9.

Extension of the postal telephone from the station office to the goods shed.

Extension of the verandahs at the goods shed.

Provision of 10 ton Gantry crane.

WAYGARA

10.

No-one-in-Charge.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage			Livestock			
			Out	In	Wool Bales	Outwards		Inwards	
						Sheep	Cattle	Sheep	Cattle
						Pigs	Horses	Pigs	Horses
1954	3105	11	852	9	-	-	-	-	-
1955	1955	-	581	5	-	-	-	-	-
1956	4625	-	1188	3	-	-	-	-	-
1957	7620	1	2170	2	-	-	-	-	-

TOSTAREE

11.

No-one-in-Charge

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage			Livestock			
			Out	In	Wool Bales	Outwards		Inwards	
						Sheep	Cattle	Sheep	Cattle
						Pigs	Horses	Pigs	Horses
1954	393	-	62	39	-	-	-	-	-
1955	717	-	309	42	-	-	-	-	-
1956	184	-	38	86	-	-	-	-	-
1957	180	-	36	105	-	-	-	-	-

NOWA NOWA

12.

Mr. H. J. Boyd, Stationmaster, Class 8

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage			Livestock			
			Out	In	Wool Bales	Outwards		Inwards	
						Sheep	Cattle	Sheep	Cattle
						Pigs	Horses	Pigs	Horses
1954	77298	219	21492	2105	1169	12	9	2	2
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

Poles

NOWA NOWA (Contd)

13.

MOST IMPROVED RESIDENCES.

In connection with the 1956 Competition for the Most Improved Departmental Residences D.R.4134 occupied by Tractor Driver H. Y. Millard was awarded first prize of £7/0/0 for places without piped water supply in the Sale Works Foreman's Section.

STOCK YARDS

14.

A high loading ramp has been constructed on the site of the old stock yards.

The question of whether the yards are to be replaced is at present under review.

(Papers on Tour)

(56/1800)

PRESSURE LIGHTING SYSTEMS

15.

In August, 1956, the occupants of D.R's 2255, 2256 and 3710 (Mr. H. Wilson, A.S.M., Actg. Ganger T.R.Turnbull, and Repairer S.A.Lawrence) applied for pressure lighting appliances at their residences but the conditions did not differ appreciably from other locations where electric power is not available.

The Commissioners were unable to see their way to agree to the granting of the requests.

(56/9958)

FOOTWAY ON BRIDGE OVER LINE

16.

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.

(58/346)

COMPLETED

17.

21/1/58 Painting of five D.R's by contractor.

FIRST DAY, TUESDAY 18TH MARCH, 1958.

COLQUHOUN

18.

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
1954	1476	18	842	16	-	-	-	-	-
1955	1241	-	719	16	-	-	-	-	-
1956	6993	-	4058	32	-	-	-	-	-
1957	4131	-	2156	43	-	-	-	-	-

Pulpwood

BRUTHEN

19.

Mr. F. C. Robbins, Stationmaster, 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
1954	29683	321	8164	4266	4784	6	99	15	39
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

HIGH LOADING PLATFORM

20.

Facing for a high loading platform has been provided by the Department and the Shire of Tambo is, at present, providing the filling.

(54/13461)

D.R.2253

21

Quotations are being sought for installation of a power point in the washhouse of D.R.2253.

(W.W.16682/56)

D.R.2254

22.

Following complaint by the outgoing Stationmaster in April 1957 necessary repairs and renovations were carried out before the new occupant took up residence.

(16/135/1)

COMPLETED

23.

20/7/57 Repairs to the holding yards and provision of a forcing fence and gate.

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.

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 formula 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 would bear the cost of the alterations and requested detailed estimates.

(57/4531)

MOSSIFACE

25.

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
1954	3110	60	748	54	-	-	-	-	-
1955	2472	-	900	21	-	-	-	-	-
1956	1647	-	660	20	-	-	-	-	-
1957	1875	-	746	65	-	-	-	-	-

*7. maize
Potex*

MOSSIFACE-BUMBERRAH

26.

BRIDGE AT 185M. 35C. 43L.

On 20th May, 1957 the Shire of Tambo wrote to the Secretary for Railways regarding the condition of this bridge stating that there were large holes in the decking and the bad state of repair had caused a recent accident.

Investigation disclosed that some slight repairs to the decking were required, and these have been carried out.

With reference to the accident referred to, this was not caused by the condition of the decking of the bridge, but could have been caused by the condition of the approach road, which was badly corrugated.

The Secretary for Railways advised the Shire of Tambo accordingly on 24/7/57.

(57/5126)

BUMBERRAH

27.

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

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
1954	4683	130	1230	1368	105	47	62	4	34
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

TRAIN CROSSING FACILITIES

Timber & Riepwood

28.

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 Orbost Line. The estimates for Bumberrah were on 9.8.51 -

(Contd.)

BUMBERRAH (Contd.)

TRAIN CROSSING FACILITIES.(Contd.)

Trackwork	£8,000
Station	300
Buildings	
Signalling	600
	<u>£8,900</u>

The proposed trackwork provides for a No.2 road of 380 yards between fouling points independent of the present loop siding. As the timber traffic has not yet developed as expected the matter has been pended for later consideration.

(W. & W.2465/50)

will not increase to this extent

BUMBERRAH-NICHOLSON

BRIDGE AT 180M. 50C. 08L.

29.

On 20th May, 1957 the Shire of Tambo wrote to the Secretary for Railways regarding the condition of this Bridge, stating that there were large holes in the decking.

Investigation revealed that some repairs to the decking were required and this work has been carried out. The Secretary for Railways advised the Shire of Tambo accordingly on 24/7/57.

(57/5126)

NICHOLSON

30

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
1954	46	-	9	229	-	-	-	-	-
1955	53	-	14	245	-	-	-	-	-
1956	57	-	18	237	-	-	-	-	-
1957	30	-	6	199	27	-	-	-	-

CLOSING STATION

31.

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
(Contd.)

NICHOLSON (Contd.)

CLOSING STATION (Contd.)

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 has been informed accordingly.
(Papers on Tour)

(57/2425)

BAIRNSDALE

32.

Mr. W. C. McConnell, Stationmaster Class 3
Rolling Stock Branch:- Dr-in-Charge A. Timms, Total Staff 10
No. Engines 1.

Year Ended 30th June	Total Revenue £	Outward Passenger Hourneys	Total Tonnage		Wool Bales	Livestock			
			Out In	Outwards		Inwards		Cattle Horses	Cattle Horses
						Sheep Pigs	Sheep Pigs		
1954	86247	25335	6599	26201	4145	429	1352	127	244
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

PUBLIC ADDRESS SYSTEM

33.

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 now be withdrawn.

(55/13027)

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 agreed to carry out top-dressing.

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

(Papers on tour).

(54/13462)

EXTENSION OF PASSENGER PLATFORM

35.

Extension of the passenger platform by 110 ft. at the down end is in hand.

Rearrangement of crossing work in connection with the extension has been completed.

(53/11230)

CONVENIENCES AT GOODS SHED

36.

The provision of sewered conveniences at the goods shed is complete except for painting which will be done when staff is available.

(54/7160)

FIRST DAY, TUESDAY 18TH MARCH, 1958.

BAIRNSDALE (Contd.)

HEATING FOR GOODS SHED OFFICE.

37.

An application for an electric radiator to be provided instead of the kerosene heater at present in use in the goods shed office has been forwarded to the Amenities Committee for consideration.

(16/56/16)

OFFICE FOR SHEDMAN AND RELOCATION OF WIRE CAGE.

38.

A small office for the Shedman is to be provided, next to the goods office, and the wire cage relocated in a position adjacent to the new shedman's office at estimate cost of £170.

(W. W.09321/55)

RADIATOR FOR SHEDMAN

39.

A request for provision of a radiator in the shedman's temporary office was declined by the Amenities Committee, on the grounds that it would not be economically sound in view of the possible erection of a permanent office. Please see note above. When this work is taken in hand the question of heating of the shedman's office will then be referred to the Amenities Committee for further consideration.

(16/46/16)

DRAINAGE.

40.

A.P.M. have lodged a complaint with the Stationmaster regarding the drainage in the vicinity of their office in the station yard, and the matter has been referred to the Chief Civil Engineer for investigation as to the responsibility for, and any action necessary to rectify the position.

(16/46/15)

AERIAL POLE

41.

A.P.M. have requested permission to erect an aerial pole 40 feet high in the vicinity of their office in the station yard, to assist in fire fighting.

There is no objection so far as the Traffic Branch is concerned and the papers have been referred to the Chief Civil Engineer for further course.

(16/46/18)

GANTRY CRANE

42.

Arrangements are being made to instal safety guards on the 10-ton gantry crane.

(W.W.14421/57)

GANTRY CRANE

43.

Following a complaint that when the gantry crane was working electrical appliances in adjacent houses were affected, suppressors were fitted to the crane and no further complaints have been received.

(16/46/7)
(W.W.42/2/57)

BAIRNSDALE (Contd.)

EARTH FILLED RAMP.

44

Prior to alterations in connection with re-arrangement of the yard and extension of the passenger platform, a dock leading to the back of the platform was used for the loading of heavy earth moving equipment, up to 15 tons in weight.

These consignments cannot be handled at the crane, and the Stationmaster has suggested that in order to facilitate the loading of this equipment an earth filled ramp or dock be provided at the new road. The matter has been referred to the Chief Civil Engineer for consideration in conjunction with the general re-arrangements of the yard.

(16/46/12)

(Sec's 53/11230)

NON-ISSUE

45.

MOBILE CRANE

46.

In connection with the carriage of S.E.C. and P.M.G. poles from Bairnsdale, a 4 ton capacity mobile crane has been placed on order. The cost of the crane is £8,240.

(57/4717)

SALE OF WHARF LINE

47.

Bairnsdale District Farmers Co-operative Company, Ltd. has made application to purchase the land and materials on the Bairnsdale wharf line for use as a siding to its factory at some future date.

The value of the land and material involved is being ascertained. ✓

(57/7229)

USE OF PORTABLE BY V.R.I.

48.

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

49.

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.

(Contd.)

BAIRNSDALE (Contd.)

McARTHUR STREET GATES (Contd.)

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)

P.C.R. CROSSINGS.

50.

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. *yes*

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 it 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 inter alia:-

"My Commissioners are now considering an alternative proposal providing for -

- (1) the closing of the Buchanan Street level crossing and provision of a pedestrian subway or footbridge at that site.
- (2) provision of flashing light signals at the McMillan Street crossing.
- (3) the closing of the Smith Street crossing to vehicular traffic with retention of pedestrian crossing facilities.

My Commissioners would be glad of the views of your Council in regard to the foregoing proposal".

On 17/12/56 the Shire Council replied:-

- (1) "The Council is opposed to the closing of any of the level crossings from Smith Street westerly to Ligar Street, both inclusive.

(Contd.)

BAIRNSDALE (CONTD.)

P.C.R. CROSSINGS (Contd.)

- (2) The Council requests that the engine shed, at present located near the Buchanan Street crossing, be moved to a more suitable position to enable traffic approaching the crossing from the north to have an unobstructed view of the line and also the driver of trains approaching from the west to have a clear view of such traffic.
- (3) The Council requests that a pedestrian underpass be provided at the Buchanan Street crossing as, at present, there is substantial inconvenience to such traffic by shunting operations.
- (4) The Council requests that, pending the provision of a pedestrian underpass, the Railways remove all obstacles at present on the footpath line on the west side of the Buchanan Street crossing to allow the Council to construct a footpath in order that pedestrians particularly school children are not forced, as at present to walk on the roadway".

In regard to the above letter from the Council the Level Crossing Committee reported as follows on 29/1/57:-

"Item(1) No further action can be suggested. Item (2) the latest proposal for track alterations at the down end of the yard provides for relocating the main line across Buchanan Street somewhat further away from the engine shed, as this will improve visibility sufficiently to avoid the costly relocation of the engine shed. Item (3) In view of the Council's refusal to agree to the closing of Buchanan Street, it is not considered that the expenditure on a pedestrian underpass could be justified. Item(4) It is proposed, in conjunction with the relocation of the main line and other trackwork alterations as per plan 440/56 correspondence 13950/53 to provide a foot-crossing on the footpath line as requested by the Council. The Council might be advised as to items 2, 3 and 4."

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.

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

51.

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.

(Contd.)

BAIRNSDALE. (Contd.)

DRAINAGE TO HOWITT PARK (Contd.)

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".

COMPLETED

(57/5435)

52.

- 11/1/58 Extension of Shell and Vacuum siding to provide siding for B.P. (Australia) Ltd.
- 8/8/57 Dual purpose transport ramps
- 18/5/57 Repairs to fencing at McRae Street.
- 1/5/57 Disconnection of wharf siding.

HILLSIDE

53.

Mrs. A. M. Stanley, 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
1954	3204	345	1093	367	128	9	23	3	-
1955	2430	310	991	348	159	3	16	30	3
1956	1032	180	231	372	222	1	8	3	4
1957	1347	235	320	356	224	5	9	2	1

SHEEP YARDS

? fullwood maize

54.

The sheep yards are no longer required and as it was noted they were in bad order the Commissioners on tour in March, 1957 directed that no further maintenance be carried out.

(16/416/2)

(W.W.3727/57)

COMPLETED

55.

- 7/11/57 Removal of ladies convenience.

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LINDENOW

56.

Mr. R. J. English Stationmaster, Class 8

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage			Livestock			
			Out	In	Wool Bales	Outwards		Inwards	
						Sheep	Cattle	Sheep	Cattle
1954	16952	2024	3819	2087	954	60	164	41	8
1955	9672	1021	1561	1940	1148	84	119	44	20
1956	7668	896	1262	2278	1402	72	99	35	10
1957	8487 ✓	767 ✗	1818 ✓	1902	1342	71	102	24	5

WATER SUPPLY

57.

Reticulated water supply is available at Lindenow and the question of whether the station, stock yards and three residences are to be connected is being investigated.

(WW.2082/58)

STOCK TRUCKING YARDS

58.

Requests have been made in the past few years, that these yards be increased in size, but as it has been considered that the yards were adequate for requirements the requests have been refused.

(55/8230)

STOCK YARDS

59.

Repairs to the sheep race and cattle yards are in hand.

(W.W.3728/57)

POWER POINTS

60.

A contract has been let for additional power points in D.R.'s 285 and 2128.

Awaiting contractor. ✓

(W.W.1491/57)
(W.W.583/57)

D.R.285

61.

Instructions were issued recently for installation of electric lighting in the portable at D.R.285.

A request for lining of the portable has been refused.

(W.W.18196/57)
(W.W.1817/58)

D.R.286

62.

Rehabilitation of D.R.286 is in hand.

(W.W.18836/55)

FERNBANK

63.

Mrs. E. Davidson, 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
1954	1930	444	703	776	452	-	1	13	-
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	-

MUNRO

64.

Mr. F. W. Delaney, Voluntary Caretaker

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
1954	444	152	256	337	-	-	-	-	-
1955	882	147	693	483	-	-	-	7	-
1956	125	98	51	483	-	-	-	-	-
1957	155	1	84	502	-	-	-	9	-

TRAIN CROSSING FACILITIES

65.

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 Orbest line.

The estimates for Munro were on 9.8.51.

- (a) For an attended station with electric staff switching facilities.

Trackwork £8400
Signalling 2175

£10,575

- (b) For an unattended station with automatic electric staff working (similar to Mysia)

Trackwork £8400
Signalling 2350

£10,750

The proposed trackwork provides for a No.2 road of 464 yards between fouling points independent of the present loop siding. As the timber traffic has not yet developed as expected the matter has been pended for later consideration.

(W.W.2465/50)

Will not increase to this extent

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STRATFORD

66.

Mr. F. Byrne, Stationmaster, Class 8

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
1954	12290	3187	2493	2239	1700	46	96	50	73
1955	20665	2298	5026	2983	2175	51	70	45	55
1956	7676	2217	1388	3394	2488	49	58	25	191
1957	9055	2355	1472	3409	2300	61	72	45	50

SEPTIC SEWERAGE

67.

The Shire of Avon has been advised that this Department is prepared to co-operate in its proposed septic sewerage scheme.

(W.W.18272/57)

STRATFORD-TRARALGON

68.

On 26th June, 1957 the Parliamentary Public Works Committee made a recommendation that the Gippsland line passenger services between Traralgon and Stratford be routed through Maffra instead of Sale.

On 2/9/57 in reply to a letter from the President of the Sale Rotary Club, the Minister of Transport said that "although the Public Works Committee may have made a report on the matter no action has been taken by the Government to make any change".

"The Government would not consider making a change unless the Minister of Transport was in agreement with it, and at the present moment I am advised by the Railways Commissioners that the traffic figures do not justify any change in the route of the trains concerned."

The Minister concluded; "In other words, although a recommendation has been made, there is no intention of adopting it, at least not at present."

The track between Stratford Junction and Maffra is at present being relaid.

(56/2053)

MAFFRA

69.

Mr. E. Boyd, Stationmaster, Class 4 (off sick)
 Mr. L. H. Jones, Rlg. Stationmaster, Class 5.
 Rolling Stock Branch. Senr. Man M. Dwyer R.M. Drivers. 2

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage			Livestock			
			Out	In	Wool Bales	Outwards		Inwards	
						Sheep	Cattle	Sheep	Cattle
						Pigs	Horses	Pigs	Horses
1954	136159	8486	36979	75157	569	38	273	53	75
1955	115936	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

BEST KEPT RESIDENCES

70.

In connection with the 1956 Competition for the Best Kept Departmental Residences, D.R. 443 occupied by Repairer E.G. Proctor was awarded first prize of £10/0/0 for the Best Kept Residence in the Eastern District.

WATER TANKS

71.

A request for provision of water tanks at D.R.'s 3664 and 3663 is under consideration.

(W.W.18300/57)

RELOCATION OF STOCK TRUCKING YARDS

72.

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 newsale 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.

(55/12548)

(Papers on Tour)

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MAFFRA (Contd.)

COMPLETED

73.

12/7/57 Removal of coal stage.
12/9/57 Relocation of lever controlling down home signal to gate cabin.
8/2/58 Electric light in gate cabin.

MAFFRA - BRIAGOLONG

74.

DISMANTLING

Approximately 5 $\frac{1}{2}$ miles of the Briagolong line have been dismantled and the rails stacked at Maffra.

The work will be resumed when staff can be made available.

(52/6398)

TINAMBA.

Mr. J.A. Murray, Stationmaster, Class 8.

75.

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
			1954	7992		1339	1039	1354	248
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

GOODS PLATFORM.

76.

The goods platform is to be renewed and earthfilled when staff is available.

(W & W. 11131/57).

HOT WATER SERVICE FOR D.R.

77.

An application from Mr. Murray, Stationmaster for permission to install a hot water service, at his own expense, in the D.R. occupied by him has been forwarded to the Chief Civil Engineer for further course.

(16/912/1)

TINAMBA-HEYFIELD.

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

78.

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 pepper 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.

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 said they appreciated the work that had been done to improve the view but they considered that nothing short of a flashing light signal would meet requirements at the crossing and a request was made 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.

(contd.)

TINAMBA-HEYFIELD. (Contd.)

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

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.

The 'Stop' signs were erected on 1/7/55.
(54/6748)

HEYFIELD.

Mr. L.V. Rogan, Stationmaster, Class 6.

79.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep	Cattle	Sheep	Cattle
1954	82653	8960	31125	4842	229	65	318	55	48
1955	87766	7961	33790	5296	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

EXTERIOR LIGHTING AT D.R. 433.

80.

Mr. Rogan, Stationmaster made application in September, 1957 for the provision of external lights at the front and back doors of the D.R. occupied by him.

The request was declined by the Inter-Branch Housing Committee as the D.R. referred to is an old type, and it is not the policy to provide exterior lighting at such houses.

The applicant was informed accordingly, but it is understood the matter is to be referred to the Staff Board by the A.R.U.

(16/410/2)

HEYFIELD (Contd.)

ADDITIONAL POWER-POINT D.R. 433.

81.

A request for the provision of an additional power point in the pantry of the Station Masters' (D.R. 433) for use in connection with a refrigerator is under consideration.
(16/410/1)

D.R. 3278.

82.

A contractor has been engaged to instal a power point in the washhouse of D.R. 3278.
(W & W. 8086/57)

SHUNTING AT LEVEL CROSSING.

83.

In June 1954 the local Progress Association made the following suggestions for additional safety at crossings:-

- (a) "That post and rail fences in vicinity of crossings be replaced with wire fences."
- (b) That all goods train engines be fitted with strong head lights."
- (c) That reflectors be fitted on the sides of railway trucks". X

On 29.7.54 the Secretary for Railways wrote the Progress Association as follows:-

"I desire to say that post and rail fences at level crossings have the advantage over wire fences of more clearly defining the crossing to roadusers. Experiments are being conducted with an alternative type of fence consisting of standard concrete fence posts and white painted timber rails, and further tests will determine the extent to which this type of fence will be used.

It is the Department's policy to equip all locomotives on running lines with electric headlights, and work on the few engines remaining to be fitted will be done as early as practicable.

The question of fitting reflectors to the sides of railway rolling stock has previously been considered but owing to various factors, my Commissioners cannot see their way to sanction their use. The principal disability is that in station grounds and yards where there are curved lines they could be mistaken by shunting staff and train crews for fixed and/or hand signals.

The Commissioners are satisfied that with the exercise of ordinary care and observance of traffic regulations no danger should be apprehended by roadusers at level crossings.

As indicated in the press it is proposed shortly to erect stop signs at a large number of level crossings, and as it will then be obligatory on roadusers to stop before passing over the crossing this should ensure a greater measure of safety at such crossings".

(54/7113)

HEYFIELD (Contd.)

COMPLETED.

84.

Dual purpose transport ramp.

DAWSON.

Closed 27/1/58.

85.

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
1954	99	6	40	98	-	-	-	-	-
1955	169	6	70	83	-	-	-	-	-
1956	85	2	22	80	62	-	-	-	1
1957	91	7	11	102	-	-	-	-	-

CLOSING.

86.

This station has been closed to traffic and the removal of all facilities was completed on 20/2/58. (57/3795)

COWWARR.

Mr. T. Moran, Asst. Stationmaster, Class 5.

87.

Mr. F. Blackburn, Asst. Stationmaster, 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
1954	4392	1518	987	944	178	35	59	27	28
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

APPROACH ROAD.

88.

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.

89.

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.

An application has not been received for the leasing of a site for this purpose.

(56/2041)

WIDENING OF ROADWAY.

90.

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 has 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 availability of staff.

(56/2041).

RECONSTRUCTION OF CULVERT.

91.

Reconstruction of a culvert at the crossing at 113M. 63Ch. 96L. is in hand by the Shire of Rosedale.

(53/12179)

DRAINAGE FROM BUTTER FACTORY.

92.

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.

(Contd.)

COWWARR (Contd.)

DRAINAGE FROM BUTTER FACTORY. (Contd.)

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.

(Papers on tour) (57/4291)

WELL AT A.S.M.'s RESIDENCE.

93.

The A.S.M. has constructed a well at his residence.

A power point for operation of an electric pump is to be installed when staff can be made available.

(W.W. 5298/55)

COMPLETED.

94.

Widening entrance to stockyards.

TOONGABBIE.

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

95.

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
1954	1221	1610	81	566	386	23	15	13	7
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	-

LEASING.

96.

Mr. J. McMillan operates a timber mill in the station yard, but does not despatch any timber produced by rail, and the question of whether this is a contravention of the terms of his lease has been referred to the Estate Officer for course.

(16/918/2)

GLENGARRY.

Mr. J.A. Ward, Asst. Stationmaster, Class 5.

97.

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
1954	4588	1547	485	3176	150	40	214	24	-
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

GLENGARRY (Contd.)

LOADING RAMP.

98.

A Mr. H.F. Christensen recently 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 which is acceptable to him. Further information is required from Mr. Christensen, however, as to the type of ramp he requires.

(57/13442)

EROSION.

Not now at load limit on road bridge - 99.

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 barrow 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)

STOCKYARDS.

100.

Request has been made by Mr. D.P. Bermingham for replacement of the pig-marking yard which was removed some months ago when the dual purpose transport ramp was erected.

Mr. Bermingham has also requested provision of an entrance gate direct to the sheep and pig yards to facilitate unloading of pigs from low trailers.

The matters are being investigated.

(57/13094)

STOCK YARDS SIDING.

101.

On tour on 14.10.53 representations were made to the Commissioners by Cr. J.S. Lang of the Shire of Rosedale that a dead-end siding be provided beyond the trucking yards so that trucks could be moved by gravitation when loading. It was promised that the matter would be looked into.

On 18.1.54 the Secretary for Railways replied to Cr. Lang "I desire to say that there is accommodation for four livestock trucks between the loading race and the scotch block at the down end of the station yard and this accommodation was exceeded on only five days during the past twelve months. On such occasions, however, clearances are arranged so that inconvenience will not occur. Although the siding is curved, it is level and no difficulty is experienced in moving loaded trucks on it without engine power."

In the circumstances, the provision of a dead-end extension is not warranted, and my Commissioners regret they cannot see their way to accede to the request."

(53/11267)

GLENGARRY (Contd.)

PROPOSED PRIVATE SIDING.

102.

An officer of this Department met representatives of the Maffra Co-operative Milk Coy. at Glengarry on 5.2.57 to discuss the possibility of providing siding accommodation to the Company's butter factory.

Two possible schemes were discussed and the matter was to be brought up at the Company's next board meeting.

Nothing further has been heard from the Company.
(W.W.16005/56)

TRARALGON.

Mr. M.M.O'Meara, Stationmaster, Class.2.

103.

Rolling Stock Branch:- Actg. Depot Foreman, D. Sullivan.

Total Staff 80. Engines 8.

Stores Branch Loco:- Depot Storeman in Charge S. Couch Total Staff 2.

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
1954	50992	38250	7887	22698	1014	254	179	112	61
1955	82348	38712	19980	37697	933	238	177	105	72
1956	71042	40436	18025	34903	1182	163	119	78	56
1957	48946	35995	17497	24373	1185	147	126	76	41

MOST IMPROVED RESIDENCES.

In Coal & Cement out previous years

104.

In connection with 1956 Competition for the Most Improved Departmental Residences, D.R. 3409 occupied by Mr. E.R.R. Merrett, Ganger was awarded first prize of £7/0/0 for places with piped water in the Sale Works Foreman's section.

PARCELS OFFICE.

105.

Plan and estimate of cost are being prepared for additional accommodation in the Parcels Office.

(W.W.1973/58)

FIRES IN WAITING ROOM.

106.

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.

(Contd.)

TRARALGON.

FIRES IN WAITING ROOM. (Contd.)

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.

107.

In June 1955 the South Side Progress 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.

108.

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 will 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 which would involve considerable regrading of portions of Franklin and Princes Streets and payment of compensation to adjoining property owners.

The Shire was advised of these facts and 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

GOODS OFFICE.

109.

The construction of a goods office adjacent to the new goods shed and provision of sewered conveniences in the goods yard are practically completed.

(W.W.1742/56)
(W.W.854/56)

ADDITIONAL ENTRANCE TO GOODS YARD.

110.

Material is on order for provision of a vehicular gate and short length of roadway, adjacent to the baths, to give ready access to the 8-ton crane.

(50/2641)

TRARALGON (Contd.)

DUST NUISANCE.

111.

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)

STATION YARD ROADWAY.

112.

Sealing of the station yard roadway by the Country Roads Board is in hand, approximately 30% complete.
(57/1244)

NOISE AND VIBRATION FROM DIESEL LOCOMOTIVES.

113.

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 there is now no longer any justification for complaint.

(Papers on tour)

(56/5332)

SIDING FOR TRANSPORT OF CEMENT.

114.

On 26/9/55 Gippsland Industries Ltd. submitted an application to the Transport Regulation Board for permission to deliver cement to the Melbourne metropolitan area by road transports.

The Hon. the Minister enquired whether it would be possible and worthwhile to provide a siding for the transport of the cement.

(Contd.)

TRARALGON (Contd.)

SIDING FOR TRANSPORT OF CEMENT. (Contd.)

On 25/10/55 the Commissioners advised the Hon. the Minister:-

"The Commissioners desire to say that the traffic handled by this Company consists, on a weekly average, of 18 trucks of cement outward and 27 trucks of inward traffic, comprising coke, gypsum, limestone and brown coal, mostly the latter.

The siding would be a great convenience to the Company, but it would necessitate crossing three streets to reach its Works.

The consent of the local Council would be required and it would probably be difficult to obtain.

The cost of the siding, which would require to be borne by the Company, would be approximately £12,000 to £15,000 excluding electrification and any special warning devices necessary at the street crossings.

In addition, there would be the cost of land acquisition which would be considerable, and it is doubtful if the Company would be able to obtain all the land required."

(55/10415)

VISIBILITY OF APPROACHES TO TRUCKING YARDS.

115.

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 this stage.

(57/5460)

STOCKYARDS.

116.

The trucking yards are in a bad state of repair and due for renewal.

For some time, local interests have exerted pressure to have the yards relocated in a position adjacent to the proposed municipal saleyards.

The Commissioners have agreed to meet the cost of new yards in full, if relocated as suggested, but have advised the Shire that it will be necessary for it to meet the cost of any additional siding facilities required.

The Shire is not prepared to do this.

Plans have been prepared for renewal of the yards (including a heavy duty transport ramp) on the existing site, which is satisfactory for Departmental purposes, at an estimated cost of £4,100.

(Papers on tour)

(57/8617)

TRARALGON (Contd.)

LOCO DEPOT BUILDINGS.

117.

On 2.9.54 the Commissioners approved of the rearrangement of the offices and store at the Loco. Depot and the extension and improvement of No.2 barracks and of the retention of No.1 barracks for Way and Works Branch purposes.

On 26.5.55 the Amenities Committee visited Traralgon and, as a result, recommended that a shower annexe be provided adjoining the meal and locker room.

On 3.6.55 the Commissioners approved of the provision of hot shower facilities as recommended by the Amenities Committee.

On 21.10.55 the Chief Civil Engineer reported that due to the severe curtailment of loan funds, it would not be practicable to proceed with the new offices, etc. during 1955/56 and the proposal for extension of No.2 barracks had been cancelled as arranged.

On 2.11.55 the Commissioners directed the matter be pended for review on 1.4.56.

A deputation from the A.F.U.L.E. interviewed the Commissioners on 18/5/56 and urged that the proposed improvements at Traralgon Locomotive Depot, as approved in minutes of 2/9/54 and 3/6/55 on Secretary's 54/5727, be proceeded with immediately.

The Commissioners subsequently directed that the Traralgon re-arrangement be accorded a position on the priority list immediately following North Melbourne Locomotive Depot alterations which were to receive first priority. The work is in hand.

Papers on tour.

(54/5727)

LOCOMOTIVE DEPOT.

118.

Plan and estimate of cost are being prepared for provision of a garage at the locomotive Depot for the utility truck and a chain wire fence to enclose the depot area.

(W.W.2289/58)

SAND HOUSE.

119.

Material is to hand for construction of a new sand-house at an estimated cost of £3,000. However, the proposed site of the building is being reviewed by the Chief Mechanical Engineer.

(54/5415)

TAPS AT V.R.I.

120.

Request has been made by the Railways Institute that water taps be installed at the front and rear of the Traralgon Centre.

The matter is in course.

(58/1740)

TRARALGON (Contd.)

V.R.I. BOWLING GREEN SITE.

121.

On 1.9.53 the Secretary for Railways advised the Victorian Railways Institute that the Commissioners are 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)

LAND FOR ROADWAYS.

122.

The Shire of Traralgon has applied for a small area of railway land adjacent to the underpass at the west end of the stations.

The matter is being investigated.

(W.W.13713/57)

FLOW OF OIL INTO TRARALGON CREEK.

123.

At Traralgon on tour in February, 1956 representatives of the Shire of Traralgon complained to the Commissioners that due to lack of supervision, oil from the Loco Depot had been permitted to flow into the Traralgon Creek and asked that steps be taken to abate the nuisance.

Subsequent investigations disclosed that a spill drain beneath the arrival road of the locomotive depot was allowing spillage from the oil crane adjacent to the track to enter Traralgon Creek. On 12th July the Shire was informed accordingly and advised of the intention to effect alterations to the track, incorporating the removal of the drain, at an early date.

(56/1886)

PROPOSED BRIDGE NEAR HOSPITAL.

124.

On 9/11/55 the Department of Public Works wrote the Secretary for Railways saying the Mental Hygiene Authority had requested that a proposal be investigated for an overhead crossing of the main Gippsland railway to allow access from the Princes Highway to the new Traralgon Mental Hospital.

On 13/1/56 the Acting Secretary for Railways replied to the Department of Public Works:- "I desire to say that while it would be practicable to provide a bridge over the railway at the location referred to in your letter, (near the prolongation of Lafayette or Mates Street) the cost of the work, together with an amount representing the capitalised cost to this Department of maintaining the bridge, would require to be borne by some Authority other than this Department.

A detailed estimate of such a bridge has not been prepared, but it is roughly estimated that the cost would be in the vicinity of £20,000.

(Contd.)

TRARALGON (Contd.)

PROPOSED BRIDGE NEAR HOSPITAL. (Contd.)

If it became necessary at any subsequent period to regrade the Line (this is not envisaged at present) any alteration to the bridge would require to be borne by your Department."

A letter from the Latrobe Valley Development Advisory Committee was received on 8.11.56 stating that it had been decided to form a special Committee to discuss planning and finance of a proposed bridge over the railway in the vicinity of Traralgon Hospital. The Committee was to consist of representatives of the Country Roads Board, Traralgon Shire Council, Victorian Railways, Hospitals and Charities Commission and the Mental Hygiene Authority.

The Chairman of the Level Crossing Committee was nominated to represent this Department at the Committee's meetings. The first of which took place on 15.3.57.

On 10/5/57 the Latrobe Valley Development Advisory Committee wrote advising that the report of the representative committee, recommending that a footbridge be provided over the line to serve the Traralgon Mental Hospital at an estimated cost of £2,500 had been approved by the Government and that the Latrobe Valley Development Fund would contribute one third of the cost subject to a maximum of £833. A copy of the report was enclosed with this letter.

On 17/5/57 the Secretary for Railways replied to the Chairman of the Latrobe Valley Development Advisory Committee advising that the Commissioners agreed with the report of the Representative Committee, and that on receipt of advice that the Mental Hygiene Authority accepted the suggested allocation of the cost this Department would be glad to arrange for details of the footbridge and the conditions under which it would be constructed to be prepared and forwarded for consideration.

On 14/6/57 advice was received from the Latrobe Valley Development Advisory Committee, that the allocation of the amount of £1,667 had been approved by the Hon the Minister of Health to cover the proportion of cost in respect of the Mental Hygiene Authority.

Plans were accordingly prepared, and on 5/12/57 the Secretary for Railways wrote the Secretary of the Latrobe Valley Development Committee as follows:-

"My Commissioners are prepared to construct the footbridge provided your Committee and the Mental Hygiene Authority forward, in advance:-

1. the sum of £2,650, of which £2,500 represents the estimated cost of constructing the bridge and £150 represents the capitalised cost of the future maintenance thereof. (I would explain that it is necessary to provide the money before the work is commenced as this Department does not have funds available to carry out works for other bodies);
2. their written undertaking and agreement:
 - (a) to bear, when ascertained, the actual cost of the work incurred by the Commissioners, whether more or less than the estimate, and
 - (b) to provide and maintain at their cost adequate lighting at the bridge and to pay for current consumed.

(Contd.)

TRARALGON (Contd.)

PROPOSED BRIDGE NEAR HOSPITAL. (Contd.)

It is assumed that your Committee will make the necessary arrangements with the Mental Hygiene Authority for the latter to forward its share of the cost and acceptance of the conditions specified above.

Upon receipt of the sum of £2,650, together with your Committee's and the Mental Hygiene Authority's written acceptance of the conditions of this offer, arrangements will be made for the work to be commenced."

Waiting reply.

(Papers on tour).

(55/12027)

HOT WATER SERVICE D.R. 258.

125.

In July, 1957 Signal Assistant D. Foenander made application for the provision of a hot water service in the D.R. occupied by him. On being informed of the terms under which such facilities are installed, he requested that an electric bath heater be provided and the papers were forwarded to the Chief Civil Engineer for further course on 24/7/57.

(16/928/8)

GARAGE IN YARD OF D.R.

126.

In August, 1957 Leading Shunter Becker made application for permission to have a garage erected in the yard of the D.R. occupied by him. The proposed site did not comply with the departmental regulations concerning this type of structure.

(16/928/9)

DRAINAGE OF PRE-CUT HOUSES.

127.

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.

(57/2362)

SEWERAGE.

128.

Investigation is being made into the question of connecting D.R.'s 258, 2473, 2474, and 2681 to the Shire sewerage system.

In view of the possibility of connecting the station to the Shire system at some future date, the question of whether it is necessary to reconstruct the sewerage treatment plant is being reviewed.

(57/12211)

(W.W. 8479/53)

PRE-CUT HOUSES.

129.

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 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)

TRARALGON (Contd.)

COMPLETED. 130.

- 2.4.57 Improvement to view at Liddiards Road crossing.
- 25.7.57 Alterations to platform of signal box and improvements to drainage.
- 16.7.57 Clearance of debris from and temporary repairs to the roadway in the vicinity of the (8) tons electric crane.
- 29.3.57 Necessary attention to Shunters footways to provide a smoother surface.
- Lights in parcels office. ✓
- Loco Depot - Welding point. ✓
- Goods Office - lighting and heating. ✓
- DR.4042 - light in portable. ✓
- Station - Light in waiting room. ✓
- Old Camp - Dismantling electric installation. ✓

ELECTRICAL BRANCH MATTERS. 131.

- Loco Depot - Amenities Building - Work in progress almost complete. ✓
- Loco Depot - Ambulance Room - Material on order. ✓
- Sink heater and eye lamp. ✓

MONTGOMERY.

No-one-in-Charge. 132.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep	Cattle	Sheep	Cattle
1954	268	-	86	300	111	-	-	-	-
1955	278	-	105	388	99	-	-	-	-
1956	388	-	153	289	158	-	-	1	-
1957	269	-	97	201	185	-	-	3	2

COMPLETED. 133.

- 16.8.57 Abolition of stockyards.

SECOND DAY, WEDNESDAY, 19TH MARCH, 1958

SALE

Mr. W.J. Johnston, Stationmaster, Class 4.

134

Rolling Stock Branch:- Driver-in-Charge W. Wake. Total Staff 2.

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
1954	53394	27371	5187	31546	3059	208	371	171	91
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	2942	234	315	166	53

EXTENSION OF PASSENGER PLATFORM:

135

The question of extending the passenger platform has been under notice for some years, but in view of the considerable expenditure involved the work has not been commenced.

With the advent of diesel locomotives it is possible that the work might not now be necessary and the matter is to be discussed on tour.

(54/13497)

(Papers on Tour)

GAS URN IN GUARD'S ROOM

136

A request by the A.R.U. for the provision of a gas urn in the Guard's room was refused by the Amenities Committee because of the very little use which would be made of it.

The A.R.U has been informed accordingly.

(15/969/33)

LEASE OF LAND

137

Hamilton Horley, Pty., Ltd., Cunninghame Street, Sale, has applied for lease of an area of railway land at the corner of Reeve and Cunninghame Streets.

Arrangements are being made to invite public tenders for lease of the land.

(58/1165)

SALE OF LAND TO COUNCIL:

138

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)

D.R. 2468

139

A power point is to be installed in the washhouse of D.R. 2468 when staff is available.

(W.W. 13346/57)

SALE (Contd.)

REPAIRS TO D.R. 2469 140

The Chief Civil Engineer has been asked to effect certain repairs at D.R. 2469.

(16/823/1)

COMPLETED 141

- 15/3/57. Provision of two additional lights at the station (one for the barrier gate, and one at the street entrance).
- 27/6/57. Provision of ballcocks on the water troughs at the stock yards.
- 5/9/57. Provision of a portable at D.R. 2469.
- 25/2/57. Telephone in Stores Office.
- 27/1/58. Removal of coal stage, engine shed and sand-house.

FULHAM

No-one-in-Charge 142

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	<u>Total Tonnage</u>		Wool Bales	<u>Livestock</u>			
			Out	In		<u>Outwards</u>		<u>Inwards</u>	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1954	350	109	129	146	34	-	-	-	-
1955	162	26	57	240	34	-	-	-	-
1956	875	10	386	110	-	-	1	-	-
1957	7	-	16	223	-	-	-	-	-

COMPLETED 143

- 11/12/57 Removal of mallee shed and conveniences.

KILMANY

Mrs. P.M. Hill, Caretaker, Class 4. 144

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	<u>Total Tonnage</u>		Wool Bales	<u>Livestock</u>			
			Out	In		<u>Outwards</u>		<u>Inwards</u>	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1954	5387	621	1094	569	358	128	38	56	3
1955	6565	458	2096	677	214	84	22	55	11
1956	3801	441	833	1106	268	86	23	64	14
1957	1605	296	135	525	251	45	23	71	7

KILMANY (Contd.)

ELECTRIC LIGHTING.

145

At Rosedale on tour on 15.10.53 representatives of the Shire of Rosedale requested that as the State Electricity Commission has power lines in the vicinity, electric lighting be installed at Kilmany station.

It was explained that approval had been given for the installation of electric lighting at a large number of stations but Kilmany was not included on the list.

The matter would be kept in mind when additions were being made to the list of stations at which this facility is to be provided.

(53/11063)

REMOVAL OF NO. 2 ROAD.

146

Instructions were issued recently for removal of No. 2 Road.

The home signals and plunger locking are to be retained.

(56/3728)

COMPLETED.

147

26.6.57. Reconstruction of stock yards and provision of a heavy duty transport ramp.

11.2.58. Removal of ladies convenience.

ROSEDALE

Mr. E.L.Pitts, Stationmaster, Class 8.

148

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
1954	8195	4057	782	2167	1712	222	77	148	24
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

TREE PLANTING AND DECORATION.

149

In connection with the 1956 Tree Planting and Decoration of Stations Competition Rosedale station was awarded second prize for the Maintenance of Existing Trees, Gardens etc at places with piped water supply in the Eastern District and the prize money of £8/0/0 has been paid to Mr. E.L. Pitts, Stationmaster.

ROSEDALE (Contd.)

STATION LIGHTING

150

On tour on 5/3/57 representations were made to the Commissioners by Councillors F.M. Crook and H. Williams of the Shire of Rosedale that the existing practice of the guard of the last train in the evening switching out the station lights be discontinued and that a time switch be installed which would enable the lights to be left on for a period subsequent to the departure of the train. It was stated that at present difficulty is experienced in clearing the station area during the period lights are still on.

Replying, the Commissioners pointed out that a longer stop than is usually the case was made at Rosedale to exchange the staff and this should allow sufficient time for people to leave the station area. Previous experience with time switches had not been satisfactory and it would be impracticable to bring the Stationmaster on duty to attend to the lights. In the circumstances, it was regretted that the request could not be acceded to.

(57/2436)

LIVE STOCK TRAFFIC.

151

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.

(Papers on tour)

(57/2364)

COMPLETED.

152

4/6/57. Resurfacing of bitumen area on the passenger platform.

14/8/57. Grading of pathway leading to station.

ROSEDALE - FLYNN

EROSION IN FLYNN'S CREEK

153

Following a request from the Latrobe River Improvement Trust that this Department contribute towards the cost of scour prevention work at Flynn's Creek, the Trust was advised that as silt from the erosion area is unlikely to prejudice the railway bridge over Flynn's Creek or the embankment at approximately 106m. 75ch. 95 lks., the Commissioners regret they cannot see their way to contribute towards the cost.

(54/1258)

SECOND DAY, WEDNESDAY, 19TH MARCH, 1958.

FLYNN

No-one-in-Charge

154

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
1954	1460	72	29	300	105	20	43	3	2
1955	1172	45	36	344	110	19	53	12	2
1956	787	28	17	282	87	24	42	5	2
1957	1025	-	13	348	109	28	49	24	2

SANITARY CONVENIENCES.

155

Passenger trains are not scheduled to stop at this station, therefore, the ladies convenience was removed on 23/8/57, but as a fair number of men load and unload stock and goods, the mens convenience was retained.

(16/325/1)

COMPLETED.

155^A

23/9/57 Removal of ladies convenience.

MARYVALE

Supervised by Morwell.

156

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
1954	196644	-	91021	156934	-	-	-	-	-
1955	232407	-	103675	202708	-	-	-	-	-
1956	205282	-	97110	184060	-	-	-	-	-
1957	276304	-	107801	151482	-	-	-	-	-

LIGHTING OF SIDINGS.

157

A proposal to provide electric lighting for night shunting at the Paper Mills sidings is being investigated.

(W.W. 7438/54)

MARYVALE - MORWELL

CROSSING AT 89m. 66ch.

158

The land on both sides of the crossing at 89m. 66chs. on the Mirboo North line is now owned by the State Electricity Commission and the road has been closed by the Lands Department.

Material is on order for conversion of the crossing to an occupation crossing.

(56/5274)

MORWELL

159.

Mr. C. H. Arblasher, Stationmaster, Class 3.
 Rolling Stock Branch. R.M.Driver. M. Brody, Total Staff: 1

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
1954	33551	40239	1487	14208	382	32	192	100	111
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

MOST IMPROVED RESIDENCES.

160.

In connection with the 1956 Competition for the Most Improved Departmental Residences D.R.3361 occupied by Signal Assistant C.E.Exelby was awarded second prize of £3/7/6d. for houses with piped water supply in the Sale Works Foreman's section.

NEW STATION BUILDINGS AND EXTENSION OF GOODS SHED.

161.

On tour on 8/12/54 representatives of the Shire of Morwell and local Chamber of Commerce asked the Commissioners that new station buildings be erected as soon as possible.

The deputation was informed that new station buildings are to be provided at Morwell in connection with the general rearrangement scheme, but owing to the greater urgency of other works, it was not likely that a commencement would be made with the new buildings in the immediate future.

In reply to further representations on tour in February, 1956 the Commissioners stated they recognized that the existing buildings were inadequate and that plans had been prepared for new station buildings but due to the financial position and greater urgency of other works it would not be practicable to put the work in hand in the near future.

(54/13688)

TELEPHONE

162.

An additional hand-set telephone is to be installed in the station office.

Material is on order.

(W.W.15595/56)

HANDRAILS ON SUBWAY RAMPS

163.

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.

MORWELL (Contd.)

HANDRAILS ON SUBWAY RAMPS (Contd.)

"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".

A reply from the Shire of Morwell is awaited.

(55/7878)

KIOSK IN SUBWAY

164.

Mr. J. Raggett has applied for permission to erect a kiosk for sale of newspapers, confectionery and cigarettes in the subway at the station.

The matter is being investigated.

(57/12652)

PARKING IN GOODS YARD

165.

As the "Owner-Onus" system of parking came into operation in Morwell as from 1/9/57, in an effort to prevent illegal parking by private motorists in the goods yard, and consequent restriction of space "No parking" and "No admittance except on business" signs were erected at the entrance.

(W.W.1059/57)

STORAGE SHED.

166.

Arrangements are being made to provide a shed for storage of petrol and oil for the shunting tractor.

(W.W.9617/56)

YARD TELEPHONE

167.

A suggestion is under consideration that a telephone be provided between the Gas and Fuel Corporation Siding and the station to assist in crossing trains.

The estimated cost is £1,200.

(W.W.16086/56)

CRANE POWER

168.

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 on 1/7/58.

(W.W.15110/55)

RELOCATION OF STOCK TRUCKING YARDS.

169.

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 good condition their relocation or renewal is not contemplated in the foreseeable future."

(Contd.)

MORWELL (CONTD.)

LEASING OF LAND (Contd.)

- (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 is being made into the question of what land can 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.

MORWELL (CONTD.)

COMPLETED

172.

- 23/6/57 Extension of wiring in the stock siding.
- 14/12/57 Provision of a portable at D.R.3380.
- 12/4/57 Restoration of fencing around station.
- 20/6/57 Increasing size of tobacco cage in goods shed.
- 4/2/58 Provision of more space to accommodate parcels traffic by alterations to station buildings.
- 24/7/57 Blocking in of the fire place in the ladies waiting room.
- 5/2/58 Alterations to station buildings including external painting.
- Goods Shed - lighting and heating.
- Yard lights, repairs.
- Crane, repairs and adjustment.
- Lights on new platform extension.
- D.R.3380 - 2 No. G.P.O.'s.
- Goods Shed - 32 V. Lead light.

THIRD DAY, THURSDAY, 20th MARCH, 1958

BY ROAD CAR

YALLOURN

YINNAR - MIRBOO NORTH

THORPDALE - COALVILLE

TOUR NOTES 173-198 INCLUSIVE.

THIRD DAY, THURSDAY, 20th MARCH, 1953

MOE - YALLOURN

FENCING NEAR BRIDGE AT 31m. 43c. 35L.

173.

Mr. W. McWilliams whose property abuts the line near this bridge has complained several times since 1955 in regard to damage to fences. Investigation revealed that the wires had been cut, presumably to afford unauthorised passage across the line for pedestrians and cyclists.

The fence has been repaired and "Trespassers Prosecuted" notices erected, but with little effect.

In reply to Mr. McWilliams' letter of 10.6.57, the Secretary for Railways advised him that the Commissioners are not obliged to erect or maintain or contribute to the cost of erection or maintenance of boundary fencing on this line.

The fencing in question would be maintained by the Department for its own purpose but the responsibility for the maintenance was his.

(57/5999, 56/3673, 55/5860)

HERNE'S OAK - YALLOURN

RETENTION OF LINE AND SIGNAL BOX.

174.

On 25.9.53 the Commissioners desired an early report as to the justification for the retention of the Yallourn-Herne's Oak line and the signal box at Herne's Oak after the completion of the signal box at Yallourn.

On 26.11.53 the Chief Traffic Manager submitted a report which showed that via Herne's Oak the goods train mileage per week was 72 miles as compared with 320 miles per week via Moe and deviation. The net increase in the approximate cost of operating via Moe was set down as £10,650 per annum.

The Yallourn signal box was brought into use on 1.12.53.

The matter was reviewed on 15.12.54 when the Chief Traffic Manager reported:-

"The tonnage now offering from Yallourn for movement via Herne's Oak is greater than last year, necessitating the running of an extra trip per week and the continuous use of high powered engines.

This situation is not likely to vary until such time as the Morwell South brown coal field opens".

The Herne's Oak-Yallourn line was closed to traffic on 30.3.57 and the Department's section of the line has been dismantled.

(54/6899)
(53/10117)

HERNE'S OAK

COMPLETED.

D.R. 3527 - G.P.O. in laundry.

175.

THIRD DAY, THURSDAY, 20th MARCH, 1958

YALLOURN

Mr. W.T.J. Wicks, Stationmaster, Class 2. 176.

Rolling Stock Branch:- Dr. in-Charge, G. Mangan. Total Staff 25.
Engines - 3.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards	Inwards	Sheep Pigs	Cattle Horses
1954	2,667,942	1579	1,826,178	22183	-	-	5	2	3
1955	2,831,247	764	1,975,327	19521	-	-	-	-	-
1956	2,965,360	916	2,049,677	22045	-	-	-	6	-
1957	2,736,808	4982	1,899,429	15449	-	-	1	5	-

LOOP LINE AT POWER HOUSE. 177.

Arrangements are being made to construct for the S.E.C. a loop line east of the boiler houses to by-pass the turntable near the repair bay.

(57/1027)

COMPLETED. 178.

- 14.2.58 - Amenities building for Rolling Stock staff.
- 10.3.58 - Deviation of Yallourn North line to make way for S.E.C. 'E' Power Station.
- 30.3.57 - Provision of a road crossing at the intersection of the Eastern Road and Yallourn North line.

ELECTRICAL BRANCH MATTERS. 179.

Marshalling yards, Train Examiner's Workshop) Work in hand by
Coal Stage, Amenities buildings.) S.E.C. both almost
complete.

YALLOURN - MOE

SPUR LINE. 180.

The Moe-Yallourn spur line is in operation but not yet handed over to the Commissioners owing to instability of banks at about 86m. 31ch. Arrangements are in hand to overcome this by planting tenacious vegetation to delay surface erosion and by improving the drainage in the area.

(56/6694)

NEW STATION. 181.

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.

(Continued)

THIRD DAY, THURSDAY, 20th MARCH, 1958

YALLOURN - MOE (Contd.)

NEW STATION (Contd.)

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.

(54/2565)

RETENTION OF OLD PARCELS OFFICE.

182.

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.

It was stated the new office is too far away from the town, and that this entails inconvenience to rail users.

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.

(54/13755)

THIRD DAY, THURSDAY, 20th MARCH, 1958

YINNAR

Mrs. L.V. Harrington, Caretaker, Class 3. 183.

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
1954	935	652	58	4183	124	1	16	3	4
1955	509	406	103	4142	98	1	-	1	-
1956	489	559	52	4195	102	-	5	-	5
1957	423	460	95	5082	82	1	-	-	3

PASSENGER PLATFORM. 184.

The 265 ft. passenger platform is to be reduced to 100 ft. when staff can be made available.

(54/4926)

BOOLARRA

Mrs. M.M. Murty, Caretaker, Class 3. 185.

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
1954	999	1390	58	1669	110	4	5	21	5
1955	1514	932	219	1574	98	14	8	32	7
1956	901	635	83	1308	117	2	10	8	5
1957	1151	1198	112	1216	137	-	9	31	8

LEVEL CROSSING. 186.

The Shire Council requested in September, 1954 the provision of a level crossing near 102 M. 30 C. to serve the occupants of one allotment on the north side of the Little Morwell River and the up side of the line.

The occupants of this allotment use the bridge at 102M 46C. 60L. as an undercrossing to gain access to the Morwell-Mirboo North Road.

Following receipt of a report from the Level Crossing Committee the Secretary for Railways replied to the Shire on 16th December, 1954 as follows:-

"With reference to your letter of 6th September regarding the provision of a new access road to certain properties on the western side of the Morwell-Mirboo North railway, I desire to say that the Level Crossing Committee recently conferred with Mr. Connan, Engineer of the Shire at the site of the suggested crossing.

It is understood that your letter was the result of an application by Messrs. W.F. Baillie and I.C. Kraitzer (who occupy a residence situated on Allotment 116C, Parish of Narracan South, on the 'up' side of the line) for the construction of a roadway including a level crossing, to give access from their block to the Mirboo North Road.

The nominal entrance to the block is by a road on the high or north side, but this road exists on paper only. Access has in the past been always obtained by using Ope 3 of the bridge at 102 M. 46 C. 61 L. as an undercrossing.

(Continued)

THIRD DAY, THURSDAY, 20th MARCH, 1958

BOOLARRA (Contd.)

LEVEL CROSSING (Contd.)

When the Morwell-Mirboo North line was constructed, under-crossing rights were given to the owner of Allotment 5, Parish of Mirboo North, for cattle to reach the Little Morwell River. This allotment is now also owned by Messrs. Baillie and Kraitzer.

As reasonable access is provided by the undercrossing, my Commissioners regret they cannot see their way to accede to the request that a level crossing be constructed at this location."

(54/9573)

DARLIMURLA

<u>No-one-in-charge.</u>										187.
Year ended 30th June	Total Revenue £	Outward Passenger Journeys	<u>Total Tonnage</u>		Wool Bales	<u>Livestock</u>				
			Out	In		<u>Outwards</u>		<u>Inwards</u>		
						Sheep	Cattle	Sheep	Cattle	
						Pigs	Horses	Pigs	Horses	
1954	52	59	60	1	-	-	-	-	-	
1955	96	22	131	-	-	-	-	-	-	
1956	41	22	30	-	-	-	-	-	-	
1957	15	39	-	-	-	-	-	-	-	

REMOVAL OF FACILITIES.

188.

This place is now a Rail Motor Stopping Place and arrangements are being made for removal of all facilities.

(57/2869)

MIRBOO NORTH

<u>Mr. C. O'Connell, Stationmaster, Class 8.</u>										189.
Year ended 30th June	Total Revenue £	Outward Passenger Journeys	<u>Total Tonnage</u>		Wool Bales	<u>Livestock</u>				
			Out	In		<u>Outwards</u>		<u>Inwards</u>		
						Sheep	Cattle	Sheep	Cattle	
						Pigs	Horses	Pigs	Horses	
1954	18634	5445	5345	6980	310	65	124	79	76	
1955	17257	2184	5280	6723	367	61	53	39	64	
1956	17166	2265	5131	6332	318	57	29	18	65	
1957	19302	2491	6035	5739	363	55	6	23	118	

CONDITION OF STATION BUILDINGS.

190.

In June, 1957 the Stationmaster reported that the guttering on the station buildings was in need of repair and the Chief Civil Engineer was requested to give the matter the necessary attention.

(16/618/2).

THIRD DAY, THURSDAY, 20th MARCH, 1958

MIRBOO NORTH (Contd.)

PRIVATE SIDING.

191.

Towards the end of 1954 the Mirboo and Morwell Valley Farmers' Co-operative Coy. Ltd. raised the question of the provision of a ~~private~~ siding and on 1st March, 1955 the Secretary for Railways advised the Company it would be possible to provide a siding at a cost of approximately \$3,000.

Subsequently advice was received to the effect that the Directors of the Company, though interested in the proposal, had decided to hold the matter in abeyance pending their preparation of a master plan of the Company's future expansion programme.

(55/1360)

THORPDALE LINE

MAINTENANCE OF LINE.

192.

On 14.10.53 the Commissioners directed that, pending a decision as to whether the Thorpdale line is to remain in commission, only the minimum amount of maintenance necessary to ensure safety should be undertaken.

(53/10789)

THORPDALE

Mr. W.H.Gunn, Voluntary Caretaker.

193.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards	Inwards	Sheep Pigs	Cattle Horses
1954	9679	-	3122	2711	700	129	13	109	-
1955	8380	-	2459	1875	573	128	13	-	-
1956	3358	-	646	2068	612	91	31	58	39
1957	4589	-	1164	2334	573	84	5	111	-

GOODS PLATFORM.

194.

Approval was given in 1949 for reduction in size of the goods shed and abolition of portion of the platform.

The shed has been reduced to 20' x 20' but staff has not been available to shorten the platform.

The matter is being held in abeyance at present until the future of the line is decided.

(49/12286)

TURNTABLE.

195.

As the turntable is no longer required the points leading to it have been spiked over.

Tenders for purchase and removal of the turntable were invited recently but none were received.

(W.W.15620/57)

THIRD DAY, THURSDAY, 20th MARCH, 1958

NARRACAN

196.

<u>No-one-in-charge.</u>									
Year ended 30th June	Total Revenue £	Outward Passenger Journeys	<u>Total Tonnage</u>		Wool Bales	<u>Livestock</u>			
			Out	In		<u>Outwards</u>		<u>Inwards</u>	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1954	433	-	103	272	20	18	1	30	-
1955	402	-	101	325	9	12	-	-	-
1956	506	-	230	300	4	-	1	-	-
1957	523	-	227	366	-	2	-	2	-

COALVILLE

197.

<u>No-one-in-charge.</u>									
Year ended 30th June	Total Revenue £	Outward Passenger Journeys	<u>Total Tonnage</u>		Wool Bales	<u>Livestock</u>			
			Out	In		<u>Outwards</u>		<u>Inwards</u>	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1954	3	-	-	23	-	-	-	-	-
1955	4	-	1	25	-	-	-	-	-
1956	4	-	-	90	-	-	-	-	-
1957	5	-	11	47	-	-	-	-	-

FENCING.

198.

On 16.11.57 Miss I. Ashton wrote to the Secretary for Railways and complained of the condition of the fencing on the land leased by her from the Department, and that the fencing had been damaged by workmen spraying blackberries.

On 9.1.58 the Secretary for Railways replied as follows:-
 "With reference to your letter of 16th November regarding the condition of the fencing on railway land leased by you at Coalville, I wish to say that this Department is under no obligation to erect or maintain fencing on the Thorpdale line and no maintenance is being carried out to the existing fencing.

There would, however, be no objection to you making any repairs to the fencing in order to meet your requirements, and in the course of the work, using any material in the existing fence.

We have no knowledge of the fencing in question having been damaged by members of our staff. Blackberry spraying in the area was carried out by employees of the Lands Department and it is understood that during those operations little or no damage was done to the fences as they were in such a poor condition."

(57/12228)

MOE - WALHALLA

DISMANTLING.

199.

A contract has been let for dismantling of the Walhalla line.

Little work has been done and as the Country Roads Board is anxious to demolish some of the bridges on the line, the contractor has been given until the end of May, 1958 to complete the work.

(57/2651)

M O E

Mr. G. H. D. Gullick, Stationmaster, Class 4.

200.

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
1954	48056	66063	3619	15466	-	5	-	67	56
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

PASSENGER PLATFORM.

201.

The hauling of parcels trollies over the gravel surface of the passenger platform is very difficult particularly in wet weather, and to overcome this the Chief Traffic Manager has recommended that a 300 ft. x 4'6" strip of the platform from the 'down' end to the parcels office be asphalted.

(16/624/6 W.W.7850/57)

PARCELS OFFICE.

202.

Alterations to the station buildings to provide additional parcels office accommodation are in hand.

Plans for the work include provision of a wash basin in the office and an additional sewerred closet for use by the staff.

(W.W.7602/56)
(W.W.1080/57)

STATION YARD ROADWAY.

203.

Sealing of the station yard roadway by the Country Roads Board is in hand, approximately 50% complete.

(57/1244)

GOODS OFFICE FLOOR.

204.

Instructions have been issued for provision of bituminous felt on the floor of the goods shed office.

(W.W.13061/57)

TELEPHONE IN NEW GOODS OFFICE.

205.

An application for the provision of a small switchboard in the goods office, connected to the postal telephone and to the Yallourn, Warragul and Thorpdale station to station lines is under consideration.

(16/624/7)

THIRD DAY, THURSDAY, 20th MARCH, 1958

M O E

EXTENSION OF NEW SHED ROAD.

206.

A suggestion that the platform at the old shed road be demolished to permit the extension of the new shed road is under consideration.

(16/624/8)

PEDESTRIAN ACCESS TO NEW GOODS OFFICE.

207.

A suggestion that a convenient means of access to the new goods shed office, be provided for pedestrians is being investigated.

(16/624/13)

GRADING OF YARD.

208.

A proposal to regrade a portion of the goods yard adjacent to the shed road to make more space available for loading and unloading operations is under consideration.

(16/624/12)

VIEW OF SIGNAL.

209.

Instructions have been issued for relocation of the outer home signal on Post No.2 and for the inner home signal to be provided with a co-acting signal on a 20' mast on the opposite side of the lines. Staff is not available at present.

(W.W.3029/56)

REARRANGEMENT OF YARD AND PEDESTRIAN SUBWAY.

210.

Plans for rearrangement of Moe Yard are almost finalised.

The Borough of Moe desires the construction of a pedestrian subway which is estimated to cost £33,000. Extension of the footbridge would cost only £6,000.

Although provision has been made in the yard arrangement plans for a subway, a final decision in the matter has not been reached.

(55/3081)
(56/561)
(58/1426)

Papers on tour.

REARRANGEMENT OF YARD ETC.

211.

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)

M O E (Contd.)

PROPOSED PEDESTRIAN SUBWAY AND SEWERAGE.

212.

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)

STOCKYARDS.

213.

The construction of stock-handling facilities at an estimated cost of £1,035 is in hand.

(56/7024)

ENGINE SHED.

214.

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)

RAILWAY LAND IN LLOYD STREET.

215.

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.

Although, legally it is necessary for the Borough of Moe to amend its planning scheme before the leasing can proceed, the Borough was written to recently to ask if it would approve the land being leased in anticipation of the amendment.

(56/4485)

RESERVOIR.

216.

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 matter is in course.

(58/1153)

M O E (Contd.)

FIRE DANGER.

217.

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 have been issued to all concerned 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)

COMPLETED:

218.

- Erection of a new goods shed and connection of sewerage thereto-lighting and heating.
- Removal of locomotive shed, coal stage and sand house.
- 10.12.57 Removal of penny-in-slot locks from convenience doors.
- Yard lighting - rearrangement.
- Loco. shed - Disconnect and remove wiring.

ELECTRICAL BRANCH MATTERS.

219.

New Stock Yards, lighting - not yet built instructions issued.

MOE - TRAFALGAR

LEVEL CROSSING.

220.

In November, 1954 the Secretary for Railways informed the Shire of Narracan of the Department's intention to close the P.C.R. crossing at 74 M. 17 Ch. near Trafalgar station and construct a new one at about 74 M. 27 Ch. and the Shire asked that a pedestrian crossing be provided on the site of the old crossing. When the Commissioners were on tour in December, 1954 it was represented to them by a deputation that considerable inconvenience to local residents would result from the removal of the level crossing from 74 M. 17 Ch. but after the Level Crossing Committee had investigated the position the Commissioners replied they could not see their way to accede to the request that no alteration be made to the location of the crossing.

In March, 1955 the Shire of Narracan again wrote urging the construction of a footbridge at 74 M. 17 Ch. but the Commissioners considered such a provision was not warranted and the Shire were informed accordingly.

Papers on tour.

(54/13692)

TRAFALGAR

Mr. W. J. McGillivray, Stationmaster, Class 7 A/L.

221.

Mr. T. Yates, Rlg. Stationmaster, Class 7.

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
1954	18998	10080	3573	11506	141	48	581	153	119
1955	16780	9797	2724	11044	48	102	418	150	119
1956	15187	9978	2419	11181	86	45	367	97	211
1957	17107	10183	2900	9738	189	37	407	102	154

CRANE POWER.

222.

On tour on 15.2.56 the Commissioners refused a request for the provision of a crane at this station. The question has been reviewed and on 19.12.56 the Chief Traffic Manager reported that, although there has not been an increase in the inwards volume of traffic which would warrant the provision of a crane, in view of the attitude of the Transport Regulation Board it would appear to be sound policy to provide a crane at this station if that can be done at a reasonable cost.

The estimated cost of the work is £4, 715 and the matter is at present under review.

Papers on tour.

(56/1901)

LEASE OF LAND.

223.

Mr. C. H. Lowernstein made application for the lease of land in the station yard, but did not state the purpose for which the land would be used. However, as the low height of the Postal and Departmental telephone wires precludes the erection of a building on the land desired, and it is understood the Country Roads Board is interested in obtaining part of the land desired by Mr. Lowernstein for road straightening purposes, the Chief Traffic Manager has recommended that the lease be not granted.

(16/927/4)

COMPLETED:

- 14.8.57 - Provision of 3½ pint electric kettle 224.
- - Footbridge lighting
- - New 'down' platform and yard - lighting.
- - Repairs and rewiring of station building (part of).
- 16.12.57 - Repairs to land from Station Place to Princes Highway.

ELECTRICAL BRANCH MATTERS.

225.

Signal and Telegraph Relay room - Instructions issued work in hand.

YARRAGON

Mr. J.A.J. Tullock, Stationmaster, Class 8. 226

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
1954	4758	5,209	1,058	6,670	34	12	41	27	56
1955	4685	5,103	908	6,566	113	5	43	34	44
1956	4834	4,423	1,010	9,213	145	5	52	31	33
1957	4325	4,310	896	11,390	232	12	5	63	31

WATER SUPPLY 227

Instructions are being prepared for connection of the station and residence to the local reticulated water supply.

(57/13424)

SALE OF LAND IN STATION YARD 228

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 investigation 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)

LEVEL CROSSING 229

The Yarragon Progress Association has drawn attention to the need for the level crossing at 69m 16c. to be sealed.

Arrangements have been made for this crossing which was opened up in the course of the re-arrangement of the yard for duplication of the line, to be sealed by the Country Roads Board.

Material is on order.

(56/9459)

COMPLETED 230

29.7.57. Provision of a light at the entrance to the stockyards.

-- New (down) platform and footbridge lights.

-- D.R. 3285 - light in portable.

-- D.R. 3285 - G.P.O.

THIRD DAY, THURSDAY 20TH MARCH, 1958

DARNUM

Mr. R.J. Sharpe, Asst. Stationmaster, Class 5. 231

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Sales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1954	916	1,441	183	791	32	-	18	40	159
1955	978	556	62	1,188	82	9	44	14	208
1956	558	579	37	1,344	12	6	8	15	152
1957	808	413	34	1,502	113	3	48	7	115

D.R. 2442 EX NILMA 232

The Country Roads Board has moved D.R. 2442 from Nilma to Darnum in connection with the widening of Princes Highway at Nilma.

The Board has yet to provide drainage and concrete paths.

(56/11082)

WARRAGUL

Mr. R.V. Morton, Stationmaster (Class 2) 233

Refreshment Room Manager J. Kemp.

Rolling Stock Branch:-

O-In-C. C. Malloy Total Staff 70 No. Engines 2.

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
1954	42,003	54,606	3,888	33,328	505	104	757	341	299
1955	43,592	54,210	4,523	30,869	549	102	622	322	323
1956	42,396	49,262	4,996	36,019	538	128	488	217	224
1957	42,288	45,694	4,908	35,467	663	38	531	211	280

BEST KEPT RESIDENCES 234

In connection with the 1956 Competition for the Best Kept Departmental Residences, D.R. 3793, occupied by Telephone Attendant V.C. Williams was awarded second prize of £5/0/0 for the Best Kept Residences in the Eastern district.

MOST IMPROVED RESIDENCES 235

In connection with the 1956 Competition for the Most Improved Residences, D.R. 3689 occupied by Guard J.R. Emslie was awarded first prize of £7/0/0, and D.R. 3807, occupied by H.T. Lineman, H.R. Simpson was awarded second prize of £3.7.6. for houses with piped water supply in the Oakleigh Works Foreman's section.

WARRAGUL (Contd.)

LAUNDRY AT REFRESHMENT ROOMS

236

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 so informed.

(57/2426)

REFRESHMENT ROOMS

237

A proposal to increase the length of the bar counter, convert the main buffet to an island counter, provide a laundry with troughs and copper in an outside annexe and to effect other improvements at an estimated cost of £1100 has been listed for attention when circumstances permit.

(W.W. 4291/55)

REFRESHMENT ROOMS

238

A hot water service is to be installed in the Refreshment Rooms. Material is on order.

(W.W. 16527/56)

TOILET AND SHOWER FACILITIES

239

The A.R.U. made representations in October last that guards and shunters be permitted to use the toilet and shower facilities recently provided on the platform for the use of Rolling Stock Branch employees.

The Chief Mechanical Engineer desires to inspect the position personally and will have the papers on tour.

(16/973/11)

RADIATOR FOR BOOKING OFFICE

240

An application for provision of a radiator in the Booking Office has been submitted to the Amenities Committee for consideration.

(19/973/8)

CAR PARK - LOCO BRANCH EMPLOYEES

241

A proposal to provide parking accommodation for the motor cars of Rolling Stock Branch employes is being investigated.

(W.W. 11824/57)

EXCESSIVE USE OF WATER

242

The monthly consumption of water i.e. 500,000 gallons was considered very excessive. The provision of ballcocks and stopcocks on the water troughs in the stock yards and the tracing and repair of other sources of leakage reduced this figure by half, but this is still considered excessive, and instructions have been issued that the stock yards must be inspected at regular intervals by the Stationmaster and Ganger to ensure that no wastage occurs.

(W.W.12752/57)

WARRAGUL (Contd.)

FOOTPATH

243

A proposal to provide a footpath from the up end to a position opposite the signal box at the up end of the platform at an estimated cost of £37 is under consideration by the Chief Mechanical Engineer.

(W.W. 8612/57)

GUARD RAIL ON OVERHEAD BRIDGE

244

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

245

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

(55/9047)

OBJECTIONABLE SMELL

246

When the Commissioners were at Warragul on tour in December 1954, the occupants of some of the new Departmental residences in the vicinity of the new Control Room complained strongly about the objectionable smell coming from the area where whey had been deposited for some time past.

Representatives of the Shire who met the Commissioners at Warragul said that action had been taken to have the depositing of whey on the area discontinued. Subsequent inspections disclosed the position to be satisfactory.

(54/13799)

CART WEIGHBRIDGE

247

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)

WARRAGUL (Contd.)

STOCKYARDS

248

An estimate of cost is being prepared for alteration and renewal of fencing at the stockyards.

It is also proposed to remove the pig shelters and make the pig-yards available for sheep traffic.

(56/13127)

PUBLIC ADDRESS SYSTEM

249

A proposal to connect the locomotive depot to the public address system is being investigated.

(W.W. 1968/58)

WATER SUPPLY

250

Instructions were issued recently for removal of the two stabling roads two 10,000 gallon tanks and stands and the two 'C' class water columns and provision of a 4" standpipe adjacent to the ashpit.

(54/8856)

WATER SUPPLY

251

Water supply to the Train Examiner's and Shunters' cabin is to be improved when staff can be made available.

(W.W. 4398/57)

BATTERY ROOM

252

Relocation and alteration of the battery maintenance room at the Electrical Maintenance Depot is in hand.

(56/11223)

BUS SHELTER

253

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)

WARRAGUL (Contd.)

WATER TOWER

254

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 it 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)

CONDITION OF LEASED LAND

255

In June, 1957, the Shire of Warragul complained of the condition of certain leased sites along the Warragul-Korumburra road near the Princes Highway.

The lessees, Mr. R.L. Bennett and Mr. S.M. Stapleton, were requested to erect paling fences and keep the leased land in a clean and tidy condition.

Mr. Bennett has erected the fence as requested thus improving the appearance of the area concerned.

The land leased to Mr. Stapleton for use as a motor garage and service station, is low lying and the lessee had arranged for filling to be placed thereon.

In reply to a letter from the Estate Office, Mr. Stapleton on 3/12/57 advised that the filling had not consolidated sufficiently to proceed with the erection of a fence, but that this would be done as soon as possible.

The Shire of Warragul was advised accordingly.

(57/6229)

WARRAGUL (Contd.)

CROSSINGS AND ROADWAYS

256

On tour on 12.10.53 the Shire of Warragul made representations to the Commissioners as follows:-

- (1) Two level crossings on the down side which have been reconstructed in connection with the duplication of the line be sealed as soon as possible.

It was promised that the matter would be investigated.

- (2) The road on the northern side of the line on the down side of the station which was closed in connection with the duplication be re-opened. It was claimed that there is urgent need for this road to be restored to traffic.

The deputation was informed that the matter would be looked into.

- (3) Stock crossings which formerly existed over the line on the down side of the station be re-opened.

The deputation was informed that it was understood that the matter had previously been investigated and that in connection with the final plans the crossings had been abolished. The matter would, however, be investigated and the Council advised of the decision.

- (4) An oak tree on railway land at the up end of the station be removed. It was stated that the tree sheds its leaves over the croquet lawns which it also shades.

It was promised the matter would be looked into.

On 23.12.53 the Shire Council was advised:-

- (1) The crossings in question are at Nilma and Yarragon. Both had been sealed, but it was necessary to open the former crossing due to settling of the track. This will be resealed at an early date.
- (2) It is understood that the road had never been used as such. It was an unmade Government Road leased to the adjoining owners for grazing purposes, and certain portions were closed by this Department under the powers conferred by the Gippsland Railway (Duplication and Regrading) Act 1948 and included in the railway boundaries. There is no obligation on the Commissioners to make available for road traffic any part of the road included in the railway boundaries or to provide a road diversion in lieu thereof.
- (3) We have no record of the existence of these crossings and aerial photographs taken prior to duplication show that no such crossings existed between Warragul and Nilma. During the early stages of the duplication work, and architects who were acting as town planners to your Shire enquired as to the possibility of providing a crossing near the locomotive depot but the matter was not pursued. There are no bridges on this section which could be used for stock crossings.
- (4) The oak tree on railway land at the west end of the station has been removed."

WARRAGUL (Contd.)

PRE-CUT HOUSES

257

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)

REFRESHMENT ROOMS HOSTEL

258

On previous tour the Commissioners directed that the lounge room and exterior of female quarters of the Refreshment Rooms hostel be painted and that attention be given to the surrounding pathways.

The work has been partially completed and will be finalised when staff is available.

(57/2427)

COMPLETED

259

- 29.1.58 Provision of a store with loading platform at Electrical Depot.
- 26.2.58 Raising sides of transport ramp.
- New amenities building for Rolling Stock.
 - Yard lighting at Loco Stabling Siding.
 - Train Examiner's Cabin - G.P.O.

ELECTRICAL BRANCH MATTERS.

260

Station building-rewiring and rearrangement)
Refreshment Rooms - various alterations) Work pending
for lack of
staff.

WARRAGUL - NAYOOK

FUTURE OF LINE

261

At Noerim South on tour in December 1954, the Commissioners in reply to enquiries made by Mr. R. Algie as to whether it was proposed to close the line between Warragul and Nayook, stated there was no intention to close the line at present, but intimated its future would depend upon the amount of patronage accorded it. Adequate warning would be given of any decision to close the line at some future date.

(Contd.)

WARRAGUL - NAYOOK (Contd.)

FUTURE OF LINE (Contd.)

When the Commissioners were on tour in March, 1957, Neerim South residents requested that the train service on the line be retained for a further (12) months. The Commissioners replied that in order to give local interests an opportunity to demonstrate their predictions of substantial increases in traffic which would justify the retention of the service for a further period, (2) trains would be run regularly on Tuesdays and Thursdays each week during the next (3) months and that Wednesday would be a nominated loading day for the line in addition to Mondays.

(57/2469)
(54/13756)

BULN BULN

Mr. E. Freckleton, Caretaker.

262

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	<u>Total Tonnage</u>		Wool Bales	<u>Livestock</u>			
			Out	In		<u>Outwards</u>		<u>Inwards</u>	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1954	42	138	6	715	-	-	-	-	-
1955	81	-	41	713	-	-	-	-	-
1956	12	-	1	769	-	-	-	-	-
1957	10	-	3	778	-	-	-	-	-

PASSENGER PLATFORM

263

The Chief Traffic Manager has agreed that the 100ft. passenger platform could be reduced to 50ft. but in view of the uncertain future of the line, the work will not be done at present.

Instructions have been issued that expenditure is to be incurred only on work of an essential nature.

(57/6350)

ROKEBY

Mrs. M.P. Fox, Caretaker, Class 5.

264

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	<u>Total Tonnage</u>		Wool Bales	<u>Livestock</u>			
			Out	In		<u>Outwards</u>		<u>Inwards</u>	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1954	1023	160	409	962	-	-	-	-	-
1955	566	-	292	907	-	-	-	-	-
1956	393	-	206	784	-	-	-	-	-
1957	455	-	265	890	-	-	-	-	-

ROKEBY (Contd.)

PASSENGER PLATFORM

265

The passenger platform can be reduced in length from 130 ft. to 50 ft. but the work will not be undertaken at present because of the uncertain future of the line.

(57/6350)

USE OF CRANE

266

In November, 1956, it was noted that Stoll Bros., who own the power drive on the railway 4 ton derrick crane were using that crane for loading timber on to road vehicles.

The Commissioners' Representative, Transport Regulation desired to know the extent of such usage. It was ascertained that the whole of the timber output from Stoll Bros' mill during 1956 was despatched by road and that the crane was used daily.

The present crane was serviced by a tram line which ran from the mill to the crane and a rental of £1. per annum was paid to this Department for the right to have the tram line running into the Station Yard. Recently Stoll Bros. removed the tramway line but on 13/2/57 the motor was still on the crane.

The Commissioners directed on 22/1/57 that Stoll Bros. should be charged at the rate prescribed in the Goods Rates Book for their use of the Departmental Crane at Rokeby for traffic which is not forwarded by rail.

Instructions have been issued accordingly.

(57/703)

CROSSOVER

No-one-in-Charge

267

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
1954	1718	60	389	35	-	-	-	-	-
1955	1629	-	370	21	-	-	-	-	-
1956	147	-	34	22	-	-	-	-	-
1957	-	-	-	12	-	-	-	-	-

PASSENGER PLATFORM

268

The Chief Traffic Manager has agreed that the passenger platform could be reduced to 50 ft. but in view of the uncertain future of the line, the work will not be done at present.

Instructions have been issued that expenditure is to be incurred on work only of an essential nature.

(57/6350)

THIRD DAY, THURSDAY 20TH MARCH, 1958

NEERIM SOUTH

Mrs. L. Furlong, Carotaker, Class 4.

269.

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
1954	1160	244	45	2222	14	2	94	15	9
1955	1309	-	142	1986	-	-	79	3	24
1956	1271	-	257	1955	-	-	70	-	42
1957	1559	-	589	2229	-	-	69	-	41

PASSENGER PLATFORM

270

The passenger platform can be reduced in length from 250 ft. to 100 ft. but in view of the uncertain future of the line the work will not be undertaken at present.

(57/6350)

NEERIM

No-one-in-Charge

271

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
1954	343	178	136	480	-	-	-	2	-
1955	4140	-	3253	496	-	-	-	-	1
1956	5944	-	5256	359	-	-	-	-	-
1957	6837	-	6098	553	-	-	-	-	-

PASSENGER PLATFORM

272

Passenger platform can be reduced in length from 100' to 50' but in view of the uncertain future of the line the work will not be done at present.

(57/6350)

GOODS SHED

273

The Chief Civil Engineer has been advised that 12' x 10' goods shed at Neerim may be regarded as spare.

(16/692/1)

COMPLETED

274

13.1.58 Removal of stockyards.

THIRD DAY, THURSDAY 20TH MARCH, 1958.

NAYOOK

Mrs. V. F. Gleeson, Carctaker, Class 4.

275

Year Ended 30th June	Total Revenue £	Outwards Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1954	1002	208	362	1210	490	-	-	-	1
1955	2901	-	1575	1036	-	-	-	-	-
1956	3492	-	1831	736	11	-	-	-	-
1957	2527	1	1504	985	-	-	-	-	-

PASSENGER PLATFORM

276

The Chief Traffic Manager has agreed that the passenger platform could be reduced to 50 ft. but in view of the uncertain future of the line, the work will not be done at present.

Instructions have been issued that expenditure is to be incurred only on work of an essential nature.

(57/6350)

SPARE FACILITIES

277

The 30' x 16' goods shed and timber decked portion of the goods platform adjoining the shed and 30 ft in length are in excess of requirements and may be removed as required, leaving only 30 feet of earth filled platform with ramp on the 'up' end.

(16/691/.2)

STOCKYARDS

278

Instructions have been issued that no further maintenance is to be carried out on the stockyards.

(W.W. 3736/57)

D.R. 2315

279

A power point is to be installed in the washhouse of D.R. 2315 when staff can be made available.

(W.W.8021/56)