

*District Supt.  
Flinders Is*

COMMISSIONERS' TOUR OF INSPECTION

<u>ORBOST</u>	<u>TO</u>	<u>SALE</u>
<u>MAFFRA</u>	<u>TO</u>	<u>TRARALGON</u>
<u>MORWELL</u>	<u>TO</u>	<u>HALLAM</u>

BY ROAD CAR

FULHAM TO FLYNN

YALLOURN

Tuesday, 9th to Thursday, 11th May, 1961 inclusive  
Train departs from Spencer Street (New No.10 Platform).  
at 4.17pm on Monday, 8th May, 1961.

COMMISSIONERS TOUR OF INSPECTION OF ORBOST LINE

BETWEEN 8TH AND 11TH MAY, 1961

PERSONNEL.

Mr. G. F. Brown	Deputy Chairman
Mr. E. P. Rogan	Commissioner
Mr. R. S. Miller	Acting Chief Civil Engineer (to Morwell)
Mr. W. Fox	Acting Asst. Chief Civil Engineer (after Morwell)
Mr. W. O. Galletly	Chief Mechanical Engineer.
Mr. J. R. Rewell	Chief Traffic Manager.
Mr. A. C. Stockley	Chief Electrical Engineer.
Mr. J. V. Ross ✓	Assistant to the Claims Agent.
Mr. A. Clearson ✓	Supt. of Locomotive Running.
Mr. A. Daly ✓	Audit Inspector.
Mr. D. McInnes	District Superintendent
Mr. N. McDonald	Acting District Engineer
Mr. C. W. Miller	Commissioners' Secretary
Mr. D. O'Mara	Tour Clerk.

TRAIN STAFF.

DRIVER	Mr. C.W. Kettle
FIREMAN	Mr. D. Connors
GUARD	Mr. A.W. Burton
CONDUCTOR	Mr. J. Freeland
STEWARD	Mr. W. Hallett
COOK	Mr. M. Dunkley-Smith
KITCHEN HAND	Mr. W. Tabaka.

6.5  
*Blood assay?*  
*4/5 times D Stone*  
*ex Sale 4/5/3*  
FIRST DAY, TUESDAY 9TH MAY, 1961.

ORBOST.

Mr. C. Hynes, Stationmaster Class 5,  
Rolling Stock Branch Driver-in-Charge V. McMasters,  
Staff 3, Engines Nil.

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
1957	141425	7	37437	8250	732	94	520	48	73
1958	157521	4	40227	8815	404	80	348	78	60
1959	225178	1	65672	8088	580	106	253	30	32
1960	271388	8	81270	8966	590	92	110	20	38

CRANE ON GOODS PLATFORM

2.

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

The gantry crane was made available for use on 30/9/57.

(57/2419)

MAINTENANCE OF SHUNTING TRACTOR

3.

On 11th May 1960, the Commissioners informed the Chief Mechanical Engineer to arrange for the maintenance of the shunting tractor at Orbost to be carried out by the local tradesmen.

(60/4859)

POLE STORAGE SITE

4.

A 400' x 126' pole storage site previously leased to a Mr. Scott was leased to Mr. R.H. Mann as from 1.12.60 at a yearly rental of £10.

Mr. Mann is a contractor to this Department for heavy bridge materials and also assists the Department in loading at the station by means of his mobile crane.

(E.O. 129920L)

APPROACH ROADS

5.

The Commissioners on tour at Orbost on 14th April 1959 were met by Councillor J. Lynn of the Shire of Orbost who stated that the approach roads on each side of the station were in need of attention and that the Council would carry out any work at actual cost.

The roads were inspected and were found to be in reasonable condition. However, having regard to the large amount of traffic being handled, particularly at the gantry crane, the Commissioners directed that the roads be maintained in good order and arrangements have been made for this to be done.

(59/3965)

FIRST DAY, TUESDAY, 9TH MAY, 1961.

ORBOST. (Contd.)

LIGHTING OF PORTABLE.

6

The matter of lighting of loco. portable is in course with the Chief Electrical Engineer.

D.R. 3274.

7

To be re-habilitated by Works Ganger.

FIRE PROTECTION

8

Instructions have been issued for the provision of a 30,000 gallon tank for fire protection at Orbost. The work is held pending selection of a suitable site.

(W.W.6509/60)

COMPLETED

9

- 1. 7.59 D.R.632 - 3 power points in kitchen, lounge and hall.
- 12. 7.59 Hoisting unit for 6 ton crane.
- 14.12.59 Old type postal telephone replaced by modern instrument.
- 8. 4.60 Provision of new siding, gantry crane and electric drive for the 6 ton derrick crane.
- 5. 8.60 2 Radiators installed in Goods Shed Office.
- 28.11.60 Three return control springs of crane renewed.
- 15. 1.61 Alterations for timber loading (electrical work).
- 3. 3.61 Outside light and power outlet on platform.
- 3. 3.61 Rearrangement of facilities (electrical work).
  - Provision of fuel heating stove in office. ★
  - Renewal of line on Office floor.
  - Construction of new road for making up trains.
  - Removal of turn table and 'loco' depot.
  - Construction of new spur siding.
- 25. 7.60 Extension to goods shed to provide general, parcels and goods office.

WAYGARA

No-one-in-Charge.

10

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage			Livestock			
			Wool Bales	Out	In	Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	7620	1	2170	2	-	-	-	-	-
1958	17404	-	4648	6	-	-	-	-	-
1959	19484	-	5529	29	-	-	-	-	-
1960	16264	-	4706	37	-	-	-	-	-

LEASE OF LAND.

11

On 1.5.59 a lease of an area of land for the purpose of erecting a garage was offered to Mr. Bonney, Waygara Boarding house, but he did not proceed with it.

(E.O. 147472L)

(Contd.)

FIRST DAY, TUESDAY, 9TH MAY, 1961.

TOSTARRE.

No-one-in-Charge.

12

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
1957	180	-	36	105	-	-	-	-	
1958	133	-	28	129	-	-	-	-	
1959	331	-	102	182	-	-	-	8	
1960	80	-	21	131	-	-	-	-	

NOWA NOWA

Mr. H.J. Boyd. Stationmaster Class 7.

13.

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
1957	77393	12	23304	2117	1225	4	5	2	3
1958	89655	5	26366	2080	1325	2	5	3	2
1959	100618	-	31329	2366	1697	2	2	5	2
1960	112236	-	34639	2417	1414	7	-	-	-

REPAIRS TO 10-TON CRANE.

14.

Instructions have been issued for repairs to the 10 ton crane. The work is in hand.

(W.W. 3194/60)

HIGH LOADING RAMP

15.

Mr. Ranking, the local Ballast Contractor has requested that alterations be made either to the high loading ramp or to the trackwork to allow the stone to be loaded evenly into the wagons.

The matter is a present under consideration.

(56/1800)

RELOCATION OF TELEPHONE POLE LINE

16.

Instructions have been issued for the relocation of the telephone lines to allow the departmental dragline to operate.

The dragline is engaged in the widening of cuttings and cleaning of drains.

The work is in progress.

(W.W. 6619/59)

WATER SUPPLY

17.

On 7th July 1960, the Secretary of Nowa Nowa Hotel Pty. Ltd. wrote requesting permission to lay a 2" G.W.I. pipe along the unused portion of railway property between the Boggy Creek railway bridge and the Buchan Road railway bridge and then connect the existing pipe which this Department permitted them to place across the Buchan Road railway bridge.

Permission was granted but the work has been held up because of lack of pumping facilities.

(60/7016)

FIRST DAY, TUESDAY 9TH MAY, 1961.

NOWA NOWA (Contd.)

VACANT RESIDENCE

18.

A residence at Nowa Nowa has become vacant owing to the re-organization of track gangs.

{W.W. 3508/60}  
{W.W. 7445/60}

COMPLETED.

19.

23.2.60. Extension of siding by 22'6".

- Construction of 5' footway on bridge over the Nowa Nowa - Enchan Road.

COLQUHUON

No-one-in-Charge.

20.

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
1957	4131	-	2156	43	-	-	-	-	-
1958	-	-	-	22	-	-	-	-	-
1959	-	-	-	80	-	-	-	-	-
1960	-	-	-	87	-	-	-	-	-

BRUTHEN

Mr. F.C. Robbins, Stationmaster Class 8.

21.

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
1957	42627	1	12019	5453	5991	24	45	-	7
1958	44287	2	12962	4239	5776	22	33	1	6
1959	52603	4	15589	4296	6623	29	52	-	5
1960	57007	-	16842	5146	6048	25	49	29	8

ELECTRIC LIGHT NEAR CRANE

22.

The Commissioners were met at Bruthen on tour on 14th April 1959, by Mr. R.C. Cavanagh, who requested that an electric light be provided at the crane and/or on the eastern end of the goods shed to facilitate the unloading of timber, which at times arrives after sunset.

It was stated that some of the timber comes from beyond Omeo, a distance of over 60 miles and if any delay occurs enroute the timber has to be unloaded in the dark. Electric power is connected to the crane and it would be a simple matter for the light to be placed thereon. It was promised that the matter would be looked into.

(Contd.)

BRUTHEN (Contd.)

ELECTRIC LIGHT NEAR CRANE (Contd.)

22.

Investigation was made by the Chief Civil Engineer who on 6th May 1959 recommended that the light be provided at an estimated cost of £41 - such cost including the replacement of the existing meter box and switch board by larger ones as the State Electricity Commission required separate metering for the light.

The recommendation was approved by the Commissioners and the work was completed on 12.3.60.

(59/4115)

FENCING

23.

On 18th August 1959 the Hon. R.W. May M.L.C. made representations on behalf of Mr. R.J. Duke regarding railway fencing through his property at Bruthen.

In reply the Secretary on 2nd September 1959 wrote as under:-

"With reference to your letter of 18th August, with which was enclosed the attached copy of a communication received by you from Mr. R.J. Duke, of Bruthen, I have to advise that this Department is not responsible for the erection or maintenance of fencing along the railway boundaries between Bairnsdale and Orbost.

As the only traffic on the line is a goods service operated at comparatively slow speeds, the maintenance of such fencing has therefore been abandoned by this Department.

The existing boundary fencing on this section is departmental property, but there would be no objection to Mr. Duke using the material in such fencing for the purpose of effecting repairs if he so desires."

(59/9234)

BRIDGE OVER OMEO HIGHWAY

24.

Instructions have been issued for the widening of the road opening at the Omeo highway bridge at 189-M 55-C 52-L.

The work is expected to be completed in August.

(W.W. 6481/57)

COMPLETING.

25.

- 15. 7.59 D.R. 2252 - power point in lobby. ✓
- 10. 3.60 D.R. 2254 - power points in dining room, lounge and hall and 1 light in hall. ✓
- 12. 3.60 Light in Yard for crane. ✓
- 12. 3.60 3 - phase equipment and light for crane. ✓
- 14. 3.60 D.R.C. 2253 - power point in washhouse. ✓
- 27. 9.60 Lighting in Station office. *in Gds. Shed but not in office*
- 20. 2.61 'Up' home signal relocated 200 yards in down direction. ✓

FIRST DAY, TUESDAY 9TH MAY, 1961.

MOSSIFACE.

No-one-in-Charge.

26.

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
1957	1875	-	746	65	-	-	-	-	-
1958	768	-	305	59	-	-	-	-	-
1959	1916	-	755	374	-	-	-	-	-
1960	1661	-	672	55	-	-	-	-	-

BUMBERRAH

Mrs. L. Hewerdine Caretaker Class 5.

27.

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
1957	1352	-	131	1128	144	16	28	-	3
1958	1292	-	64	1143	273	14	29	1	1
1959	2397	-	124	1287	256	28	67	1	3
1960	1373	-	70	1263	227	20	32	2	-

TRAIN CROSSING FACILITIES

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 Orbest line, but as the timber traffic did not develop as expected the matter was pended.

(W.W. 2465/50).

GOODS SHED

29.

Arrangements are in hand to have the 20' x 12' goods shed which is spare at Flynn re-erected at Bumberrah on a 32' long earth filled platform in lieu of the existing floating type platform which is in very poor condition.

(W.W. 8587/60)  
(60/13175)

COMPLETED

30.

12.1.59. Additional power point for wash-house of D.R. 2250.



FIRST DAY, TUESDAY 9TH MAY, 1961.

No-one-in-Charge.

NICHOLSON.

31.

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
1957	30	-	6	199	27	-	-	-	-
1958	94	-	28	194	-	-	-	-	-
1959	39	-	9	50	-	-	-	-	-
1960	42	-	9	54	-	-	-	-	-

CLOSING STATION

32.

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

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

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

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

(57/2425)

BAIRNSDALE

33.

Mr. W.C. McConnell, Stationmaster Class 2.

Rolling Stock Branch. Driver-in-Charge W. Timms.

Staff 11. Engine 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
1957	132644	17864	32594	31336	3490	277	965	84	171
1958	171213	17844	54402	32394	4428	230	691	218	81
1959	159123	18349	45236	34022	4620	513	1060	79	48
1960	143437	21222	42536	37000	4521	310	411	372	221

6.05PM TRAIN EX MELBOURNE

34.

In reply to letter of 7th May 1960, from the Bairnsdale Chamber of Commerce regarding running of diesel locomotive engine during the night and the matter of extending the 6.05pm Melbourne - Sale passenger train to Bairnsdale on Monday nights when the Monday was a public holiday, the Secretary on 6th June wrote as under:-

"Inquiries reveal that the diesel-electric locomotive operating the Nowa Nowa - Bairnsdale goods train has been stabled in the Bairnsdale yard on its arrival between 1 and 2a.m., until required again at about 7 a.m. instead of being stabled in the locomotive depot as formerly.

(Contd.)

FIRST DAY, TUESDAY 9TH MAY, 1961.

BAIRNSDALE (Contd.)

6.05PM TRAIN EX MELBOURNE (Contd.)

34.

Instructions have been issued that the former practice is to be reverted to and the noise of the locomotive engine should no longer be a source of disturbance to local residents.

Prior to 1954, the 6.5 p.m. train from Melbourne to Sale was extended to Bairnsdale on Monday nights, when the Monday happened to be a public holiday, but the very light traffic beyond Sale led to the discontinuance of this extension.

The increasing use of the private motor car during the intervening period indicates quite clearly that if the service was restored, even fewer through passengers could be expected and for this reason it is regretted that we are unable to accede to your request".

Following further representations in February 1961 for the 6.05pm Sale train to be extended on Mondays (public holidays), arrangements were made for the train to be extended on Labor Day 13th March 1961 and Easter Monday 3rd April 1961 and on 11th April 1961. The Secretary wrote to the Bairnsdale Chamber of Commerce advising that the traffic on those days was still below the volume necessary to defray operating costs.

However, a further trial will be given to the extension of the train on Monday 12th June 1961, - Queen's Birthday holiday, when usually the heaviest long weekend traffic is offering.

(Papers on tour)

(60/4850)

STATION BUILDINGS

35.

To improve the working conditions and provide sufficient accommodation for present day requirements, it is proposed to alter the Stationmaster's and general office and extend the parcels section.

Plan No. 1134-60 incorporating the alterations and extensions estimated to cost £10,000 of which £5,000 is chargeable to capital, £4,000 to R.R. & R. and £1,000 to working expenses has been prepared and is in course.

(W.W.14297/60)

PUBLIC ADDRESS SYSTEM

36.

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

(55/13027)

ELECTRIC URN

37.

Arrangements are in hand to remove the electric urn from the parcels office to the guards' room.

(16/46/50)

FIRST DAY, TUESDAY 9TH MAY, 1961.

BAIRNSDALE (Contd.)

TAXI STAND

38.

1959  
At Bairnsdale on tour on 14th April/the Commissioners were met by Mr. Curtis, a taxi operator, who requested that the area directly in front of the station be reserved for taxis instead of the present stand.

The Commissioners inspected the area in company with Mr. Curtis and stated they could not agree to his request, but the Stationmaster would see that taxis and private cars would be confined to the areas set aside for their respective use.

(59/4125)

ENLARGEMENT OF YARD

39.

The matter of extension of the 'back' and No.3 roads and provision of additional road to hold 54 vehicles is in course.

(Papers On Tour)

(60/7309)  
(W.W. 536/60)

GOODS SHED

40.

The goods shed at Bairnsdale was extended in August, 1956 and an 18% increase in traffic resulted. Present indications show that this increase is likely to continue and it is proposed to extend the goods shed still further.

The matter is under investigation.

(54/13456)

PARCELS RACK - GOODS SHED

41.

The parcels rack at the goods shed is spare in so far as the goods shed is concerned and the Chief Civil Engineer has been advised that it may be used in connection with increased accommodation in the parcels office.

The matter is still in course.

(17/47/1)

BLINDS FOR GOODS OFFICE

42.

A request for external canvas blinds to be provided for windows at west end of the goods shed office was referred to the Chief Civil Engineer for investigation on 19/12/60. The Senior Architect considered internal blinds would be satisfactory. An external blind would cost approximately £10 but its life is much reduced because of exposure to weather.

The matter is still in course.

(W.W. 247/61)  
(16/50/69)

TELEPHONE - GANTRY CRANE

43.

A request for a telephone to be installed at the gantry crane was recently declined on the grounds that the timber traffic had fallen off and the provision of such a facility could not be justified at the present time.

(16/46/42)  
(9377/60)

BAIRNSDALE (Contd.)

D.R. 4038

44.

D.R. 4038 occupied by Carpenter R. Pedder was awarded 1st prize of £7 for the Most Improved Residence with Piped Water Supply in the Sale Yard Foreman's section for the year ended 31st December 1959.

(W.N.4/61)

D.R. 4052

45.

The request of Mr. Kenny Assistant Stationmaster to have D.R. 4052 rewired to take an electric stove was declined by the Chief Electrical Engineer on 16/11/60 (Gas is provided in this D.R.)

(W.W.D2318/60)

ADDITIONAL HOUSING ACCOMMODATION

46.

The Chief Traffic Manager has requested the provision of two additional residences at Bairnsdale to accommodate the Passenger Clerk and Parcels Assistant.

Proposals to relocate vacant residences at Mossiface (D.R. 2251) and Fernbank (D.R. 2229) are under consideration.

(W.W. 11385/60)

PARKING OF ROAD TRANSPORTS

47.

When the Commissioners visited Bairnsdale on tour on 14th April, 1959 the tenants of departmental residences in Macleod Street requested action be taken to prevent the continued use of Macleod Street as a parking area for vehicles of road operators.

The Commissioners took the opportunity when being interviewed by representatives of the Shire of Bairnsdale to make a forceful protest against the action of the Council in making a parking area in front of departmental residences for vehicles of road operators who were in competition with the Railways.

The Council representatives stated that this site had been selected because it was a locality where there was not much traffic but in view of the Commissioners objections the matter would be referred to the Council for consideration.

On 17th April the Stationmaster advised the Commissioners the 'parking signs' had been removed by the Council and expressed appreciation on behalf of the tenants for the action taken.

The Secretary on 17th April wrote to the Secretary of the Shire of Bairnsdale advising that the Commissioners were very pleased to receive advice that the parking signs had been removed and requested that he convey to the Council the appreciation of the Commissioners for the prompt action taken in the matter.

(59/4108)

OBSTRUCTION OF VIEW BY TREE AND HEDGE AT STATIONMASTER'S D.R.

48.

The Commissioners were met at Bairnsdale on tour on 14th April 1959 by Councillors F.V. Burns (President) A.B. Cowell, H. Rash, A.J. Freeman, the Shire Secretary and the Shire Engineer of the Shire of Bairnsdale, who requested that a tree in the Stationmaster's garden be removed and a privet hedge reduced in height. This would afford better vision to road-users at the inter-section on which the residence is built.

(Contd.)

BAIRNSDALE (Contd.)

OBSTRUCTION OF VIEW BY TREE AND HEDGE AT STATIONMASTER'S D.R.  
(Contd.)

48.

The Stationmaster agreed to arrange for the removal of the tree with the assistance of the Council employees and to trim the hedge to the height of the fence and advice from the District Superintendent, Eastern Division, on 28.5.59 indicated this had been done.

(59/4124)

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.

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.

Nothing further has been heard of the matter.

(56/1817)

ADVERTISING SIGN

50.

On 2nd December 1959 the Australian Hotels Association (East Gippsland Zone) requested the removal of the "Mitchell Valley Motel" advertising sign board on railway land near Bairnsdale.

In reply the Secretary on 12th January 1960, wrote as under:-

"With reference to your letter of 2nd December, I desire to say that the sign board advertising the Mitchell Valley Motel was erected with the approval of the Country Roads Board which, in giving its consent, intimated that the Bairnsdale Shire Council also had no objection to the proposal. The road safety aspect was no doubt given full consideration by those authorities.

You are no doubt aware that commercial advertising in general is based on the principle of unrestricted competition. There are numerous examples of such competition in all forms of advertising and the Motel advertisement merely followed that principle.

However, the Commissioners appreciate the patronage obtained from your members and Bairnsdale traders, and, in all the circumstances, are agreeable to your request. Immediate action cannot be taken to remove the advertisement as the contract does not expire until the end of August next, but it will not be renewed!"

(59/13021)

BAIRNSDALE (Contd.)

SCORCHING OF TREES IN MACLEOD STREET

51.

The Shire of Bairnsdale wrote to the Secretary complaining about some trees in MacLeod Street which they claim were scorched as a result of burning off carried out by Railway employes.

Investigation revealed that the Ganger upon request from the council, was burning off outside Railway property. Damage to trees only consisted of the burning of some leaves and no permanent damage was caused.

The Ganger was requested to confine his burning off operations to within the boundary fences.

(61/1932)

DRAINAGE TO HOWITT PARK

52.

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

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

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

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

(57/5435)

STORAGE SHED SITE

53.

On 1.7.60, a 40' x 20' shed site on the wharf line for the storage of superphosphate was leased to T.N. Stephenson Pty. Ltd. (Lakeland Butter and Ice Factory).

(16/46/31)

APPLICATION TO LEASE LAND FOR SQUASH COURT

54.

An application by Mr. T. Hackett to lease an area of land for this purpose was declined as the land may be needed by the Department.

(16/46/44)

LEASE OF LAND TO BAIRNSDALE MACHINERY CO.

55.

An application by the Bairnsdale Machinery Co. to lease land has been refused owing to the fact that, if the site was occupied it would prevent a clear view of the level crossing being obtained and also that a drain to the cess pits is on the area.

(16/46/35)

FIRST DAY, TUESDAY 9TH MAY, 1961.

BAIRNSDALE (Contd.)

APPLICATION TO LEASE SITE

56.

An application by Mr. P.A.Cox to lease a site was declined as the site has already been leased to Mr. Doyle and no other suitable site was available.

(16/46/48)

COMPLETED

57.

- 10.7.59 Removal of 6 ton crane rendered spare by provision of gantry.
- 9.2.60. Removal of coal stage.
- 11.4.60. Additional power point in D.R. 4061.
- 11.4.60 Electric power restored to trucking yards.
- Gantry Crane road extended by 140 ft.
- 4.7.60 Erection of additional rail posts and "Keep Clear" notice outside station office.
- 16.8.60 Provision of goods checker's desk in goods shed.
- 21.12.60. Provision of 15' x 10' shed on goods shed platform.
- Provision of hinged flap at end of goods office enquiry counter.
- 7.2.61. D.R. 1840 - power point in washhouse.
- 7.2.61 D.R. 1840 - supply to Dux bathheater.
- 17.3.61. D.R.'s. 3464, 3496, 3497 and 3464 - Hot water units connected.
- 27.4.61. Gravelling of footpath in MacLeod Street fronting D.R.'s.
- Relocation of teleprinter and provision of sound proof screen.
- Dismantling of Bairnsdale Wharf Line.
- Relocation of sink from washhouse D.R. 1840.  
Gas supply to pre-cut residences.  
Taxi signs painted on roadway by Shire.

FIRST DAY, TUESDAY 9TH MAY, 1961.

HILLSIDE

Mrs. M. Hall, Caretaker, Class 5.

58.

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
1956	1032	180	231	372	222	1	8	3	4
1957	1347	235	320	356	224	5	9	2	1
1958	1084	168	286	380	222	-	6	5	1
1959	1244	153	220	430	230	-	13	1	1
1960	1161	161	287	401	228	-	6	14	2

GOODS SHED

59.

The 30' x 20' goods shed which is not required for departmental purposes has been let to a Mr. Bailey.

(61/416/3)

COMPLETED

60.

12.10.59 Removal of sheep loading facilities.

LINDENOW

Mr. R. J. English, Stationmaster Class 8.

61.

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
1957	8487	767	1818	1902	1342	71	102	24	5
1958	6062	866	725	1779	1340	40	97	85	32
1959	8586	991	1010	2106	1606	65	144	40	9
1960	6382	911	619	2223	1723	42	93	66	78

ELECTRIC LIGHTING

62.

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

This matter was again referred to at Lindenow on tour on 4th April 1959 by Mr. A.W. Collins who was informed that having regard to the very small number of passenger alighting at this station during the hours of darkness, the Commissioners could not see their way to approve of electric lighting being installed at the station.

(58/3312)

POSTAL TELEPHONE

63.

A request for the old type telephone to be replaced by a table hand set type was refused in June 1959 on the grounds that the expense involved was not justified.

(16/529/5)



FIRST DAY, TUESDAY 9TH MAY, 1961.

LINDENOW (Contd.)

VAN GOODS SHED

64.

The 15' x 12' van goods shed at the centre of the platform is spare in so far as Traffic Branch requirements are concerned and the Chief Civil Engineer has been so advised.

(16/529/3)

TRUCKING YARDS AND SUPERVISION OVER STOCK ENROUTE

65.

On 5th January 1960 the Secretary of the Lindenow Branch of the Australian Primary Producers Union submitted the following items for consideration.

(1) that the trucking yards at Lindenow be made serviceable all round until the new trucking yards are constructed;

(2) that closer supervision be exercised over stock in transit;

In connection with item 2, it was stated that in a truck load of cattle consigned to Messrs A.E. Johnson, Lindenow South, a beast had its horn caught in the wall of the cattle truck and was down on the floor and by its weakened condition it had been in that position for many hours.

In reply the Chairman under date of 24.2.60 wrote as under:-

I desire to say that the necessary attention has been given the trucking yards at Lindenow, and they are now in a satisfactory condition. It is expected that work on the new stock facilities, plans for which have been prepared, will commence in a few months' time as soon as staff can be made available.

It is not a common occurrence for an animal to have its horn caught in the wall of a cattle van, and it would not always be readily apparent. In the absence of specific details of the consignment in question we are, of course, unable to say just what oversight was actually given on the particular occasion to which you referred.

Our instructions covering the attention to be given livestock in transit lay down that all employees concerned must carefully examine loaded vans at intervals to satisfy themselves that the animals have not suffered any mishap and are travelling safely. These instructions are repeated from time to time for the guidance of our staff."

(60/243)

RENEWAL OF STOCK AND TRUCKING YARDS

65A

Instructions have been issued for the renewal of stock and trucking yards at Lindenow. The work is in hand and is expected to be completed in June 1961.

(W.W.17298/59)

(W.W. 317/60)

(W.W.14745/58)

LINDENOW (Contd.)

LEVEL CROSSING.

66.

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

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

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

(58/3313)

BOUNDARY FENCING.

67.

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

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

(58/3448)

GUM TREES - DOWN END OF YARD:

68.

On tour at Lindenow on 14th April, 1959, the Commissioners were requested by Mr. A.W. Collins to have some large gum trees at the Down end of the railway yard lopped to reduce the nuisance of bark and leaves being blown into the spoutings of his house.

The Commissioners informed him that in recent times public bodies have been under adverse criticism for removing or severely lopping trees and they were loth to incur criticism in a case like this when the trees concerned were fine specimen's of eucalypts standing at a distance from his residence. However, his request would be looked into.

Investigation showed that any inconvenience caused by these trees could only be a minor nature and the lopping of them would be needlessly removing an effective wind-break and impairing the beauty of native gum trees.

Under date of 8th June 1959, the Secretary informed Mr. Collins that as the gum trees enhance the appearance of the area and only minor inconvenience could be caused by blowing leaves at his residence which is more than 30 yards away from the line of trees, the Commissioners were unable to accede to his request.

(59/3960)

(Papers on Tour)

FIRST DAY, TUESDAY 9TH MAY, 1961.

LINDENOW (Contd.)

COMPLETED.

69.

- (3) D.R.s and Station connected to reticulated water supply.
- 16.3.60 D.R. 286 - power point in washhouse.
- 17.3.60 D.R. 285 - power point in lounge.
- 9.11.60 D.R. 285 - Dux bathheater installed in lieu of chip heater.

FERNBANK

Station Assistant Class 1 - V.L. Caldwell.

70.

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
1957	1086	277	122	844	422	25	-	8	-
1958	725	235	68	853	401	1	1	23	1
1959	1081	204	196	1056	268	2	-	1	-
1960	975	211	272	920	522	-	-	11	1

GOODS SHED

71.

The 20' x 10' goods shed is spare and the matter of making it available to Cresco Fertilizers Coy for storage of super is in course with the Estate Officer.

(16/317/3)

CRANE POWER

72.

On tour on 14.4.59 the Commissioners promised members of a deputation received at Bairnsdale that providing the millers guaranteed 4000-tons of timber for conveyance by rail each year, they would install a crane by October 1959.

A 6-ton derrick crane with petrol drive was made ready for use on 17.11.59.

(Papers on Tour)

(59/4126)

RELOCATION OF D.R. 2229.

73.

To be inspected by the Senior Architect, with a view to relocation at Bairnsdale, for traffic branch requirements.

COMPLETED.

74.

Men's conveniences converted for common use.

MUNRO.

Mr. F.W. Delaney. Vol. Caretaker.

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
1957	155	1	84	502	4	--	--	9	--
1958	45	1	21	618	6	--	--	4	1
1959	4888	8	4235	597	54	--	--	10	2
1960	12601	12	10823	715	39	--	--	23	--

TRAIN CROSSING FACILITIES.

76.

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, but as the timber traffic did not develop as expected the matter was pended for later consideration.

(W.W. 2465/50)

FACILITIES FOR HANDLING OF GOODS

77.

On 28th March 1961, the Secretary of the Stratford Branch of the Australian Primary Producers Union made representations to have the platform and ramp on the goods side restored.

The matter is being investigated.

(61/3543)

STOPPING OF TRAINS

78.

When on tour at Munro on 14th April, 1959 a deputation comprising residents of Munro and Mr. J. Bourke of the Australian Paper Manufacturers Ltd. requested that the train from Melbourne on Friday evenings and to Melbourne on Monday mornings continue to stop as required at Munro and in addition the morning train from Melbourne and the afternoon train to Melbourne stop as required to enable a return trip to be made to Sale or Stratford.

The Commissioners agreed to stopping of the additional trains as required for a period of three months when the position would be reviewed in the light of the patronage received.

Arrangements were made accordingly and matter was reviewed from time to time and on 14th October, 1959 the Commissioners minuted the file as under:-

"It would appear that comparatively few passengers travel to or from Munro by the trains referred to, but as stoppages are made at this station only "as required" for passenger purposes the Commissioners approve of the present arrangements being regarded as permanent."

(59/4120)

LEASE OF LAND

79.

As from 1.5.60 the Munro Rural Fire Brigade was granted a lease of land for the erection of a country fire station.

(E.O. 147766L)

STRATFORD.

Mr. J.A. Murray, Stationmaster Class 7.

80.

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
1957	9056	2355	1472	3409	2300	61	72	45	50
1958	9346	2097	2242	4357	2503	44	40	50	40
1959	9952	1912	1793	6112	2712	68	97	17	14
1960	10650	2492	2760	6093	3269	60	48	59	15

CROSSING GATES DOWN END

81.

The Commissioners were met on tour at Stratford on 14th April 1959 by Councillor O. Matthews and the Shire Secretary of the Shire of Avon who requested that the gates at the down end of the station yard be abolished and either flashing lights or boom barriers - be installed. It was stated that delays occur to road traffic owing to the time the gates are closed.

It was pointed out to the deputation that owing to shunting movements taking place in the station yard, an extremely complicated system of electrical circuits would be involved and the cost would be high. There are many other gated crossings where substantial savings could be obtained by the abolition of the gates and their replacement by lights or booms, but neither the designing staff nor finance are available to put more than a limited number in hand each year. In the circumstances the request could not be acceded to.

(59/4123)

(Papers On Tour)

AERIAL LINES

82.

The matter of attention to aerial lines in the Stratford Yard is in course with the Chief Electrical Engineer.

OVERHEAD BRIDGE PRINCES HIGHWAY

83.

The Premier's Department in August 1959 submitted per the Honorable the Minister questions regarding resolutions Nos 12 and 19 in connection with a deputation from the Greater Gippsland Development League to meet Ministers on 9.9.59.

On 3rd September 1959 the Chairman wrote to the Honorable the Minister as under:-

"With reference to the attached memorandum, the Commissioners have to report as under:-

Resolution No.12 (12).

The provision of increased clearance for road traffic at railway bridges erected over public highways is a matter for the appropriate road authority.

Any proposals involving alterations to railway works as a result of the provision of a greater height clearance for road vehicles must be submitted for the approval of this Department, and any expense incurred by the Department in consequence of such alterations would require to be borne by other than railway funds.

(Contd.)

STRATFORD (Contd.)

OVERHEAD BRIDGE PRINCES HIGHWAY (Contd.)

83.

Resolution No.12 (12). (Contd.)

Similarly, the provision of reflectorized or other signs on railway bridges is not the responsibility of the Commissioners, who have consistently refused permission for road authorities to place such signs on railway bridges because, in the event of the signs becoming ineffective due to lack of maintenance or other causes, the Commissioners might be held to have incurred some liability in the matter.

At any location where the road authority is concerned, regarding limitations in the headroom under railway bridges the difficulty could be overcome either by placing a height limit boom over the roadway or by erecting suitable notices clear of the bridge and railway land.

Resolution No.17 (19)

This matter was recently the subject of a question by the Hon R.W. May to the Honorable the Minister during the Legislative Council proceedings.

On that occasion the Commissioners reported that they had considered the request but were unable to see their way to grant student concession fares to trainee nurses, and they regret they are unable to vary that decision."

In December 1959, the Premier's Department forwarded to the Honorable the Minister copy of notes of the deputation referred to above.

In reply the Chairman on 14th January 1960 wrote to the Honorable the Minister as under:-

"With reference to the attached copy of notes of a deputation from the Greater Gippsland Development League to members of the State Government on 9th September last, the Commissioners have to report that the railway bridge over the Princes Highway, Stratford, was constructed by this Department in 1928 at the cost of the Country Roads Board.

The minimum vertical clearance provided for in the design is 12 ft 4 in., and if further headroom is required the roadway could be lowered until the minimum vertical clearance is 14 ft without alteration to the bridge. However, if still greater clearance is required it would be necessary to underpin the adjacent concrete girders.

According to this Department's records the railway bridge at Orbst has a vertical clearance of 18 ft., which would appear to be sufficient for road traffic requirements.

As stated in the Commissioners' memorandum of 3rd September, a copy of which is attached, the provision of increased clearance for road traffic at railway bridges erected over public highways is a matter for the appropriate road authority, and the cost of any such work should be borne by other than railway funds.

On the question of providing reflectorized signs on railway bridges the Commissioners have nothing to add to their previous comments in that memorandum.

STRATFORD (Contd.)

PRINCES HIGHWAY EAST OVERHEAD BRIDGE

84.

On 14th September 1960, the Country Roads Board wrote to the Secretary advising of a proposal to increase the clearance of the overhead railway bridge on the Princes Highway East on the south side of Stratford and requesting that the railway drainage system be utilized to drain the area.

In reply the Secretary under date of 21st March 1961 wrote as under:-

"With reference to recent correspondence (your reference 60/6862) regarding your Board's proposal to increase the clearance of the overhead railway bridge on the Princes Highway East, south of Stratford, we have now completed our investigations into the drainage implications involved.

The side cutting into which your Board desires to discharge drainage from the Highway was excavated to obtain filling for the railway embankment. There is no outlet drain from this cutting and as a result surface drainage from the road would be ponded up on railway land. You will appreciate that we are unable to approve of any move which, likely to result in this situation.

However, on looking through the plans which your Board submitted, it was noticed that provision had been made for the construction of a 12" diameter R.C. Pipe drain and an open drain to discharge road drainage into Nuntin Creek. It occurred to us that the drainage from the regraded section could be discharged along the Highway into this particular creek."

(Papers On Tour)

(60/9722)

COMPLETED

85.

- 3.7.59 Station conveniences and 5 D.R.s connected to septic sewerage.
- 25.7.60 D.R. 3652 - New stove installed.

MONTGOMERY

No-one-in-Charge.

86.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep	Cattle	Sheep	Cattle
						Pigs	Horses	Pigs	Horses
1957	259	-	97	201	185	-	-	3	2
1958	298	-	90	575	138	-	-	1	-
1959	190	-	45	493	167	-	-	3	-
1960	232	-	67	406	190	-	-	4	-

RELOCATION OF D.R. 2251.

87.

To be inspected by the Senior Architect, with a view to relocation at Bairnsdale, for traffic branch requirements.

FIRST DAY, TUESDAY, 9TH MAY, 1961 .

SALE

88.

Mr. M.F. Larkins, Stationmaster, Class J.  
Rolling Stock Branch, Driver-in-Charge, W. Wake.  
Staff 5. Engines Nil.

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
1957	56250	29116	5162	28271	2947	234	315	166	53
1958	58371	29171	4608	28452	4515	226	470	211	78
1959	66592	28959	5577	33214	5344	318	400	186	98
1960	61445	27327	5508	36582	5282	238	179	268	274

ELECTRIC LIGHTING - GOODS SHED AREA

89.

Following the goods shed being broken into in December 1959 and goods to the value of £24,11.6 being stolen, the Sale Police expressed concern at the lack of lighting in the area and it was suggested that electric lights controlled by time switches be installed to act as a deterrent against theft.

After due consideration and because the conditions at Sale are no different to those at most country locations, it was considered the cost involved in providing lighting and time switches estimated at £77 plus cost of electric energy consumption would not be justified and the papers were filed.

(16/823/15)

D.R. 3839

90.

D.R. 3839 occupied by Storeman-in-Charge F. Cray, was awarded 2nd prize of £3,7.6 for the Most Improved Residence With piped Water Supply in the Sale Works Foreman's Section for the year ended 31st December, 1959.

D.R. 2649 *note*

91.

The matter of providing a chip heater instead of an electric bath heater is in course with the Chief Electrical Engineer.

WATER SUPPLY TO PORTABLE NEAR CUNNINGHAM STREET .

92.

Anticipated completion date 19.5.61.

(W.W. 893/60).

LAND FOR V.R.I. CAR PARK

93.

The Victorian Railways Institute has applied for land for use as a car park. The matter has been deferred pending possible extension to the bulk fertiliser depot.

(59/9106)

SALE OF LAND TO COUNCIL

94.

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 till estimates for 1957-58 were being framed in November.

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

(56/680)



SALE (Contd.)

LEASE OF LAND.

95.

An application by the City of Sale for lease or purchase of Railway property along the western side of the Sale-Bairnsdale railway between Dawson and Fitzroy Streets for use as a stock route, was refused on account of possible obstruction to the crossing.

(58/12246)

LEASE OF LAND

96.

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

The lease was granted on 1.8.58 and nothing further has been heard from the Company.

(58/11084)

LEASE OF LAND

97.

A 80' x 72' site for the erection of a shed for the storage of superphosphate in bulk was leased to Tullock Jenkin Pty.Ltd. on 1.12.60.

This site has since been transferred to the Commonwealth Fertilizers and Chemicals Ltd. for which Tullock Jenkin is an Agent.

(E.O.149445L)

LEASE OF LAND

98.

Following a request of the City of Sale Council for shop sites, to be made available on railway land with frontages to Raymond Street, the question of making this area available for the desired purpose by a re-arrangement of the yard is being investigated.

(E.O.112416L)

LEASE OF LAND

99.

Following requests from a Mr.Horley and the R.A.O.B. Social Club to lease an area of land in Cunningham Street, tenders returnable in May 1959 were invited but there was no response.

However, in view of the progress in the district as envisaged by the Councillors at Sale, public tenders are again being invited.

(E.O.149553L)

LEASE OF LAND

100.

Repairer G. Grimme was leased an area of land for use as a fowl run in October 1960.

(E.O.149833).

LEASE OF LAND

101.

The matter of making available to Mr.C.W.Ford for stock holding purposes the area of land at present leased to a Miss Shield for grazing purposes is in course.

(E.O.149633L)

FIRST DAY, TUESDAY 9TH MAY, 1961 .

SALE (Contd.)

COMPLETED

102.

- 7. 4.59 Supply to W.S. Cars.  
D.P. 2469 - power point in kitchen.
- 1. 7.59 D.R.3156 - power points in lounge, washhouse and kitchen.
- 22.9.59 Goods Office connection to Station to Station Telephone lines.
- 16.9.60 D.R.3195 - extra power point in kitchen.
- 8.12.60 Wiring of extension to Billiard Room.
- 7.2.61 D.R.3844 - extra power point in kitchen.
- 7.3.61 Extension to V.R.I. billiard room.
  - Hand basin in Drivers room.
  - Water supply to Motor Shed.
  - Rope guards to 5 ton crane.
  - Renewal of crossing work, removal of sidings and 2000 gallon tank.
  - Provision of sewerage main under Sale Wharf line.

SECOND DAY WEDNESDAY, 10TH MAY, 1961.

BY ROAD CAR.

EULHAM TO FLYNN.

NOTES 103 TO 120 INCLUSIVE.

ALSO.

MORWELL TO YALLOURN

NOTES 195 To 201 INCLUSIVE.

SECOND DAY, WEDNESDAY, 10TH MAY, 1961.

FULHAM

RETENTION OF SIDING

103

Approval has been granted for the retention of the siding at Fulham, as there has been an apparent effort to use the rail facilities.

However, instructions have been issued that any work involving material expenditure is to be submitted for approval.

(59/2686)

KILMANY

MRS. M.P. FOX. CARETAKER. CLASS 5.

104

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	1605	296	135	525	251	45	23	71	7
1958	2267	287	302	578	279	41	38	116	4
1959	2268	249	255	967	340	85	19	83	3
1960	2138	214	208	1183	308	90	-	120	101

LADIES' CONVENIENCE.

105

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

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

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

(57/7474)

LEASE OF GOODS SHED

106

A portion of the goods shed has been leased to Mr. B. J. Timms on a monthly tenancy of 23/- per month as from 1.3.59 for the storage of superphosphate.

(E.O. 146845L)

LEASE OF LAND

107

As from 1.9.60 an area of land was leased to the Country Fire Authority for the erection of a fire station.

(E.O. 147804L)

(Contd.)

KILMANY (CONTD.)

FLASHING LIGHTS

108

Upon request from the City of Sale per the "Minister" and the Shire of Rosedale, for the provision of flashing lights, the Level Crossing Committee inspected crossings at Kilmaly (Princes Highway) 119-M 04-C., Toongabbie 108-M 65-C., Toongabbie-Cowwarr 112-M 14-C at Cowwarr 113-M 63-C (The last 3 being on the Maffra-Traralgon Road).

The Committee recommended that flashing lights were not to be provided at these locations. The Committee, however, suggested minor works to improve visibility at the crossings. The Minister and the Shire of Rosedale were informed accordingly. Subsequently the Shire of Rosedale has requested that the Commissioners reconsider their decision, and the matter is being investigated by the Level Crossing Committee.

(60/6360)

CROSSING - SERVING KILMANY PARK BOY'S HOME

109

In October 1960, the Superintendent of the Kilmaly Park Boy's Home wrote regarding the condition of the crossing serving that property.

The culvert was renewed in R.C. pipes and suitable filling provided at the crossing - the work being completed on 26.10.60.

(60/11382)

COMPLETED

110

1. 7.59 D.R. 271 - 2 power points installed.
3. 9.59 Restoration and sealing of roadway at Princes Highway Level Crossing.

ROSEDALE.

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

111

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	6971	3031	475	2959	2180	138	49	76	28
1958	6968	3047	557	2851	1839	114	77	170	10
1959	7726	3539	612	2841	2195	131	72	36	19
1960	6361	2997	706	3074	2371	48	32	152	26

LIGHTING AT STATION

112

During the period March 1957 to March 1959, requests were made by the Shire of Rosedale and the Rosedale Ratepayers and Property Owners Association that the practice of the guard of the night train extinguishing the station lights be discontinued and that either the lights be left alight or a time switch be provided. These requests were declined.

(Contd.)

ROSEDALE (Contd.)

LIGHTING AT STATION (Contd.) 112

At Fulham on tour on 14th April 1959, Councillors A.R. Jones and E.M. Crooke of the Shire of Rosedale informed the Commissioners, the Shire had arranged to attach a bracket light to the eastern end of the Rosedale station buildings connected to the town supply.

The light was attached in February 1960.

(58/5498)

WOOL LOADING MACHINE 113

The wool loading machine was forwarded to the Newport Workshops in February 1961 for overhaul and repairs and will be returned in due course.

RENEWAL OF STOCKYARDS 114

Instructions have been issued for the renewal of the Stockyards at Rosedale. It is anticipated the work will commence in October and finish in February 1962.

(W.W.7916/60)

SALE OF LAND. 115

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

(58/5770)

D.RS 3653 and 3654 116

The above D.R.'s are suffering from dampness caused by water collecting in sumps under the houses. All efforts to drain the water away have failed, and it has been recommended that the houses be lifted and the sumps filled.

The matter is under consideration.

(W.W.3487/61)

COMPLETED 117

- 2. 1.60 Connection of bracket light to Town supply.
- 19. 1.61 Alterations and renovations to D.R.266.
- 23. 1.61 D.R. (Mrs. Byo) Electric stove repaired.
- 3. 3.61 D.R. 266 - Alterations and new electric stove.
- 6. 3.61 D.R. 206 - electric work A/c. rearrangements.

(Contd.)

SECOND DAY, WEDNESDAY, 10TH MAY, 1961.

FLYNN.

No-one-in-charge 118

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage Wool			Livestock			
			Out	In	Bales	Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	1025	-	13	348	109	28	49	24	2
1958	1180	1	15	409	119	24	57	26	11
1959	484	-	25	375	80	31	6	6	-
1960	147	-	14	283	97	5	6	14	23

SANITARY CONVENIENCES. 119

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)

GOODS SHED 120

The 20' x 12' goods shed is no longer required at Flynn and arrangements are in hand to have it re-erected at Bumberrah.

(W.W.8587/60)

MAFFRA.

MR. W.J. Best. Stationmaster Class 4. 121

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage Wool			Livestock			
			Out	In	Bales	Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	122463	7439	33278	75951	613	41	243	54	24
1958	118903	7433	31974	63801	668	28	310	71	28
1959	112488	6136	30543	62302	633	58	301	56	17
1960	107435	6004	29678	59921	633	51	74	68	41

DEPUTATIONS 122

In connection with letters received from the Secretary of the Chamber of Commerce alleging discourtesy when dealing with deputations, the Secretary on the 7th September 1959 wrote as under:-

Thank you for your reply to our letter regarding deputations at Maffra.

The Chairman of Commissioners regrets he cannot recall seeing Councillor Freeman on crutches. He appreciates that Councillor Freeman may have been uncomfortable standing while others spoke, but has asked me to point out that the order in which speakers present their cases would appear to be a matter for advance mutual agreement amongst themselves rather than for the Commissioners, who are only occasionally given prior notice of deputations. On arrival at a stations, therefore, they are hardly in a position to dictate who shall speak first.

(Contd.)

MAFFRA. (Contd.)

DEPUTATIONS. (Contd.)

122

In respect of the representations on behalf of the Maffra Co-op, and Nestle's, Mr. Powell spoke first, followed by Mr. Owen. They both spoke on the same subject and, in fact, Mr. Owen's opening words were, "Our situation is identical" (with that of the Maffra Co-op). We feel that, if either had not wished the other to be present while he was speaking, he would no doubt have said so.

As previously mentioned, the Commissioners are always prepared to hear any deputation in private when so requested."

(Papers on tour.)

(59/7884)

PARCELS TRAFFIC.

123

On tour on 15th April 1959, the Commissioners were interviewed at Maffra by Mr. J. Harrod President and other members of the local Chamber of Commerce who queried the necessity to raise a surcharge on "to pay" parcels and enquired as to why all parcels could not be sent forward by the first available train.

The Commissioners explained the necessity for the surcharge and pointed out that when parcels were received too late for a passenger train they were forwarded by fast goods trains which arrive before the next passenger train. However, they promised to enquire as to why parcels sent together arrive on different trains.

Instructions provide that all parcels for the Maffra line to be despatched by the 4.53pm. and 6.5pm. 'down' eastern trains so that connection will be made at Traralgon with the 9.15pm. train to Maffra and in order to obviate complaints definite instructions have been issued that all parcels for Maffra must be cleared not later than by the 6.5pm. 'down' eastern train.

A subsequent surprise check showed that these instructions were being complied with.

(59/4111)

BEST KEPT RESIDENCE D.R.443.

124

D.R.443 occupied by Repairer G. Proctor was awarded 1st prize of £10 for the Best Kept Residence in the Eastern district in the competition for the year ended 31st December 1959.

(W.N.4/61)

RELOCATION OF STOCK TRUCKING YARDS.

125

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

(Contd.)



MAFFRA. (Contd.)

RELOCATION OF STOCK TRUCKING YARDS. (Contd.)

125

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

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

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

(55/12548)

DOUBLE BULK LOADING RACE.

126

When on tour on the 15th April, 1959 the Commissioners were requested by Mr. B. Donahoe, representing John McNamara, to provide a Double Bulk loading race.

The request was declined on the ground that traffic did not justify such an installation.

(59/3960)

MAFFRA - BRIAGOLONG.

DISMANTLING OF RAILWAY

127

Instructions have been issued for the dismantling of the Briagolong railway and to date the contractor has not yet commenced work.

(W.W.270/56)

COMPLETED.

128

- 8. 9.59. Renewal of main line, turnouts, leading to Nestle's siding and points to deck end of this siding.
- 27.10.59. Provision of telephone at rear of gate house.
- 15.12.59. D.R. 3666 - 3-plate stove installed in lieu of 2-plate.
- 12. 1.60. D.R. 3666 - Lighting in portable.
- 7. 4.60. 2 power points on pole at Coal stage.

(Contd.)

SECOND DAY, WEDNESDAY, 10TH MAY, 1961.

MAFFRA - BRIAGOLONG. (Contd.)

COMPLETED. (Contd.)

- 1. 6.60 Flood lighting at stock yards.
- 2. 8.60 D.R. 443 - Relocation of switch.  
2 power points in kitchen and washhouse.
- 23. 8.60 D.R. 441 - Electric work a/c. sewerage.
- 26.10.60 Repairs to D.R.441 including provision of sewerage.  
- Provision of 12' x 10" portable for D.R.3666.
- 9. 2.61 D.R. 3663 - electric stove replaced.
- 15. 3.61 D.R. 441 - power points in passage and lounge.
- 10. 4.61 D.R. 441 - Dux bathheater installed.  
- Removal of bridge over the back-Boisdale Road by the Shire.  
- Repairs to D.R.2828.  
- Replacoment of fence at S.M.s D.R.

TINAMBA.

Mr. E.A.C. Durrant, Asst, Stationmaster Class 5. 129

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage Wool		Balces	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	5912	1320	413	1580	315	69	190	43	21
1958	5880	1124	204	1700	306	117	170	48	5
1959	6404	1150	339	2015	367	134	152	55	21
1960	4298	1012	399	1640	269	80	57	45	19

BOUNDARY FENCE.

130

On Tour on 15th April, 1959 the Commissioners were interviewed at Tinamba by Councillor A.G. Trew and Messrs. H.A. Shield, A.J. Jessep and P. Dell, who requested that the post and rail fence on the triangular block of land opposite the public hall be improved.

The fence in question was subsequently renewed with standard post and dropper fence.

(59/3963)

D.R.432.

131

The matter of lighting of portable and power points in kitchen and wash house in D.R.432 is in course with the Chief Electrical Engineer.

(Contd.)

SECOND DAY, WEDNESDAY, 10TH MAY, 1961.

TINAMBA - HEYFIELD

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

132

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 appreciated the work done to improve the view but considered nothing short of a flashing light signal would meet requirements at the crossing and asked that the matter be reconsidered.

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

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

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

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

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

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

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

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

On 2.7.58 the Traffic Commission wrote to the Commissioners advising that the Maffra Shire Council had requested the Commission to investigate the (2) "Stop" signs which they regarded as unnecessary.

(Contd.)

SECOND DAY, WEDNESDAY, 10TH MAY, 1961.

TINAMBA - HEYFIELD. (Contd.)

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

The Secretary for Railways replied on 22.8.58 setting out the circumstances which led to the provision of the "Stop" signs and indicating that the Commissioners considered the signs in question should be retained in the interests of safety.

In April 1959 the Traffic Commission wrote to the Secretary advising that the Commission had inspected the above crossing and in its opinion there was no reason why north-bound vehicles should be required to stop at this inter-section, therefore, the Commission considered the sign should be removed.

Following investigation by the Level Crossing Committee, the Secretary wrote to the Traffic Commission as under on 23.10.59.

"With reference to your letter of 17th April (769/107/1) I desire to say that, as the result of a recent inspection, our Level Crossing Committee concurs in the opinion of your Commission that there is no need for north-bound traffic to stop before proceeding over the level crossing at Tinamba.

Arrangements have therefore been made for the removal of the "stop" sign erected on the southern approach to the crossing, but the sign on the northern approach will be retained."

The sign on the south side was removed on 23.11.59.

(58/7090)  
(54/6748)

COMPLETED.

133

- 11. 2.59 Renewal of crossing work at down end.
- Repairs to floor of D.R.432.
- Provision of portable at D.R.432.

HEYFIELD

Mr. J. Crough, Stationmaster, Class 6.

134

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
1957	70963	7892	24702	6142	359	77	320	55	92
1958	75282	7219	27019	4201	360	64	360	87	80
1959	72438	5496	24791	4346	451	75	478	56	45
1960	65841	5239	23182	5291	530	60	126	73	58

D.R.4106.

135

The matter of faulty stove in D.R.4106 is in course with the Chief Electrical Engineer.

(Contd.)

HEYFIELD (Contd.)

CONDITION OF LEVEL CROSSING AT 120-M 19-C.

136

On 1st June 1960, the Heyfield and District Progress Association requested that steps be taken to improve the road surface at the level crossing west of Heyfield at 120-M 19-C.

Arrangements were made for the local Shire to carry out the necessary repairs to the road surfaces at the expense of this Department and the Progress Association was informed accordingly.

The work was completed on 13.10.60.

(60/5770)

COMPLETED.

137

- 13. 5.59. Sheep race renewed.
- 7. 4.60. Recreation Hut - power points installed.
- 7. 4.60. E.L. Supply to W.S. Cars.
- 13. 5.60. Dual purpose transport ramp provided.
- 25. 8.60. D.R. 433 - power points in kitchen and washhouse.
- 25. 8.60. D.R. 433 - Dux bathheater installed.
- 30. 9.60. Electric wiring of D.R.433 repaired to standard required by S.E.C.

COWWARR.

138

Mr. B.W. Alfermann. Station Asst./Employed as Asst. Stationmaster, Class 5.  
 Mr. E.J. Stevenson. " " " " " " " "

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage Wool		Livestock				
			Out	In	Bales	Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	4500	1459	971	791	371	41	30	15	22
1958	5286	1311	1277	886	447	45	25	47	9
1959	4794	1062	1170	829	650	46	23	9	9
1960	2881	1092	571	880	583	40	-	30	6

WIDENING OF ROADWAY.

139

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

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

(Contd.)

SECOND DAY, WEDNESDAY, 10TH MAY, 1961.

COWWARR. (Contd.)

WIDENING OF ROADWAY. (Contd.)

After inspection of the area on tour in April 1959, it was agreed no action be taken with regard to widening of the roadway.

(56/2041)

LEVEL CROSSINGS - TRARALGON-MAFFRA LINE.

140

The Shire of Rosedale on 22nd January 1959, requested this department to carry out improvements to the crossings on the Traralgon-Maffra line at Cowwarr, Toongabbie and Glengarry.

The road surface at each location was sealed following reconditioning of the track and on 3.4.59 the Chief Civil Engineer reported that the condition of the crossings was then considered satisfactory.

(59/931)

FLASHING LIGHTS.

141

Upon requests from the City of Sale per the Hon. the "Minister" and the Shire of Rosedale, for the provision of flashing lights, the Level Crossing Committee inspected crossings at Kilmany (Princes Highway) 119-M 04-C., Toongabbie 108-M 65-C., Toongabbie-Cowwarr 112-M 14-C and at Cowwarr 113-M 63-C (The last 3 being on the Maffra-Traralgon Road).

The Committee recommended that flashing lights were not to be provided at these locations. The Committee, however, suggested minor works to improve visibility at the crossings. The Minister and the Shire of Rosedale were informed accordingly. Subsequently the Shire of Rosedale has requested that the Commissioners reconsider their decision, and the matter is being investigated by the Level Crossing Committee.

(60/6360)

COMPLETED.

142

30. 3.60 Provision of additional 600-gallon tank at D.R.4108.

28. 8.60 Electricity supply to W.S. Cars.

TOONGABBIE.

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

143

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
1957	1694	1110	149	427	374	28	19	2	-
1958	1103	954	131	513	437	12	6	3	8
1959	1005	877	73	522	377	7	3	6	6
1960	1057	919	187	437	415	4	1	5	1

(Contd.)

TOONGABBIE.

FLASHING LIGHTS.

144

Upon request from the City of Sale per the "Minister" and the Shire of Rosedale, for the provision of flashing lights, the Level Crossing Committee inspected crossings at Kilmany ( Princes Highway) 119-M 04-C., Toongabbie 108-M 65-C., Toongabbie-Cowwarr 112-M 14-C at Cowwarr 113-M 63-C (The last 3 being on the Maffra-Traralgon Road).

The Committee recommended that flashing lights were not to be provided at these locations. The Committee, however, suggested minor works to improve visibility at the crossings. The Minister and the Shire of Rosedale were informed accordingly. Subsequently the Shire of Rosedale has requested that the Commissioners reconsider their decision, and the matter is being investigated by the Level Crossing Committee.

(60/6360)

COMPLETED.

145

17. 9.59 Renewal of main line turnouts at 108M 40C 79L and 108M 60C 40L and relaying No.1 Road.

GLENGARRY.

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

146

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep	Cattle	Sheep	Cattle
1957	6002	1255	903	3147	224	37	137	25	33
1958	4916	1326	689	2259	297	29	138	36	20
1959	4320	1373	730	2299	268	30	77	20	5
1960	2928	1647	674	2310	232	6	13	24	5

LEVEL CROSSINGS - TRARALGON-MAFFRA LINE.

147

The Shire of Rosedale on 22nd January 1959, requested this department to carry out improvements to the crossings on the Traralgon-Maffra line at Cowwarr, Toongabbie and Glengarry.

The road surface at each location was sealed following reconditioning of the track and on 3.4.59 the Chief Civil Engineer reported that the condition of the crossings was then considered satisfactory.

(59/931)

RETICULATED WATER SUPPLY

148

(a) D.R. 2744

Instructions have been issued for this departmental residence to be connected to the Glengarry Waterworks Trusts reticulation.

(Contd.)

SECOND DAY, WEDNESDAY, 10TH MAY, 1961.

GLENGARRY. (Contd.)

RETICULATED WATER SUPPLY (Contd.)

148

(b) STOCK YARDS & STATION

The matter of connecting the station and stock yards to the abovementioned water supply is under consideration.

(W.W.04416/61)

LEASE OF LAND AS RESIDENTIAL SITES.

149

The Commissioners were interviewed on tour on 15th April 1959 at Glengarry by Councillor F.E. King of the Shire of Rosedale who requested that surplus railway land at Glengarry be leased as residential sites.

The Commissioners pointed out that it was against their general policy to lease railway land for residential purposes and they could not see their way clear to make land available at Glengarry for housing, except at commercial rentals.

Enquiry was also made as to whether the Department proposed to provide a new fence along the railway boundary at Glengarry.

Councillor King was informed that where fences were required by the Department they would be provided to a standard, suitable for railway purposes.

(59/4022)

EROSION

150

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 referred to a borrow pit close to the railway boundary fence.

Erosion in the direction of the road was occurring and arrangements were made to erect a spall wall which would overcome the trouble.

(56/9964)

TRARALGON

Mr. V.J. Gaywood, Stationmaster Class 2. (On Trial)

151

Rolling Stock Branch. Mr. D.J. Sullivan. Depot. Foreman.  
Staff 75. Engines 8.

Year Ended 30th June	Total Revenue £	Outward Passenger Journcoys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	48946	35995	7487	24373	1185	147	126	76	41
1958	42987	32714	5092	23579	1244	143	169	67	34
1959	42898	33928	5171	26137	1126	125	100	65	15
1960	38732	29593	4064	30480	1098	93	46	78	20

(Contd.)



TRARALGON. (Contd.)

FIRES IN WAITING ROOM.

152.

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

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

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

(57/6407)

SUBWAY INSTEAD OF FOOTBRIDGE.

153

In June 1955 the South Side Progressive Association made representations por 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 was roughly estimated at £20,000 and as the existing footbridge could 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 was borne by other than railway funds.

(55/6668)

VEHICULAR SUBWAY.

154

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

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

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

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

(55/10913)  
/15251

(Contd.)

TRARALGON.

RE-ARRANGEMENT OF OFFICES

155

Instructions have been issued for the re-arrangement of the offices at Traralgon. The work will be commenced when staff become available.

(60/1877)

HEATING FOR OFFICES.

156

A request for the provision of five (5) radiators consequent upon the re-designing and partitioning of the office has been referred to the Amenities Committee for consideration.

EARTH RETURN CIRCUITS.

157

Instructions have been issued for the replacement of earth return circuits, with metallic circuits, between Traralgon - Glenzarry - Cowwarr and Traralgon - Rosedale.

The work is in progress.

(W.W.8606/59)

IMPROVEMENTS FOR HANDLING AND MARSHALLING OF TRAINS.

158

On 4.1.60, the Commissioners minuted the file as under:-

It is the Commissioners' desire that to further improve the marshalling and handling of trains at Traralgon during the months of February to May, <sup>when</sup> superphosphate and live stock traffic are at their peak, the area adjacent to the Maffra line on the 'down' side of the Traralgon Creek be levelled and the surface made good for walking.

Lighting shall also be provided in this area to enable brake tests of either 'up' trains or 'down' Maffra line trains to be conducted and so release a road earlier than can be done at present.

The lighting was installed on 17.6.60 and the balance of the work completed on 16.9.60.

(60/1)

V.R.I. BILLIARD ROOM.

158A

The Commissioners have approved of the provision of an "H.D." type. Warmray heater in the billiard room at an estimated cost of £40 chargeable to the department.

(60/4219)

GRADE SEPARATION AT LIDDIARD'S ROAD

159

The Shire of Traralgon, through the Honorable Sir Herbert Hyland, has made representation for the provision of grade separation at Liddiard's Road, Traralgon. The Level Crossing Committee recommended that there are many other crossings throughout the State, which have a greater priority and should the project be undertaken before these crossings the cost should be borne by other than the Level Crossings Fund, the Country Roads Board and Railway Funds.

(Contd.)

TRARALGON (Contd.)

GRADE SEPARATION AT LIDDIARD'S ROAD. (Contd.)

159

A very rough estimate for the provision of grade separation is \$41,000. Upon notification of this the Shire has requested the Department supply a copy of the plans for their consideration.

(Papers on Tour)

(60/4450)

FLASHING LIGHTS.

160

On 13th July 1960, the Secretary for the Shire of Traralgon wrote to the Honourable the Minister of Transport requesting that warning devices be established on level crossings at Traralgon, Kilmany and the Sale-Maffra road.

The Level Crossing Committee inspected these crossings and on 23.9.60, the Honourable the Minister for Transport was informed that the Committee had recommended that flashing lights be installed at the level crossing on the Princes Highway at Traralgon, 98-M 65-C 62-L, but it is of the opinion that the other two crossings, the conditions are not such as to warrant the provision of a mechanical warning device.

A further letter dated 10.3.61 was received from the Secretary of the Shire of Traralgon, requesting that flashing lights be installed at the level crossing on the Princes Highway at Traralgon immediately, approval for which was advised in letter of 4th October last from the Honourable the Minister for Transport.

On 11th April 1961 the Secretary for Railways replied as follows:-

"It is expected that a contract for the work of installing flashing lights at the Princes Highway level crossing Traralgon will be let early next month.

The installation should be completed in October, 1961.

This position still obtains.

(60/7320)

VISIBILITY OF APPROACHES TO OLD TRUCKING YARDS.

161

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 old 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 on 16.8.57 that it was not proposed to repaint the bridge at that stage.

(57/5460)

(Contd.)

TRARALGON.

UNDERLINE BRIDGE - TRARALGON CREEK.

162

On 10th July 1959, Mr. T.H. Furlonger, Managing Director of Latrobe Valley Bus Lines wrote to the Secretary drawing attention that the level of the existing bridge at the east end of the Traralgon yard precluded the passage of the latest type of buses used by his firm beneath the bridge. The new buses are overall higher than the old buses, mainly because of the use of under floor engines.

He stated it was understood plans were being prepared for the replacement of the bridge in question with a new structure and as the bridge spans the road leading to the Recreation Reserve and the High School, requested that consideration to the factor mentioned, be taken into account in the new bridge design.

Mr. Furlonger was subsequently interviewed and informed that in the event of the Traralgon Creek being re-constructed at an early date, present clearance will not be reduced and if possible without additional expenditure more clearance will be provided.

The papers have been filed.

(59/7649)

V.R.I. BOWLING GREEN SITE.

163

On 1.9.53 the Secretary for Railways advised the Victorian Railways Institute the Commissioners were prepared to grant the Institute permissive occupancy of land 130' x 100' for bowling green purposes on the down side of the V.R.I. buildings, provided it constructed 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)

ABOLITION OF SEWERAGE TREATMENT PLANT.

164

Approval has been granted for the abolition of the Traralgon Sewerage treatment works, and for connection to the Traralgon Sewerage Authority's mains at an estimated cost of £8000 by contract. The plan is at present being amended to clear an obstruction and tenders should be called shortly.

(60/6200)

SEWER PIPE UNDER LINE.

165

On 16th February, 1961, Candy, Scott & Furphy, Consulting Engineers, wrote to this Department on behalf of the Traralgon Sewerage Authority requesting permission to construct a 12" diameter sewer under the railway at 96M. 26C. 50L. as originally proposed in letter of 25th May, 1960.

(Contd.)

TRARALGON. (Contd.)

SEWER PIPE UNDER LINE (Contd.)

165

The Department advised the Sewerage Authority, in letter dated 21st March, 1961, that there was no objection to the proposal provided the Authority agreed to carry out the work in accordance with the conditions as specified in letter of 26th July, 1960, and to construct the manhole in the railway reserve on the north side of the track and at a fixed location of 10'0" from the railway boundary fence.

The Authority advised on 18th April, 1961 that it agreed to comply with the condition as specified, and the matter is in course.

(60/5477)

SEALING OF OBSORNE STREET.

166

On 1st March, 1961 the Traralgon Shire sought approval to complete at the cost of the railway department, the sealing of Osborne Street and the construction of a footpath on the west side of the Street.

Under date of 12th April, 1961 the Secretary wrote to the Shire Engineer, Traralgon as under:-

"With reference to your letter of 18th March, I desire to say that the Commissioners are agreeable to bear the further cost, estimated at £715, which will be incurred in placing a final seal on the road surface and constructing a footpath on the west side of Osborne Street, Traralgon.

This approval is granted subject to your Council agreeing to have the street declared a public Highway.

(61/2291)

SALE OF LAND:

167

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

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

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

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

Nothing further has been heard from the Shire.

(58/6559)

(Contd.)

VISIT TO SALE BY VICTORIAN RAILWAYS COMMISSIONERS.

TUESDAY, 9th. MAY 1961.

MATTERS REFERRED TO BY SALE CITY COUNCIL.

1. COMFORT STATION.

The Council desires to express its appreciation to the Commissioners for their action in agreeing to provide sufficient land in Cunninghame Street, to permit the erection thereon of an up-to-date comfort station, - the working plans for which are now in course of preparation.

2. CATTLE MARKET.

Reference is made to the lease, dated 20th. March, 1961, between the Commissioners and the Council, of railway land at the rear of the cattle market for holding yards and car park purposes. Ref. No. 146256.

Would the Commissioners agree to the land delineated and coloured red on the agreement being subdivided into sheep pens. At present the land in question is being used as a holding yard.

The subdivision of the area into sheep pens would necessitate the expenditure of more money by the Council; and it is suggested that, if the Commissioners agree to the proposal now put, the present lease be extended for a longer term or an indication could be given that - on expiry - the lease would be renewed for a longer period.

3. DEVELOPMENT OF RAYMOND STREET FRONTAGE.

It is suggested that the Raymond Street frontage of railway land could, with advantage, be made available for business premises. This would not only enhance the appearance of Raymond Street in the locality but it would also increase the business potential of the city.

The municipality is extending its underground drainage system to a point opposite railway land in Raymond Street - this work will commence next week.

If the Commissioners could give an early indication that they propose to make sites available for business premises in Raymond Street, arrangements can be made now to permit a side line to be constructed from the underground drain to a point on the building line of railway property to ultimately take storm water from premises erected thereon.

oOo

MATTERS RAISED AT A RECENT MEETING OF THE SALE CHAMBER OF COMMERCE.

MELBOURNE - SALE - BAIRNSDALE PASSENGER SERVICE.

- A. It is suggested that the public address system at Flinders Street could be more effectively used to advise passengers travelling to Bairnsdale that a bus service is in operation from Sale on evenings when passenger trains terminate at Sale. Instances have occurred when passengers have had to ask how they can proceed to Bairnsdale from Sale.  
The public address system at Sale can also be used, with effect, in this connection.
- B. Reference was made to the fact that passengers to Berwick take up seats on evening trains from Flinders Street which should be available for passengers travelling further east. It is felt that Berwick passengers are well catered for apart from the evening train to Sale and/or Bairnsdale. Can this be overcome? One simple solution could be a "non stop" run through Berwick.
- C. It is felt that the Commissioners are constantly reviewing the schedules of passenger services, and it is asked if the morning services to Melbourne could be speeded up or so arranged to permit of an earlier time of arrival in the metropolis.
- D. The Commissioners will, no doubt, be pleased to learn that at the Chamber meeting complimentary reference was made to a very prompt delivery of goods urgently required in Sale and arranged by telephone to Flinders Street.

oOo

TRARALGON. (Contd.)

BUSINESS SITE.

168

The request of L.G. Bell and Sons for lease of land between the western subway and the Shell Service station is under consideration.

(150039L)

UNLOADING SITE FOR R.A.SCHOER PTY.LTD.

169

A request from the firm of R.A. Schoer Pty.Ltd., contractors for carriage of gypsum, coke, etc., from the rail sidings to Gippsland Cement Co., be given an unloading site on the area previously occupied by the old stock yards is under consideration.

(17/953/3)

FUEL STORAGE SITE.

170

The matter of providing a fuel storage site for Mr. J. Scott between the old stock yards and the entrance gate is under consideration.

(17/953/4)

COMPLETED.

171

- 24. 6.59 Extension of wiring over Sale and Maffra lines by an additional 1400 feet.
- 26. 6.59 Provision of new conveniences in goods yard and new goods office.
- 13. 8.59 Provision of window blinds at engine and goods shed offices.
- 16. 9.59 Reconditioning of signalbox.  
Construction of new sand house.
- 13.10.59 Provision of 12' x 10' portable at D.R.3271.
- 17.10.59 Lighting in Sand house.
- 10.11.59 Re-location of trucking yards and provision of siding facilities at 98½ miles.
- 5.12.59 D.R.2474 - Dux bathheater installed.
- 9. 1.60 D.R.4057 - Lighting of portable.
- 9. 1.60 D.R.3271 - Lighting of portable.
- 19. 1.60 Sealing of station yard by C.R.B.
- 16. 3.60 Provision of 12' x 10' portable for D.R.4057.
- 16. 3.60 Re-location of pig shelters and troughs.
- 24. 3.60 D.R.2474 - 3 power points in lounge, kitchen and washhouse.
- 31. 3.60 Public Address system connected.

(Contd.)

TRARALGON. (Contd.)

COMPLETED. (Contd.)

171

2. 4.60 Loco. area illuminated.
24. 5.60 D.R. 258 - Power point in lounge.
28. 5.60 Light on footbridge.
1. 6.60 Alterations and additions to Station buildings.
16. 6.60 3-phase <sup>EA</sup> supply for unloading turpentine.
17. 6.60 Lighting in Marshalling Yard.
17. 6.60 Levelling of area near down side of Traralgon Creek on Maffra line.
23. 9.60 Supply to alternative diesel fuel point.
23. 9.60 Supply to W.S. Cars.
- 4.10.60 Strip of concrete to facilitate handling of loaded trollies.
- 16.11.60 Supply for control equipment cabin.
- 12.12.60 Re-arrangement of track work and facilities at locomotive depot.
- 23.12.60 Telephone communication between platform and stock yards.
22. 2.61 Provision of overhead bridge over the main Gippsland railway to allow access from Princes Highway to the new Traralgon Mental Hospital at a cost of £3353-9-9, which was borne by the Mental Hygiene Authority and the Latrobe Development Advisory Committee.
22. 3.61 Power point for switchboard.
24. 3.61 Provision of power point and lead light for checking of goods in louvre vans.
6. 4.61 Re-grading and improvement to view at Maffra crossing east of Traralgon.
- Improvements to Melbourne - Traralgon telephone circuits.
- Re-arrangement of trackwork and facilities at Loco.
- Provision of cross-over between Sale and Maffra lines at down end.
- Sewerage at D.R.s and other minor repairs.
- Drainage of pre cut houses.

(Contd.)



SECOND DAY, WEDNESDAY, 10TH MAY, 1961.

MARYVALE.

(Supervised by Morwell)

172

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage Wool		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	276304	-	107810	151482	-	-	-	-	-
1958	278366	-	112618	180170	-	-	-	-	-
1959	301692	-	120037	192639	-	-	-	-	-
1960	334599	-	133091	184247	-	-	-	-	-

MORWELL BRIQUETTE SIDING.

Mr. I. A. F. Foenander, Asst. Stationmaster Class 5. 173  
 Mr. D. I. McTaggart, " " " 5.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage Wool		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	-	-	-	-	-	-	-	-	-
1958	-	-	-	-	-	-	-	-	-
1959	-	-	-	-	-	-	-	-	-
1960	511874	-	277689	-	-	-	-	-	-

NEW S.E.C. SIDINGS.

174

The Commissioners approved of the following names for the new S.E.C. SIDINGS.

<u>Siding</u>	<u>Name</u>
Serving the new briquette factory.	"Morwell Briquette Siding"
Serving the Hazelwood Power station.	"Hazelwood Siding".
Branch sidings leading to the stores and workshops area.	"Morwell Briquette Siding - Stores and Werks Branch".
Branch siding leading to the Cement Store.	"Morwell Briquette Siding - Cement Store Branch".

(Sec's 59/10059)

TELEPHONE

175

A direct telephone line has been provided between the Morwell Briquette siding and the Morwell station office with switching facilities to permit of it being connected at Morwell to the Melbourne trunk line.

(Contd.)

SECOND DAY, WEDNESDAY, 10TH MAY, 1961.

MORWELL BRIQUETTE SIDING. (Contd.)

ELECTRIC FAN.

176

Request from the staff installation of an electric fan in office used by railway staff was referred to the Amenities Committee for consideration on 9.2.61.

(16/653/47)

TOILET FACILITIES.

177

A request by the A.R.U. for the provisions of toilet facilities in the vicinity of the running road has been declined on the grounds that there are two toilet blocks not far distant - one at the departmental office and the other at the S.E.C. building which are adequate for requirements.

(16/653/45)

S.E.C. SIDINGS.

178

The staff engaged on shunting at Morwell have directed attention to difficulty in reading the proper colour light aspect of hand lamps in the State Electricity Commission Sidings at Morwell. The Powerful sodium lights often give the hand lamp colour misleading appearance.

Subsequent investigation revealed that providing all normal precautions were undertaken, no difficulty could be experienced in understanding the colour indication.

(60/8759)

HAZELWOOD SIDING.

179.

The east siding has been completed and the siding to the powerhouse has been laid to the main access road. Further progress will depend on State Electricity Commission carrying out foundations for drains and paved areas.

Expected completion date July 1961.

(W.W.11592/60)

MORWELL.

Mr. D.C. Ross, Stationmaster, Class 2.

180

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Sheep	Cattle	Sheep	Cattle
1957	42507	39865	3954	79116	324	18	73	113	54
1958	38402	38606	2494	150800	388	22	139	142	57
1959	37460	37055	2574	148752	288	14	92	69	18
1960	38072	34528	2681	98576	362	23	20	163	31

(Contd.)

SECOND DAY, WEDNESDAY, 10TH MAY, 1961.

MORWELL (Contd.)

PARCELS OFFICE ACCOMMODATION AND CART DOCK

181

A deputation comprising representatives of the Shire of Morwell and the Local Chamber of Commerce waited on the Commissioners at Morwell on tour on 15th April 1959 and complained that the accommodation in the parcels office was inadequate and difficulty was experienced in conveying parcels from the parcels office to waiting vehicles, owing to the steepness of the approach to the station entrance.

The Commissioners inspected the parcels facilities and it was decided that a cart dock be provided on the 'down' side of the station entrance to facilitate the delivery of parcels and that the parcels office should be extended by an inexpensive alteration to the station building at the eastern end.

The parcels office accommodation was increased and a cart dock provided and the Shire Secretary was so informed by the Secretary for Railways on 11th August 1959.

(59/4112)

NEW STATION BUILDINGS.

182

At Morwell on tour on 15th April 1959, representations were made to the Commissioners by Councillor, A. Ronald of the Shire of Morwell and Messrs. H.S. Lazarus and J.C. Bush of the Morwell Chamber of Commerce that -

(1) the morning train to, and the evening train from Melbourne be brought up to the standard of the "Gippslander".

The deputation was informed that new air conditioned cars as they became available, would be placed in service on other important long distance runs on which such cars were not yet in use.

(2) new station buildings be provided at Morwell as present premises are antiquated and too small for the present and future traffic.

The Commissioners stated new buildings were to be erected and it was hoped the work would be commenced towards the end of the year.

(3) approach on passenger side be improved. It was stated that the gravel surface will not stand up to the heavy traffic using it.

It was pointed out that the approach is used by more cars of people patronising the nearby hotel than by railway patrons, but the question of improving the roadway would be dealt with at the same time as the new station buildings is under construction.

On 9th August Mr. R.W. May, M.L.C. wrote to the Secretary asking if the prospects of rebuilding the station were any nearer to fruition than they were 12 months ago. The Acting Chief Civil Engineer on 29.8.60 minuted the file to the effect that provision had been made in the 1960/61 Loan Allotment for the re-construction of the Morwell station buildings and it was anticipated that the work would commence late in the financial year and Mr. May was so informed on 2nd September 1960.

(Plan with C.C.E.)

(59/4168)  
(W.W.10581/59)

(CONTD.)

MORWELL.

REPAIRS TO 8 TON ELECTRIC DERRICK CRANE:

183

This work is in hand.

(WW.16684/60.)

HANDRAILS ON SUBWAY RAMPS.

184

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

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

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

No reply has been received from the Shire of Morwell.

(55/7878)

RELOCATION OF STOCK TRUCKING YARDS.

185

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".

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

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

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

(55/11028)

(Contd.)

MORWELL (Contd.)

SEWERAGE OF GOODS SHED.

186

Instructions have been issued for the sewerage of the goods shed at Morwell.

The work is in progress.

(W.W.5107/61)

SEWERAGE OF D.R. 3917

187

Instructions have been issued for the connection of D.R.3917 to the local sewerage system.

Waiting on materials.

PURCHASE OF 3 NO. RESIDENTIAL SITES.

188

2 No. residences have been erected and additional land is being sought for residences to be relocated from Hornes Oak.

(W.W.10582/59)  
(E.O.59/919 )

PURCHASE OF LAND.

189

Arrangements are being made for the purchase of land to accommodate 5 No. departmental residences which are to be relocated from Hornes Oak, by contract.

(W.W.4671/60)

LEASE OF LAND.

190

An application from Messrs. G.P. & K.W. Billingsley the lessees of business allotment No.11 to lease portion of the land between allotment No.2 and the subway was declined as the area was not considered suitable for the erection of a building on account of the acute slope of the ground.

(E.O.147641L)  
(E.O.123987L)

LEASE OF LAND.

191

Negotiations are in course with the Estate Officer for the leasing as a service station and an un-restricted car parking area, that portion of railway land between the stock yards and the departmental car park opposite the Latrobe Valley Hotel.

(E.O.)

LEASE OF RAILWAY LAND.

192

Shop sites to subway frontage will not be leased until new station buildings are completed.

(58/4335)  
(57/1025)

(Contd.)

MORWELL. (Contd.)

ELECTRICAL BRANCH - ITEMS PENDING.

193

- D.R. 2313 - Lighting.
- D.R. 2315 - Lighting.
- D.R. 3439 - Defective stove.

COMPLETED.

194

- 1. 5.59 D.R. 2421 - 2 power points in kitchen and washhouse.
  - 13. 7.59 Alterations to station wiring.
  - 5. 9.59 3 radiators in S.M.'s, booking and parcels offices.
  - 20.12.59 D.R. 3381 - lighting in portable.
  - 2. 3.60 Provision of water mains at 89-M 23-C 50-L and 89-M 29-C 50-L.
  - 28. 3.60 D.R. 3380 - electric stove installed.
  - 4. 4.60 Power point for radiators in Goods Office.
  - 4. 4.60 Installation of electric lighting in Shedman's Office.
  - 11. 4.60 Provision of electric radiator in goods office to replace kerosene heater.
  - 25. 6.60 D.R. 3433 - Lighting in portable.
  - 13. 9.60 Kettle and grill in Train Examiners Cabin.
  - 17. 9.60 Minor alterations to provide for parcels counter and wire grille.
  - 21. 9.60 Provision of door closers on both doors of goods shed.
  - 1.10.60 D.R.3433 - Relocation of power point in kitchen.
  - 1.10.60 D.R.3433 - 3-plate stove in lieu of 2-plate.
  - Nov.1960 56-lbs scales replaced by scales of 112-lbs. capacity.
  - 13.12.60 D.R.3411 - 3-plate electric stove in lieu of 2-plate.
  - 3. 3.61 Purchase of 3 No. building blocks.
  - 4. 4.61 D.R. 2315 - Connected Dux bathheater.
- Additional accommodation for D.R.3381.
- Transfer of S.W.C. dreds from Yallourn to Morwell.
- Provision of party line to connect Briquette Sidings and Morwell and selector telephone in office at sidings.

(Contd.)

MORWELL (Contd.)

COMPLETED. (Contd.)

194

Connection of station - Brigette siding phone, to Mirboo North line phone.

Renewal of 6 ton crane.

Provision of telephone between Gas and Fuel Corp. siding and the station.

Construction of bridge at 87M 20C by C.R.B. provision of extension to postal telephone in goods office.

Connection of goods office to Traralgon - Warragul, station to station line.

YALLOURN.

195

Mr. F.A.H. Scarl, Stationmaster, Class 2, On Annual Leave. Relieved by Mr. L.E. Bailey. (Relva. S.M.)

Rolling Stock Branch, Driver-in-Charge. B. Mangan.

Staff 17. 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
1957	2,736,808	4982	1,899,429	15449	-	-	-	5	-
1958	2,656,629	544	1,896,138	15288	-	1	1	1	1
1959	2,346,568	3173	1,689,385	20243	-	-	2	-	-
1960	2,282,459	934	1,547,472	20911	-	-	-	-	-

NEW STATION.

196

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

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

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

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

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

(Contd.)

YALLOURN (CONTD.)

NEW STATION. (Contd.)

196

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 passengers facilities are not required, the papers were filed.

(54/2565)

RETENTION OF OLD PARCELS OFFICE.

197

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.

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

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

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

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

(54/13755)

DETACHING OF ENGINES AT HOME SIGNAL.

198

At an interview with the Staff Board on 13.1.60, representatives of the Australian Railways Union requested that the practice of detaching engines of 'down' trains at the home signal on post No. 3 at Yallourn be discontinued.

The representatives stated it had become the practice to stop trains at the home signal to release a train engine immediately for attachment to an 'up' train and to haul the incoming train into the yard with a pilot engine.

Guards were averse to this practice because it involved an unnecessary stop with a long train, with severe jolting and the risk of injury and the move was made without the knowledge of the Guard with the possibility of the train being left improperly secured after the engine had been detached.

(Contd.)



YALLOURN (contd.)

DETACHING OF ENGINES AT HOME SIGNAL (contd.)

198

In any case, it was contended that nothing was gained by the movement, because the Guard was not available to transfer to the 'up' train until the 'down' train had been placed in the yard.

Investigation was made by the Chief Traffic Manager, who on 10.2.60 minuted the file as under:-

"The arrangement applies only to trains conveying empty wagons for placement at the brown coal mine and obviates bringing the train into the Yallourn yard, changing locomotives then pushing the train load of empties back on to the main line for transfer to the coal mine.

It is considered the existing arrangement is a satisfactory one and it is not intended to vary the method of operation.

However, instructions have been issued for the guards of trains which will be so dealt with on arrival at Yallourn to be accordingly informed on departure from Moe".

The Union was so informed and papers have been filed.

(60/759)

LIGHTING OF PIT ROAD.

199

Representations by the A.R.U. in June 1960 for two additional lights at an estimated cost of £79 to be provided on the 'pit' road were declined because of the falling off in traffic and an engine being required to work in the area from approximately 9.30a.m. to 3.0pm. only.

(16/1032/17)

WIDENING BRIDGE AT SOUTH END ROAD 87-M 26-C 22-L.

200.

The Commissioners have granted permission to the State Electricity Commission to widen and extend the road bridge over the railway track at 87-M 26-C 22-L.

The cost of supervision by this Department which is estimated to be £100 is to be borne by the Commission, who have also agreed to bear the actual cost incurred by this Department from time to time in maintaining the bridge extension (this places the maintenance of the bridge extension on the same basis as the maintenance by this Department of facilities generally throughout the Yallourn area).

The matter is in course.

(61/145)

COMPLETED.

201

1. 6.59 D.R. 2736 - power point in washhouse.
7. 8.59 D.R. 2736 - 3 power points installed.
19. 9.60 D.R. 2796 - Rewired to S.E.C. Rules.
7. 9.60 Improved office lighting.

MOE

Mr. J.H. Fraser. Stationmaster Class 4.

202.

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
1957	56865	64614	6919	16913	89	-	-	108	7
1958	54604	61262	7465	14233	58	-	-	134	6
1959	55600	60940	9079	14922	57	-	1	119	27
1960	50915	50022	8710	16849	189	9	5	33	43

OBSTRUCTION NEAR EXIT GATE

203.

When at Moe on tour on 15th April 1959, a deputation of local residents complained that the guard rail round the overhead mast alongside the exit gate caused an obstruction to passengers leaving the station platform and suggested that the obstruction be removed and an additional exit provided.

An inspection indicated the complaint was justified and boxing to a height of four feet from the concrete base has been provided around the mast.

(Papers On Tour)

(59/3968)

SCALES - PARCELS OFFICE

204.

Arrangements are in hand to provide 112-lb scales to replace the existing 56-lb scales in the parcels office.

(17/638/3)

ELECTRIC URN

205.

Arrangements are in hand to remove the electric urn from the parcels office to the guard's room.

(16/46/50)

SIGNAL POST No. 17

206.

The Rolling Stock Branch has complained about the view to Signal Post No. 17 and the matter will be rectified with the yard re-arrangements.

(W.W.17179/59)

WATER SUPPLY TO STOCK YARDS

207.

Following investigation, it was considered there was insufficient justification for the Trust's water supply to be connected to the stock yards.

(W.W.08765/55)

LOWERING OF YARD

208.

In answer to question to be raised in the Legislative Assembly as to whether the Government had given consideration to the lowering of the railway line through the township of Moe to bring it to the same level as the lines to the east and west of the town the Chairman advised the Honorable the Minister on 6.11.59, that no consideration had been given to the lowering of the Moe railway yard.

(59/12035)

THIRD DAY, THURSDAY 11th MAY, 1961.

MOE (CONTD.)

CO-ORDINATED TAXI TRUCK DELIVERY SERVICE

209.

On 4th August 1959 Mr. F. L. Paynter "Moe Taxi Trux" wrote to the Secretary enquiring as to the possibility of a co-ordinated taxi truck delivery service being operated by himself from the Moe railway station.

Under date of 30.9.59 the Chief Traffic Manager minuted the file as under:-

"Since writing to the Department Mr. Paynter has fully investigated the subject with the assistance of our officers. He indicated to a Traffic Inspector on 18th instant that he had come to the conclusion that the service would not result in any additional business for him and does not desire any further action to be taken".

The papers have been filed.

(59/8586)

FURNITURE TRAFFIC

210.

At Moe on tour on 15th April 1959 the Commissioners were met by Councillor H.G. Stoddart of the Borough of Moe and Messrs. B. Riley and G. Bogue of the local Chamber of Commerce, who stated that a large amount of damage is being experienced in connexion with consignments of furniture from Melbourne, and suggested that despatches be arranged on one or two days a week only, and that a louvre truck be used.

The Commissioners pointed out that a similar request had been made at another station, but the furniture manufacturers would not fall into line. However, if the Moe traders could make arrangements with the furniture Manufacturers, they would be glad to carry it in truck loads, but they could not see their way, as suggested by members of the deputation, to hold furniture at Melbourne Goods until the loading day.

(59/4169)

D.R. 3282.

211.

The matter of providing a 3-plate instead of a 2-plate electric stove in D.R. 3282 is in course with the Chief Electrical Engineer.

SEWERAGE OF 17 NO. D.R.'S.

Instructions have been issued for the connection of 17 No. D.R.'s at Moe to the local sewerage system. If staff cannot be made available locally consideration will be given to proceeding by Contract.

(W.W.5503/60).

DRAINAGE NEAR WATERLOO ROAD

212.

On 28th June 1960, the Town Clerk, Borough of Moe, advised the Secretary of the obstruction of a drain on railway land near Waterloo Road and damage to an entrance pit due to the laying of a coaxial cable by the Postal Department.

In reply the Secretary on 22nd September 1960 wrote as under.

"With reference to your letter of 28th June (559/60/FB:BD) I desire to say that the damage to the entrance pit of the drain on railway land near Waterloo Road, Moe has been made good.

(Continued)

THIRD DAY, THURSDAY 11th MAY, 1961.

MOE. (CONTD.)

DRAINAGE NEAR WATERLOO ROAD (CONTD.)

212.

The necessary instructions have also been issued for the cleaning out of the two culverts in the vicinity and when this has been done, the position should be satisfactory".

(60/6784)

BOUNDARY FENCING OVERHEAD BRIDGE APPROACH

213.

On 10th July 1959 the Borough of Moe drew attention to the condition of the railway boundary fence from George Street to the Princes Highway overhead bridge and requested that consideration be given the erecting of a cyclone fence or something that would be presentable.

In September the Chief Civil Engineer informed the Council that this Department was under no obligation to erect or maintain a fence in the position referred to, but it would be prepared to erect a new fence provided the council was prepared to provide some kind of protection on the roadway to prevent road traffic from coming into contact with and damaging the fence.

The Council obtained the approval of the Country Roads Board for the erection of an Aruco Flex Guard rail along the portion from George Street to the overhead bridge and subsequently requested this Department to erect a suitable fence.

Arrangements were made for the post and rail fencing to be replaced by 2'6" chain wire on rail posts painted white after the Borough had erected the guard rail and the work was completed on 21st September 1960.

(59/7651).

LEASE OF LAND

214.

An application from Messrs G & G Steinic to lease an area of land on the western side of the land already leased to them was declined because it would encroach on the bituminized area required in connection with the loading and unloading of railway vehicles.

A similar request from John Lyons was also declined for the same reason.

(E.O. 147374L)

LEASE OF LAND

215.

An application by Mr. H. W. Dovine to lease an area of land adjacent to his existing lease for use as a briquette storage site was subsequently withdrawn and the area was then offered on 30.6.60 to a Mr. F.L. Paynter who required a firewood site.

Nothing further has transpired.

(E.O. 145789L)

LEASE OF LAND IN LLOYD ST.

216.

It is proposed to lease an area of railway land in Lloyd Street, between the station entrance and the substation, 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.

The lease of this land has been deferred pending the easing of credit restrictions.

(56/4485)

THIRD DAY, THURSDAY 11th MAY, 1961.

MOE (CONTD.)

SALE OF RAILWAY RESERVOIR:

217.

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

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

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

The matter is in the hands of the Treasury to devise a means whereby purchase price can be paid to the Railway Department.

(58/1153)

MOE - THORPDALE

MOE - THORPDALE LINE

218.

The section of line Moe to Thorpdale was closed to all traffic from 3.12.58.

The rails will be dismantled as early as practicable.

(W.W.17812/58)  
(W.W.15468/58)

PORTABLE AT TURNOUT TO THORPDALE LINE

219.

The question of the removal of the 12' x 10' portable which houses the telephone and intermediate electric staff instruments at the turnout to the Thorpdale line is in course.

(W.W.14551/60)

SALE OF LAND TO C.R.B.

220

The Country Roads Board has requested that land be made available on the Thorpdale line for roadway purposes. In reply the Estate Office advised the C.R.B. that this land will revert to the Crown, when the dismantling act has been passed.

(W.W.8028/57)

WATER MAIN AT NARRACAN

221.

On 13th April 1961, the Moe Waterworks Trust, in reply to a letter from the Acting Chief Civil Engineer, accepted the conditions laid out by the Department, for the laying of a mild steel cement lined water main through railway land at the Narracan station side.

In addition they advised the commencement date of the work was the 15th April.

The work is in hand.

(59/3819)

THIRD DAY, THURSDAY, 11th MAY, 1961.

MOE - THORPDALE (CONTD.)

D.R. 417 (THORPDALE) SALE TO OCCUPANT: 222.

Residence has been leased to occupant pending the passing of a Dismantling Act, when sale will be arranged.

(W.W.17812/58)

LEASE OF THORPDALE STATION YARDS. 223.

The matter of leasing all available land in the Thorpdale station yards to the Shire of Narracan is in course with the Estate Officer.

(E.O.150255L)

MOE - WALHALLA

SALE OF LAND TO MR. E.A. BECK 224.

Approval has been granted for the sale of land on the Moe-Walhalla narrow gauge railway to Mr. E.A. Beck for the sum of £1325.

(60/4498)

APPLICATION FOR LAND BY MOE SEWERAGE AUTHORITY. 225.

The Moe Sewerage Authority has requested purchase of land on the Moe-Walhalla narrow gauge railway for extensions to its sewerage treatment works.

The matter is being investigated.

(60/12695)

BRIDGE OVER THOMPSON RIVER 226.

Arrangements are being made for the Thompson River Bridge and the land on which it stands to be transferred into ownership of the Shire of Narracan, so that the Commissioners may be indemnified against any claim, resulting to injury sustained by any person using the bridge.

Meanwhile instructions have been issued for the erection of a barrier and notice warning the public that the bridge is dangerous.

(58/5621)

COMPLETED 227.

- 1.7.59 Radiators in S.M's. and Booking offices.
- 1.9.59 Provision of linoleum on goods office floor.
- 20.10.59 D.R.3343 - 3-plate electric stove in lieu of 2-plate.
- Oct.1959 Sale of land between Albert & Bell Sts to Saxton Timber & Trading Company.
- 20.11.59 Rerouting of the signal and telegraph pole line.

(Continued)

THIRD DAY, THURSDAY, 11th MAY, 1961.

MOE (CONTD.)

COMPLETED

227

- 20.11.59 Provision of pedestrian subway and  
- Installation of pump in subway.
- Dec 1959 Sale of land to Country Fire Authority.
- 19.1.60 Sealing of station yard by C.R.B.
- 16.3.60 Strip of station platform asphalted.
- 5.4.60 2 power points and lead light for unloading.
- 14.4.60 Removal of intermediate cross-over from No.2 to No.3  
road at down end.
- 14.4.60 Acquisition of land by C.R.B. for widening of  
Princes Highway.
- 29.4.60 Lighting of vehicular subway.
- 1.5.60 Subway lighting.
- 
- 25.6.60 Lighting of station and new signal box.
- 25.6.60 Lighting of new toilet block.
- 27.6.60 Provision of flashing lights at PCR 79M 53C
- 2.9.60 Erection of portable and connection of electricity  
thereto at DR.3302.
- 1.10.60 D.R.3431 - Repairs to stove.
- 12.10.60 Connection of Public Address system.
- 9.11.60 D.R. 257 - Connection of Dux bathheater.
- 9.2.61 D.R. 3311 - Repairs to faulty wiring.
- Provision of earthworks and concrete lining to open  
drains on Moe - Yallourn section.
- Dismantling of bridge at 88m. 05c (Gould)  
(as requested) by the Latrobe Valley Bus lines)
-

THIRD DAY, THURSDAY 11th MAY, 1961.

TRAFALGAR.

Mr. W.J. McGillivray. Stationmaster Class 7.

228.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage Wool			Livestock			
			Out	In	Bales	Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	17107	10183	2900	9738	189	37	407	102	154
1958	19323	10131	3562	8241	176	52	530	90	144
1959	17865	10029	4474	9864	905	32	175	63	89
1960	17935	8863	4760	11745	757	36	70	147	72

ASPHALT STRIP DOWN PLATFORM

229.

Arrangements are in hand for the provision of an asphalt strip at the up end of the 'down' platform to facilitate the handling of parcels business.

(W.W.15451/60)

CRANE POWER

230

On tour on 15.2.56 the Commissioners refused a request for the provision of a crane at this station. The question was reviewed and on 19.2.56, the Chief Traffic Manager reported that, although there had 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 could be done at a reasonable cost.

However, the estimated cost of the work in June 1958 was £4,715 and the matter has been kept under review. On 18.3.59 and 7.3.60, the Chief Traffic Manager reported that there was still no justification for the provision of the crane.

On 21.6.60, the Commissioners pointed out that in the absence of a crane, road permits were being granted for approximately 200-tons a year of iron and steel for Carlyle's and Johns and Waygood's factories and permits were still being granted for the road movement of timber from Alstergren's Pty.Ltd., and although it was not certain the Transport Regulation Board would discontinue the granting of permits if a crane was provided, they desired the abovementioned firms to be interviewed to say whether they would be interested in rail usage should a crane be made available.

The Chief Commercial Manager under date of 18.11.60 minuted the file as follows:-

"As indicated in the within report, Alstergren Pty.Ltd. and A.E.Carlyle Pty.Ltd have affirmed that the provision of a crane at Trafalgar would not induce them to transfer their business to rail.

On the other hand Johns and Waygoods Ltd does not know any reason why the Company's 50 to 60 tons per annum of traffic could not be moved by rail if lifting facilities were available at Trafalgar.

However, it is considered the tonnage of all three combined would not be sufficient to justify the installation of crane.

The matter has been pended for review on 1.3.62.

(Papers on Tour)

(59/1901)



TRAFALGAR (Contd.)

ADDITIONAL ACCOMMODATION FOR D.R.313. 231.

Instructions have been issued for the provision of additional accommodation at D.R.313, and the materials have been ordered, and some are on hand. The matter of lighting is in course with the Electrical Branch.

W.W.13508/59.

DRAIN IN ANZAC ROAD. 232.

On the 9th June, 1960, the Shire of Narracan wrote to the Secretary advising that it wished to construct a 24" diameter underground drain in Anzac Road, which would pass under the Princes Highway and into the 24" railway culvert drain, the connection being made with an open drain.

In reply the Actg. Chief Civil Engineer stated that the proposed drain would need to cross over property which the department required for future leasing and permission for the proposed route could not be granted.

The Shire however, was invited to suggest another proposal for the connection.

Nothing further has been heard from the Shire.

(60/6058)

COMPLETED: 233.

- Improvements to view of low speed signal on Post 4.
- 29.2.60 Repairs to lamproom, woodyard and store room.
- 18.3.61 D.R.3223 - power point in washhouse.
- 13.4.60 D.R.3349 - Electric stove replaced.
- Provision of flashing lights at 'up' and 'down' ends.

YARRAGON

Mr. J.A.J. Tulloch, Stationmaster, Class 8. 234.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards Sheep Pigs	Inwards Cattle Horses	Sheep Pigs	Cattle Horses
1957	4325	4310	896	11390	232	12	5	63	31
1958	3730	4125	838	6993	273	8	3	46	42
1959	2995	3854	436	7115	229	3	2	28	37
1960	5066	3584	2386	8417	221	3	21	63	34

ACQUISITION OF LAND. 235

The Country Roads Board has requested permission to acquire land for the widening of the Princes Highway east through Yarragon.

The matter is under consideration.

(60/11738)

THIRD DAY, THURSDAY 11th MAY, 1961

YARRAGON (Contd.)

LEASE OF LAND

236.

An area of land at the 'up' end was leased to the Shire of Narracan as from 1.4.60 for beautification purposes.

(E.O.14758&L)

COMPLETED:

237.

- 4.5.59 D.R.248 - Connection of Dux bathheater.  
1.7.59. Installation of septic sewerage on land leased by Mrs. E.Peterkin.  
28.7.59 Reticulated water supply to the station etc.  
7.9.60 Light & Power point under signal box.  
7.9.60 D.R.2397 - Relocation of switch A/c. alterations.

DARNUM

Mr. L. Ando, Assistant Stationmaster, Class 5.

238.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Sheep	Cattle		Outwards		Inwards	
Pigs	Horses	Pigs			Horses				
1957	808	413	34	1502	113	3	48	7	115
1958	514	374	48	1538	67	8	9	29	74
1959	608	370	59	1696	79	15	3	26	71
1960	825	625	77	1711	105	1	15	14	95

LEASE OF VAN GOODS SHED.

239.

The 15' x 12' van goods shed on the 'up' side platform has been leased to Mr. L.M. Greening from 1st April to 31st October 1961 for the storage of briquettes in bags.

(E.O. 150187L)

LEASE OF LAND.

240.

As from 1.4.60, an area of land 66' x 132' next to his departmental residence has been leased to Mr. L.Ando for the purpose of making a garden.

(16/242/7)

LEASE OF LAND.

241

The matter of Mr. Petersen's leases and adjustments thereto to meet the requirements of the Country Roads Board, with the widening of the main Highway and his request for additional site are in course with the Estate Officer.

(E.O. 50/334)

COMPLETED:

242

- 20.4.60 Provision of grease trap and proper drainage at D.R.3204.

WARRAGUL

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

243.

Refreshment Room Manager Mr.W.Danahay (Relvg.)  
 Rolling Stock Branch Officer-in-Charge. Mr. L.Fry, Clerk.  
 Staff 73           Engines 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
1957	42288	45694	4908	35467	663	38	531	211	280
1958	41703	43380	4432	33668	786	178	660	357	171
1959	39467	45639	5684	35348	676	36	394	218	206
1960	38350	42823	6630	41180	476	6	180	246	279

WORKMEN'S TRAIN WARRAGUL TO MORWELL.

244.

In April 1960, the Shiro of Warragul per the Honorable the Minister requested consideration be given to the running of a workmen's train from Warragul to Morwell in the morning and return in the evening.

In reply the Chairman wrote to the Honorable the Minister as under on 5.4.60:-

"With reference to the attached letter, The Commissioners have to report that inquiry shows that staff numbering 223 employed in the State Electricity Commission's power and briquette works and administrative offices at Morwell, which are situated at distances of up to 2 miles from Morwell railway station, travel either by private conveyance or by bus services between their place of employment and their homes in the Moe-Newborough-Yallourn area or at Traralgon.

The number regularly travelling by existing bus services is stated to be only ten from Moe, one from Yallourn and eight from Traralgon, therefore the preponderance of travel is by private conveyance.

The Gas and Fuel Corporation advises that, with only two exceptions, all of its Morwell staff reside either in Morwell or Moe, as it is the policy of the Corporation not to engage staff living outside that area.

Staff employed by the above Authorities at Morwell are required to commence duty at various times between 7.0a.m. and 9.0a.m. and, in view of this diversity of starting times and the distance separating work points from Morwell station, the Commissioners consider there is not even a remote possibility of securing sufficient patronage to meet the cost that would be involved in providing the proposed rail service.

In the Yallourn area the number of State Electricity Commission employes travelling from other towns and starting work about 7.30 a.m. is stated to be 595. Of this number, 513 reside either at Moe or Newborough and 61 at Trafalgar, while the remaining 21 reside at Drouin, Warragul or Yarragon.

Most of the 82 employes living in the Drouin-Trafalgar area travel to and from Yallourn by bus, and it is extremely unlikely that any appreciable number of these workers would patronize a rail service in preference to buses, having regard to the fact that the latter can deposit them much closer to their homes and places of employment than would be possible with a rail service.

In the circumstances the Commissioners are satisfied that the provision of the suggested services would be completely uneconomic, and they are unable to agree to the proposal."

(60/3388) (59/4301) (54/2565) (52/12092)

WARRAGUL (Contd.)

TRAIN SEATING ACCOMMODATION.

245.

The Commissioners were interviewed at Warragul on tour on 16th April by Mr. Breit of 3.U.L. Warragul who complained that the 8.35am. train from Melbourne had 90% of the 1st class marked "Reserved" when only one third of the seats are occupied and that passengers who did not reserve seats were put into 2nd class seats although holding 1st class tickets. He quoted two instances involving Easter Monday and 13th April.

Following investigation the Secretary on 2nd June, 1959, wrote to Mr. Breit as under:-

"With reference to your representations to the Commissioners at Warragul on 16th April, I have to advise that the reservation of seats on the 8.35am. "Gippslander" has been thoroughly investigated.

On Easter Monday, 30th March, opportunity was taken to work additional carriages down to the country on this train to provide the necessary accommodation for the heavy return traffic that evening. As a result there were many unoccupied seats including four first class in the air-conditioned Moorabool car and 21 in the air-conditioned "AZ" car.

Tallies show that on 13th April, all first class air-conditioned accommodation was occupied leaving Caulfield but that there were eleven first class seats unoccupied in a composite carriage which provides seating for both first and second class passengers.

The train conductors concerned cannot recall having placed first class passengers in other than first class accommodation on either of these occasions.

We arranged for a check to be carried out on the morning of 17th April and this revealed that reservations were correctly shown in the two carriages set aside for that purpose, but in the non-reserved carriages some seats were shown as reserved. These carriages had previously been used as reserved carriages on other trips and the indicators had not subsequently been turned off. It would appear that this applied on the occasions to which you referred and thus you were given an entirely false picture of the actual reservations made.

Instructions have now been issued to prevent this occurring in future, and the Commissioners appreciate your action in bringing the matter to their notice."

(59/4440)

SPECIAL TRAINS FOR FOOTBALL SUPPORTERS.

246.

The Commissioners were interviewed at Warragul on tour on 16th April 1959 by Councillor J.H.E. Loveland, President of the Latrobe Valley Football League, who stated that the local Club desired to use rail transport as much as possible in connexion with its matches away from home but they were disappointed that although the Commissioners had reduced the fares, they were not prepared to allow a rebate in respect of revenue in excess of the guarantee of £116-17-6 for the trip to Sale. The first train had been a success and as a result other Clubs were considering using trains for matches being played at the more distant grounds. However, heavy expenditure is involved in advertising by means of posters, radio, etc., and the Club looked to receiving a rebate to help meet the cost. The Club had received splendid co-operation from the railway staff and the train provided was excellent.

(Continued)

WARRAGUL (Contd.)

SPECIAL TRAINS FOR FOOTBALL SUPPORTERS (Contd.) 246.

The Commissioners explained that the guarantee of £116-17-6 quoted for the trip to Sale was based on the size of the train which was likely to be required at the special train day excursion fare of 16/6 for adults and 8/3 for children. The Commissioners, however, had reduced these fares to 12/- and 6/- respectively equivalent to about 27% but no rebate was allowed. More people had to be carried to earn the guarantee, requiring the running of additional carriages with resultant higher costs.

The matter had been given careful consideration but it was regretted a rebate in addition to the reduced fares could not be agreed to.

A special train was run from Warragul to Traralgon and return on 16th May and again on 8th August 1959 and to Sale and return on 15th June 1959.

An approach was made to run special trains during the 1960 football season but because of industrial conditions, special trains for this traffic were not provided, but there has been no approach during the current season.

(59/4408)

RE-WIRING STATION BUILDINGS. 247.

The question of rewiring the station buildings, is in course with the Chief Electrical Engineer.

HEATING - BOOKING OFFICE. 248.

A request from the staff to have the kerosene heater in the booking office replaced by an electric radiator was declined by the Amenities Committee in September 1959.

(16/973/17)

POSTAL TELEPHONE. 249.

Following advice from the Postal Department that the local system is to be changed to automatic operation, arrangements are in hand for the postal telephone to be attached to the existing railway switchboard in the Warragul station office.

(W.W. 5280/61)

PENNY-IN-SLOT - GENTS CONVENIENCES. 250.

The matter of replacing damaged penny-in-slot machines in the gents conveniences has been referred to the Chief Civil Engineer for attention.

PROVISION OF NEW ROAD AND WORKS FOREMANS OFFICE. 251.

Instructions have been issued for the provision of a new Road, and Works Foremans Depot, and the work is in hand.

(W.W. 16128/56)

PARKING OF CARS ON APPROACH TO STATION 252.

The question of parking employees cars on the approach to the Warragul station was referred to by representatives of the A.F.U.L.E. and the local Council when the Commissioners visited the station on tour on 16th April 1959. It was stated that the Council has prohibited parking in certain streets and particularly on market days the station approach is crowded with cars, etc., of other than rail travellers.

(Continued)

WARRAGUL (Contd.)

PARKING OF CARS ON APPROACH TO STATION. (Contd.)

252.

The Stationmaster was instructed to inform the drivers of cars who were not travelling by train or transacting business at the station, that parking of such vehicles is prohibited.

The Chief Civil Engineer was requested to arrange for notices to be erected indicating that the approach is reserved for rail travellers' cars, railway employes' cars, buses and taxis.

Suitable notices were erected on 1st July 1959.

Recent investigation of representations by the Railways Union that parking space for employes' cars be reserved on the south side of ramp leading to Warragul station has disclosed that since the introduction by the local Council of a two-hour parking limit in the town, the difficulty hitherto experienced by railway employes in obtaining accommodation has been eliminated.

In press announcements on 28.2.61, the Chief Secretary indicated legislation would be brought down in the next session of Parliament to provide more effective punitive measures against parking offenders.

(Papers on tour)

(59/4400)

RECREATION ROOM - V.R.I.

253.

Arrangements are being made for 4 No. 10' x 8' portables to be handed over to the Victorian Railways Institute for use as recreation rooms.

(58/13766)

CHILDRENS PLAYGROUND - V.R.I.

254.

The Secretary for the Victorian Railways Institute wrote to this Department on 21.2.61 requesting permission to construct a childrens playground on an area of land measuring approximately 80' x 130' and situated on the western side of the electrical depot at Warragul, close to the departmental housing area.

The matter is being investigated.

(61/2014)

D.R. 3793.

255.

D.R. 3793 occupied by Telephone Attendant V. Williams was awarded 2nd prize of £5 in the Best Kept Residence Competition in the Eastern District for the year ended 31st December 1959.

(W.N.4/61)

PORCHES FOR D.R's 3290 and 3045.

256.

The occupants of the above D.R's made application for the provision of a rear porch to each residence as the weather conditions were such that the rear of the house was continually subjected to wind and rain, causing damage to the floor.

The provision of the porches was recommended as being considered necessary as these houses are in a topographical position such that driving rain can last for days. The Chairman of the Inter-Branch Housing Committee agreed.

The Commissioners ruled that except in unusual weather conditions, the existing arrangement affords reasonable protection, and they could not see fit to make an exception in this case.

The occupants were informed accordingly.

(W.W.9821/60)

THIRD DAY, THURSDAY 11th MAY, 1961

WARRAGUL (Contd.)

SIDING ACCOMMODATION A/C YARRAGON GRAIN & HARDWARE PRODUCTS PTY.LTD.

257.

On 28th February 1961, a letter was received from the Manager of Yarragon Grain & Hardware Products Pty.Ltd, requesting that extra siding accommodation be provided for their new grain store which is being erected on the left side of the Neerim Line at the down side of Queen Street P.C.R. and which is separated from the railway by a one chain road.

On investigation it was found that the company's property was very limited in area and the provision of a siding within the property was not practicable, and that provision of a siding on railway property would involve the company in considerable expense for road construction.

Mr. Petch, Manager of Yarragon Grain & Hardware Products Pty.Ltd, advised that he would discuss the matter with the Traffic Branch.

The matter is in course.

(61/2370)

LAND FOR CONSTRUCTION OF SALEYARDS.

258.

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

The matter is being investigated.

RAILWAY RESERVE EAST OF HAZEL CREEK.

258A.

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

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

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

Both of the above have been deferred waiting the Country Roads Board to advise its land requirements.

(58/2891)  
(59/257)

LEASE OF LAND.

259.

The matter of making portion of the railway land adjoining the existing shire hall available to the Shire of Warragul on a long term lease for the erection of a new shire hall and civic offices is in course with the Estate Officer.

(E.O. 138659L)

LEASE OF LAND.

260.

A lease in favor of Farm and Industrial Machinery Service for a 75' x 30' site inside the goods yard and fronting the Princes Highway for the storage of machinery is in course of preparation.

(16/973/29)

WARRAGUL (Contd.)

DRAINAGE RAILWAY RESERVE.

261.

On 3rd March 1960, Mr. M. Davine, Barrister and Solicitor wrote to the Secretary on behalf of Albert Charles Hamilton and Noel Parnell of Warragul concerning the flooding of their properties adjoining the railway reserve at Warragul, allegedly, due to faulty drains.

In reply, the Secretary advised Mr. Davine on 22.3.60 arrangements had been made for the drain in question at approximately 59-M 57-C to be cleaned and this was completed on 26.4.60.

(60/2425)

WARRAGUL - NOOJEE

CLOSURE OF LINE.

262

The Warragul-Nayook line was closed to all traffic after the running of the weekly goods train on Tuesday 30.9.58.

All surplus facilities have been removed with exception of 2 No. 6 ton derrick cranes, one at Nayook and the other at Rokeby. (Separate note re D.R's).

Dismantling of this line is now in hand. Portion of this line to 61 M. 68 C. 91 L (Albert St.) has been retained for storage of vehicles.

(54/6221) & (W.W.12166/59)

RELOCATION OF DEPARTMENTAL RESIDENCES.

263.

Consequent upon the closing of the Warragul-Nayook line 6 No. departmental residences at Rokeby, Neerim South 2, Neerim and Nayook 2, became surplus.

Departmental Residences Nos. 2313 Neerim South and 2315 at Nayook have been relocated at Morwell, 2316 relocated at Lyndhurst and tenders have been called for the removal of 2314 from Neerim and relocation at Morwell.

Departmental residences Nos. 409 at Rokeby and 410 at Neerim South have been sold in situ to the aborigines Welfare Board.

{W.W.1905/59}  
{W.W.4254/59}



THIRD DAY, THURSDAY 11th MAY, 1961

WARRAGUL - NOOJEE (Contd.)

COMPLETED:

264.

- 4.3.59 Provision of laneway and drafting facilities for cattle.
- 8.5.59 Improvements to telephone line between Warragul and Traralgon.
- 13.10.59 Renewal of line in Stationmaster's Office.
- 31.12.59 Relocation of power point in Refreshment Rooms.
- 15.1.60 Reconditioning Nayook line as far as Albert Street level crossing for vehicle storage and the provision of scotch block.
- 19.2.60 Redecoration and exterior painting of D.R.3805.
- 24.2.60 Illuminating Refreshment Sign.  
Removal of scullery sink, relocation of gas stove in kitchen and stainless steel sink in lieu of old sink and timber drainer.
- 19.4.60 Radiator supplied in R.M's office.
- 30.6.60 Renewal of line. in B Signalbox.
- 1.7.60 Wiring for new Road & Works Depot.
- 1.7.60 D.R. 3324 - power point in portable.
- 6.7.60 Reconnection of telephone in Road & Works Foremen's Office.
- 6.7.60 Electric supply to Way & Works Store.
- 6.7.60 Lighting of Stores Shed, Works Camp.
- 30.8.60 Provision of septic sewered closet at goods shed.
- 2.9.60 2 radiators supplied in Road Foreman's and Works Foreman's Office.
- 6.10.60 Light over Car Park.
- 26.11.60 D.R. 242 - power points in washhouse and passage.
- 4.3.61 D.R. 3246 - power point in lounge.
- Alterations to recreation hut, to give room for Billard Table.

DROUIN

265.

Mr. W. Wilson, Stationmaster, Class 5.

Year Ended 30th June	Total Revenue £	Cutward Passenger Journeys	Total Tonnage			Livestock			
			Out	In	Wool Bales	Outwards		Inwards	
						Sheep Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	22014	75557	5840	22077	81	-	16	33	28
1958	22090	97605	6144	23647	130	2	15	53	35
1959	20573	84138	6158	23285	300	1	14	27	15
1960	21786	90184	6845	27821	320	8	15	41	8

LIGHTING-OFFICE

266.

Following report of a Relieving Stationmaster that the lighting in the office was unsatisfactory, the Chief Electrical Engineer was requested on 5.1.61 to investigate and advise.

Papers are still in course.

(16/273/11)

APPROACH ROADS AND PARKING FACILITIES

267

The Shire of Buln Buln wrote to this Department on 18.9.58 regarding the condition of the access roads to the railway station at Drouin and also parking accommodation thereat.

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

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

The Secretary for Railways answered as follows in letter dated 17.3.59.

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

It is not proposed to widen either of the roads as requested by the Council nor will the Commissioners agree to the removal of the poplar trees.

As you are probably aware the steel pole at the subway entrance has been removed.

It would be advantageous if the Council would agree to remove the horse trough which is situated on the roadway to the west of the area which is to be converted to a car park".

To date the sealing of the approach road on the north side of and parallel to the railway station has been completed, also the provision of a car parking area has been completed except

(Continued)

DROUIN (Contd.)

APPROACH ROADS AND PARKING FACILITIES -Contd.

for a small portion which has yet to be sealed and it is anticipated that this will be done in the near future. The removal of the horse trough which is to be done by the Council, has not yet been carried out".

(58/10106)

RAMP

268.

In December 1954, representations were made for the provision of a ramp from the overhead road bridge to the island platform; however, in view of the cost of the bridge (£3,000) and the difficulties involved in staffing the barrier gates at the platform end of the ramp the request was declined.

(55/6681)  
(54/13837)

CRANE

269.

At Morwell on 4th June 1959, the Commissioners were informed by the Transport Regulation Board's Regional Officer that road permits would be granted for traffic to and from Drouin unless the crane at that station was repaired without delay. It was claimed that the crane required three men to operate it.

When the District Superintendent interviewed the Regional Officer at Morwell on 23rd September, 1959 regarding the subject he was informed that the complaint was consequent upon an application by a Mr. Hourigan for a road permit to carry building material from Melbourne to Drouin due to the crane being out of order. The request was refused but the applicant was informed that if the crane was not repaired in reasonable time, further consideration would be given to his request. The regional officer advised that no permits had been issued for the movement of timber or other items subject to control in the Drouin area.

The Stationmaster Drouin stated that the crane, which is used almost exclusively for inwards traffic, was out of order only to the extent that it was heavy to operate and since being given some attention on 27.5.59 it was working satisfactorily.

(59/6341)

RENEWAL OF STOCKYARDS

270.

Instructions have been issued for limited repairs to be carried out to the Stockyards, and this work is in hand.

PURCHASE OF LAND BY C.R.B.

271.

The Country Roads Board has advised its intention to acquire land at Drouin for road improvements. The matter has been pended, waiting the results of the Board's survey.

(59/8220)

ROAD TRANSPORT PERMIT

272.

On 19th February 1960, the Chairman wrote the Honorable the Acting Minister as under:-

The Victorian Manager of Permewan Wright Ltd. recently  
(Continued)

DROUIN (Contd.)

ROAD TRANSPORT PERMIT -contd.

272.

advised that the branches of his Company at Warragul and Bunyip were subjected to unfair competition by the policy of the Transport Regulation Board in granting permits to Mr. E. J. Tarrant, a road carrier of Drouin, for the carriage of stock food from Melbourne into this area, for up to 70 mile journeys.

On the matter being taken up with the Transport Regulation Board, the Commissioners were advised inter alia as follows:-

"This authority which has been held since 1950 was the subject of review in 1956 and the matter subsequently referred to the Honorable the Minister of Transport for direction. He took the view that permits should be continued in this instance having regard to the "Party" resolution which was quoted as follows:

"Where a pattern of permits has been established by a particular carrier, the carrier (only) shall be permitted to continue with the same number of permits subject only to the circumstances being such as not to create difficulty in other places".

The withdrawal of the permit authority would run counter to the policy enunciated by the Minister, and the Board does not therefore, feel able to act as you suggest without his approval.

The Commissioners are deeply concerned at the granting of these regular permits to an area which is served by fast and frequent goods trains, especially as the road movements are causing embarrassment to Stock Food Distributors in the area, who are loyal rail users.

In these circumstances, and having regard to the fact that rail wagons could be used economically for this traffic - many are being hauled empty for loading from the Gippsland area - it would seem to be undersirable and, incidentally, opposed to Transport law, to continue the rights held by Mr. Tarrant."

In response to the request of the Honorable the Minister, the Chairman on 18.3.60 submitted information concerning the carriage of stock food by road between Melbourne and the Warragul district by E. J. Tarrant.

On 24th March 1960, the Honorable the Minister wrote to E. J. Field Esq., Secretary, Transport Regulation Board as under:-

Please see the attached reports from the Railway Commissioners dated 19.2.60 and 18.3.60 in connection with the carriage of stock food by Mr. E. J. Tarrant of Drouin.

This is obviously a border line case and, in my opinion we should advise Mr. Tarrant that his permit will not be renewed after some date to be settled.

Perhaps you could call him in and discuss the matter, and explain that he is an exception and as such is causing great embarrassment to the Government in other places on the grounds that he is receiving exceptionally favourable treatment.

It may be that you could then negotiate with him to give him permits for some period, after which they should cease.

DROUIN (Contd.)

COMPLETED

273.

- 22.3.60 D.R.1830 - 2 power points in kitchen and washhouse.
- 28.3.60 Improved Yard Lighting.
- 9. 9.60 Dwarf signal No.7 converted from mechanical to G.R.S. light.
- 9.11.60 Scrub cleared from railway fence to improve view to Gardiner's Road. P.C.R.crossing.

LONGWARRY

274.

Mr. W.J.English, 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
1957	7924	13382	2827	16429	255	1	1	45	10
1958	8010	33165	2116	12242	210	-	-	42	70
1959	8555	30394	2749	14214	195	1	1	36	42
1960	8507	31484	2532	15003	265	-	10	25	19

BOOM BARRIERS

275.

In reply to a letter from the local Progress Association the Secretary for Railways wrote as follows on 26.2.58:-

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

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

The Commissioners were interviewed at Longwarry on tour on 16th April, 1959 by Councillor B. Rea of the Shire of Buln Buln and Messrs. F.Toy and F.S.Wenn of the local Progress Association who complained that the road traffic is seriously delayed at the level crossing gates at the 'down' end of the station. A census showed that about 700 vehicles cross the line in a period of twelve hours.

It was suggested that flashing lights be installed and that the crossing be widened.

In reply the Commissioners stated that very complicated and costly electrical circuits would be involved in the installation of flashing lights in view of the proximity of the siding at the station, and as the gates were being satisfactorily attended to by the station staff, they could not see their way to accede to the request.

LONGWARRY (Contd.)

BOOM BARRIERS -contd.

275.

However, if the Council was prepared to meet the cost of installing wider gates, the matter would be looked into, but the Commissioners were not prepared to bear any portion of the cost of a facility, the need for which is brought about by the growth of road traffic.

Nothing further has been heard of the matter.

(Papers on Tour)

(58/10445)  
(49/8006)

CHILDREN'S PLAYGROUND

276.

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

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

This policy has since been relaxed to some extent.  
(58/3722)

LEASE OF LAND

277.

As from 1.2.61 an additional area of land (40' x 20') adjacent to their existing lease was leased to Messrs. Pollett and Pape.

(F.O.150101L)

COMPLETED

278.

10.10.59 D.R.442 - 2 additional power points.  
24. 3.60 D.R.3242 - power point on verandah.  
- Installation of "repeater" for 'up' distant signal.

BUNYIP

Mr. W.J. Pascoe, Stationmaster, Class 8.

279.

Year Ended 30th June	Total Revenue \$	Outward Passenger Journeys	Total Tonnage Out	Wool In Bales	Livestock				
					Outwards Sheep Pigs	Cattle Horses	Inwards Sheep Pigs	Cattle Horses	
1957	5554	22003	405	2823	38	4	31	41	7
1958	5493	26455	520	2609	84	-	36	42	9
1959	5697	29643	470	2203	66	-	11	15	12
1960	8169	34245	1397	2448	127	1	7	18	23

BUNYIP (Contd.)

HEATING

280.

A request from the staff for the installation of a Warmray heater in the office was declined by the Commissioners on 8.9.59.

(16/148/2)

CRANE DOWER

281.

The Commissioners were met on tour on 16th April, 1959 at Bunyip by Councillor E. Towt of the Shire of Berwick and representatives of the local Chamber of Commerce and Progress Association who requested that a small hand operated crane be provided at the station.

It was stated that quantities of masonite and galvanised iron are received in crates weighing about a quarter of a ton and the help of three or four men is necessary to handle this traffic.

It was promised that the station records over the previous twelve months would be examined to determine whether the number of such consignments warranted the provision of a crane.

The matter was investigated by the Chief Traffic Manager who on 27.5.59 informed the Secretary that the statement of galvanised iron and masonite received at Bunyip for the twelve months ended April 1959 showed there was no justification for the provision of a crane and Mr. Towt was so informed by the Secretary under date of 1st June 1959.

(Papers on Tour)

(59/4393)

RENEWAL OF STOCKYARDS

281a.

Instructions have been issued for limited repairs to be carried out to the Stockyards, and this work is in hand.

CHILDREN'S PLAYGROUND

282.

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

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

The Commissioners policy regarding the use of railway land for children's play ground purposes has since been reviewed and provided suitable fencing is constructed, the land could be made available but the area in question will be required for station approach road and car parking under the duplication scheme.

(56/9415)

LEVEL CROSSING

283.

From time to time since December 1951 requests have been made for a warning device to be installed at the Bunyip level crossing the latest of which was received from the Shire Secretary Berwick, on 24.6.59 when he wrote as under:-

"I am directed by my Council to ask that high priority be given to the installation of flashing lights at the level crossing at Bunyip.

BUNYIP (Contd.)

LEVEL CROSSING - contd.

Councillors are of the opinion that this crossing is particularly dangerous, and the installation of lights could quite probably avert serious accidents."

In reply, the Secretary on 20th October, 1959 wrote as under:-

"With reference to your letter of 24th June, I have to advise that the Bunyip Level crossing was recently inspected by our Level Crossing Committee, which was accompanied by a representative of the Royal Automobile Club of Victoria.

After fully considering all aspects of the matter, the Committee considers that the crossing is safe provided reasonable care is exercised by roadusers, and that flashing light signals are not justified.

In the circumstances, the Commissioners regret they are unable to accede to your Council's request."

(59/3326)

(Papers on Tour)

ACQUISITION OF LAND FOR ROADWAY

284.

The Shire of Berwick and the Country Roads Board have made application for the purchase of railway land at Bunyip to deviate the Nar Nar Goon-Longwarry road.

The matter is under consideration.

(61/3590).

D.R. 2368

285.

D.R. 2368 occupied by Mr. P. McGowan, Assistant Stationmaster was awarded 2nd prize of £3.7.6 for the Most Improved Residence with Piped Water Supply in the Warragul Works Foreman's Section for the year ended 31st December 1959.

Note:- 1st prize was awarded to D.R. 419 Boolarra occupied by Repairer L. Henderson,

(W.N.4/61)

EXTENSION TO D.R. 3198

286.

The kitchen of D.R. 3198 is considered very small. The house is of a non-standard design, and the necessary extensions could be carried out at an estimated cost of £765.

As there are only two occupants in the house, and in consideration of the adjacent dining room, the matter has been pending for review in May 1961.

(W.W.15179/59).

COMPLETED

287.

- 23.3.60 D.R. 237 - 2 power points in kitchen and washhouse.
- D.R. 3198 - 2 power points in kitchen.
- 11.4.60 Additional power point in kitchen of DR. 237
- 11.4.60 Additional power points in D.R. 3198.
- 20.4.60 Station buildings repainted.
- 16.7.60 Reconditioning installation and fluorescent lighting.
- 20.8.60 Power point in Lounge D.R. 2368.



GARFIELD

Mr. F.G. Tighe Asst. Stationmaster Class 5.

288.

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
1957	4505	22748	189	1597	59	-	4	7	2
1958	8236	26610	5352	1844	39	5	1	13	6
1959	15412	27291	18127	1719	49	-	-	17	2
1960	16017	33021	18649	1264	56	-	-	33	7

SHELTER ON DOWN SIDE.

289.

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

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

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

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

(57/2465)

COMPLETED.

290.

5.3.59 Regrading of road and sealing of concrete deck of the bridge in connection with provision of approach at 46-M 17-C.

30.7.59 Deposit of ashes to fill in depressions.

TYNONG

Mrs F.M. Taylor Caretaker Class 3.  
Miss E.F. Taylor Asst " Class 4.

291.

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
1957	1949	10138	33	1540	11	-	-	7	5
1958	2101	13896	47	1378	14	-	2	10	1
1959	1833	16169	36	1318	21	-	-	-	1
1960	2879	18187	103	1858	2	-	-	-	8

TYNONG (CONTD.)

HEATING FOR OFFICE

292.

Request from the staff for either a 2-bar radiator or a wide fireplace to replace the single bar radiator was declined in June 1959.

(16/941/8).

SUBWAY LIGHTING.

293.

In reply to a letter from the Shire of Berwick, the Secretary for Railways on 28.8.58 wrote to the Shire Secretary as follows:-

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

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

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

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

(58/3726)

D.R. 3154.

294.

D.R. 3154 occupied by Repairer T. Couser was awarded 1st prize of £7 for the Most Improved Residence without piped water supply in the Warragul Yard Foreman's Section for the year ended 31st December 1959.

(W.N.4/61).

VEHICULAR ENTRANCES TO DEPARTMENTAL RESIDENCES

295.

Following advice from the Shire Engineer, Berwick in May 1959, that the Council was constructing concrete kerb and channeling on the roadway opposite 3 railway houses at Tynong together with request for the Department to agree to pay £10/6/ each towards the cost of entrance to the residence, the Secretary on the 24th June 1959 informed him that it was desired standard invert concrete entrances be provided to the residences and an amount of £30/18/- would be forwarded on completion of the work.

The work was completed and payment made in August 1959.

(59/5865)

COMPLETED

296.

- 26.6.59. Provision of gang way at both ends of the platform.
- 28.2.61. Water supply connected to departmental residences.
- 13.4.61. Regrading of railway drain by Shire of Berwick on north side of the line at the western end of the station.

NAR-NAR-GOON

297.

Mr. L. J. Bowles, 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
1957	4208	17574	573	2114	86	3	10	24	37
1958	10388	18916	2765	1990	86	4	12	67	20
1959	5566	18974	1117	1798	30	2	14	14	67
1960	6621	21866	1446	2079	11	-	6	24	37

LIGHTING IN GOODS SHED

298.

The question of providing two electric lights - one at the entrance and the other in the goods shed is in course.

(17/699/1)

PURCHASE OF LAND FOR ERECTION OF D.R.

299.

On 23.11.59, The Commissioners approved the purchase of an area of land for the sum of £410 from a Mr. John Neville Bentley for the erection of a departmental residence.

The land was subsequently purchased for the proposed erection of a departmental residence from Neerim South, however, due to more urgent requirements by Traffic Branch, this residence is being moved to Morwell instead of Nar-Nar-Goon.

(59/12428)

LEASE OF LAND

300.

Following an application from a Mr. G. C. Edwards for a lease of an area of land in the vicinity of the country fire authorities fire station, tenders returnable on 31st May 1961, have been invited.

(16/684/7)

LEASE OF LAND

301.

The request of the Country Fire Authority for the lease of additional land between the existing fire station and the P.C.R. crossing on the 'down' side for use as a training track is in course with the Estate Officer.

(16/684/6)

ELECTRICAL BRANCH - ITEMS PENDING.

302.

- D.R. 3214 - G.P.O. in washhouse and wiring adjustment for hot water service.
- D.R. 233 - Connect Dux bathheater and power point in laundry.
- Light in Goods Shed.

COMPLETED.

303.

- 7.4.59 Goods platform used for loading of potatoes extended by approximately 25'.
- 17.7.59 Repairs to roadway and footpaths.
- 18.2.61 Water supply connected to departmental residences.

PAKENHAM

304.

Mr. W.F. Elliott, 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
1957	7145	39251	305	5609	105	6	9	63	77
1958	6986	42212	308	5989	19	-	3	59	24
1959	6802	45105	215	6303	87	3	10	61	60
1960	7984	51758	297	5845	101	11	17	25	76

TRAIN SERVICE

305.

The Commissioners were interviewed at Pakenham on tour on 16th April 1959, by Major S. Fletcher of the local Progress Association who requested that a train later than the 4.53pm from Melbourne be scheduled to stop at Pakenham. The 4.53pm train is too early for people finishing work at 5.0pm or 5.30pm and if the 6.5pm train could not be scheduled to stop, it was suggested that one of the trains now terminating at Dandenong be run through to Pakenham.

The Commissioners explained that the 6.5pm is a fast long distance passenger train and if it were scheduled to stop at Pakenham it would be difficult to resist requests for it to stop at a number of other stations with the result that it would lose its identity as a fast train and long distance passengers would probably be lost. If an estimate of the number of passengers who travel regularly beyond Dandenong could be given the request would be considered but it was considered most unlikely that any additional revenue that might be received would cover more than a fraction of the extra cost of such a service. In addition, major alterations of the suburban services would be involved.

(59/4402)

PARCELS ACCOMMODATION

306.

The matter of providing additional accommodation for handling of parcels by removal of the partition and relocation of the wash basin and lockers in the store room is in course.

(16/742/24)

CRANE POWER

307.

The question of what would be involved in fitting an electric hoisting unit to the existing 6 ton manually operated derrick crane is in course with the Chief Civil Engineer, following the request of the Stationmaster for a 2 tons capacity electric crane to be provided in addition to the manually operated crane.

(16/742/23)

YARD LIGHTING

308.

In response to request from the Australian Railway Union and following investigation, the Chief Electrical Engineer was requested on 29.8.60 to arrange for the installation of electric lighting in the Pakenham yard.

(16/742/20)

PAKENHAM (Contd.)

309.

LEASE OF PORTION OF GOODS SHED

Portion of the goods shed 12' x 18' has been leased to the Pakenham Fruit Growers Co-op for the purpose of storing chaff, bran, pollard etc.

(16/742/18)

LIGHTING OF APPROACH RAMP

310.

The Commissioners were met at Pakenham on tour on 16th April, 1959, by Major S. Fletcher of the Local Progress Association who stated there was no light at the ramp on the approach to the passenger platform.

He was informed that the existing lighting on the platforms was temporary and the ramp would be adequately illuminated when permanent lighting was installed.

The Chief Electrical Engineer subsequently minuted the file that permanent lighting of the platforms and ramp at Pakenham was installed on 30.4.59 and Major Fletcher was informed accordingly by the Secretary under date of 7th May 1959.

(59/4403)

PEDESTRIAN SUBWAY

311.

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

After investigation the Shire of Berwick was informed on 4.8.58 that the traffic did not warrant special facilities. However, it would be kept under review with the object of improvements being effected. Should the existing crossing prove inadequate for the number of passengers attending race meetings or picnics.

A check showed the existing crossing facilities adequately met requirements on the occasion of a race meeting at Pakenham on 18.4.59.

Nothing further has been heard of the matter.

(57/2467)

CRIB CROSSING.

312.

Representations were made to the Commissioners on tour at Pakenham on 16th April 1959 by Major S. Fletcher of the local Progress Association who stated that the layout of the crib crossing presented a difficulty to the people taking parcels to or from the station.

The Commissioners explained that it is a standard crossing which was adopted for safety reasons because it ensures people look in the direction of approaching trains before crossing the line and, in the circumstances, they could not see their way to delete this safety factor.

(59/4404)

BOOM BARRIERS - MAIN STREET

On 29th August 1959, the Pakenham and District Progress Association requested an inspection be made at the Railway crossing leading to Main Street Pakenham with a view to installation of boom barriers as it was claimed several of the local citizens had been caught in the middle of the crossing when the lights started.

In reply the Secretary on 7.10.59 wrote as under:-

With reference to your letter of 29th August, I have to advise that the flashing light signals installed at the level crossing in Main Street, Pakenham, are designed to give a minimum warning of 20 second duration before the arrival of a train.

If a road vehicle is on the crossing when the lights commence to flash there is ample time for it to continue and clear crossing before the arrival of the train.

At a boom barrier installations the first warning of a train's approach is also given by flashing lights, which operate for seven seconds before the booms descend.

As you are no doubt aware, the Road Traffic Regulations provide that where a mechanical warning device is installed at a level crossing and is giving a warning indication, drivers of road vehicles must stop before reaching the crossing and make no attempt to cross the line until the warning signal has ceased.

Your Association's request has been investigated by the Level Crossing Committee which, however, is satisfied that if the foregoing regulation is properly observed there is no danger to road users at the crossing in question, and in the circumstances the Commissioners are unable to agree to the request that boom barriers be provided at that location.

A further letter under date of 28th October 1959, requested that, in view of the fact the approaches were in bad condition and the distance between tracks is greater than at ordinary crossings, consideration be given to increasing the period of flashing light signals from 20 to 30 seconds minimum.

The Secretary on 12th February 1960 replied as follows:-

"With reference to your letter of 28th October, I have to advise that, if an approaching train is travelling at the maximum permissible speed of 70 m.p.h., the flashing light signals at the Main Street level crossing, Pakenham will give a warning of 20 seconds duration to road traffic.

In most cases, however, the train speed is slower, and the length of the warning period is therefore proportionately greater.

Even if a road vehicle is proceeding at a rate of only 10 m.p.h., in 20 seconds it will travel 293 feet, which is more than three times the distance of 80 ft. between the outside rails at the crossing.

Experience in this State and other countries has shown that, where unduly long warnings are given at level crossings, road users are apt to disregard the warning instead of waiting until the train has passed.

In the circumstances, the Commissioners regret they are unable to accede to your Association's request."

PAKENHAM (Contd.)

BOOM BARRIERS - MAIN STREET (Contd.) 313

The condition of the road approaches to the crossing is, of course, a matter for the local Council authorities.

(Papers on Tour)

(59/9716)

GRADING OF MAIN STREET CROSSING 314

The Shire of Berwick has advised its intention to regrade the main street crossing at Pakenham and the work will be carried out as soon as they have staff available.

(60/10195)

LEASE OF LAND 315.

A request from Messrs Wool and Bear for the lease of a 198' x 120' site for the purpose of setting up a joinery business is in course.

(16/742/22)

LEASE OF LAND 316.

A request of Commonwealth Fertilizers and Chemicals Ltd., to lease an area of land for the erection of superphosphate storage shed has been pending waiting further advice from the firm.

(E.O. 148176L)

ELECTRICAL BRANCH - ITEMS PENDING 317.

2 Radiators in new office.  
Improved yard lighting.  
D.R. 2455 - wiring for electric stove and power point in dining room.

COMPLETED. 318.

- 31.3.59 Table hand set telephone provided.
- 30.4.59 Station and platform lighting.
- 14.1.60 Repairs to 6 ton derrick crane.
- 25.5.60 D.R. 3233 - 3 power points in kitchen, lounge and hall.
- 26.3.60 D.R. 2248 - power point in washhouse.
- 5.4.60 Fittings for lock of ticket stock cupboard.
- 11.4.60 Power point in washhouse of D.R. 2248.
- 11.4.60 Additional power points in D.R. 3233.
- Removal of old carriage bodies from station yard.
- 12.8.60 Rack to accommodate 40 bicycles installed.
- 1.4.61 Linoleum on office floor.

THIRD DAY, THURSDAY 11th MAY, 1961

OFFICER

319.

Mrs. P.M. Hill, Carotaker, Class 3a

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
1957	1073	11998	30	225	-	-	-	2	1
1958	1012	11169	105	181	4	-	-	8	-
1959	968	10953	20	803	6	-	-	12	-
1960	1111	12539	14	528	3	-	-	2	-

STATION LOCATION

320.

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

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

"Officer,

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

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

(58/4044).

FACILITIES FOR UNLOADING LIVESTOCK.

321.

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

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

No further advice has been received.

(57/2684)



OFFICER (Contd.)

LEASE OF LAND

322.

A request from Messrs. Hicksons Timber Impregnation Coy., to lease 3 or 4 acres of railway land at Berwick was withdrawn when investigation showed the area available was not sufficient for the needs of the company.

Mr. Fogl, a representative of the firm, has since advised they are negotiating for the purchase of an area of land adjacent to the railway yard at Officer and has requested that permission be given for direct entrance to the railway yard. The matter is still in course.

(16/94/8)

COMPLETED

323.

18.2.60 Water supply to D.R.'s 229 and 3237.

15.2.61 Relocation of light at "Down" barrier.

BEACONSFIELD

324.

Mrs. W.M. Cheeseman. Caretaker. Class 2.  
Mrs. K.M. Clarke. Asst. Caretaker. Class 3.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock			
			Out	In		Outwards		Inwards	
						Shoop Pigs	Cattle Horses	Sheep Pigs	Cattle Horses
1957	2079	22452	2	408	-	-	-	3	2
1958	2031	23632	12	370	-	-	-	3	-
1959	2265	29358	-	392	-	-	-	-	-
1960	2668	32960	-	429	-	-	-	-	-

PARCELS COUNTER

325.

The matter of providing a wire grille and the replacement of the existing lock on the office door to permit of the public being admitted to the counter to transact parcels business is in course.

(17/77/1)

STATION LOCATION.

326.

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

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

Beaconsfield:

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

(58/4044)

THIRD DAY, THURSDAY 11th MAY, 1961

BEACONSFIELD(Contd.)

ADDITIONAL ENTRANCE TO STATION.

327.

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

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

(57/2431)

BUS SHELTER

328.

On 29.5.57 the Beaconsfield Upper Progress Association wrote seeking permission to erect a bus shelter outside the passenger entrance at the Beaconsfield station.

The Secretary for Railways replied on 22.8.57 pointing out that it was not customary to permit unincorporate bodies such as Progress Associations to construct facilities on railway property and suggesting that the matter be taken up with the Berwick Council with a view to that body accepting the usual conditions, particulars of which were outlined in the letter.

Nothing further has been heard from the Progress Association.

(57/5528)

STOPPING OF TRAINS AT PLATFORM.

329.

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

The Secretary for Railways replied on 3.3.59 as follows:-

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

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

(58/12934)

THIRD DAY, THURSDAY, 11th MAY 1961

BERWICK

Mr. R.E. Cruickshank, Stationmaster, Class 7

330.

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
1957	4134	31778	171	1410	30	15	16	2	5
1958	4210	33634	163	1544	60	-	12	13	5
1959	6817	34385	995	1430	58	-	1	1	8
1960	4552	40273	71	1504	71	-	-	-	6

STATION LOCATION.

331.

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

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

Berwick:

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

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

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

(58/4044)

LEVEL CROSSING.

332.

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

(57/2681)

IMPROVEMENTS TO STATION AND APPROACH

333.

The Berwick Chamber of Commerce made representations per the Honorable the Minister in August 1958 regarding the deplorable condition of the Berwick station buildings and the approach to the station.

At that time duplication work had slowed down, due to the limited availability of funds and the duplication work from the station yard had been deferred and some of the facilities were of a temporary nature pending construction work.

The condition of the station buildings and the ramped approach was again referred to by representatives of the Berwick Chamber of Commerce who interviewed the Commissioners at Berwick on tour on 16th April 1959.

BERWICK(Contd.)

IMPROVEMENTS TO STATION AND APPROACH(Contd.)

333

They were informed that the staff had now commenced work which incidentally could not be put in hand until the signal control work had been completed.

The alterations to Berwick station buildings have been completed, except for the demolition of the relay house and duplication of the platform. Anticipated completion date is June 1961 together with duplication Narre Warren-Berwick

(See Note No.342 at Narre Warren)

(W.W.13810/59)  
(58/3686)

REQUEST FOR CERTAIN FACILITIES AND IMPROVEMENTS.

334.

At Berwick on tour on 16th April 1959, representations were made to the Commissioners by representatives of the Local Chamber of Commerce that -

1. A postal public telephone be installed at the station.

The Commissioners stated this was a matter for the Postmaster General's Department but a suitable site could be provided adjoining the booking lobby.

2. Better lighting be provided in the early morning. Mr. Corrie, News Agent, comes to the station to collect daily papers between 5.0am. and 5.30am, but the light which he desires switched on is connected to the main switch, and cannot be switched on by itself.

It was promised that a light would be switched on early in the morning.

3. A wider verandah be provided to afford more protection from the weather. At present when there is a driving rain, the verandah overlap is insufficient to keep people dry.

It was pointed out that there is space in the waiting room for quite a number of passengers, and it was regretted a wider verandah could not be provided.

4. Rubbish in the vicinity of the Narre Warren level crossing be cleared up.

It was promised that the matter would be looked into.

5. Flashing light signals be installed at the Clyde Road level crossing.

There is very heavy traffic on this cross road, particularly during the summer, and the crossing is narrow and dangerous.

The Commissioners stated the Level Crossing Committee had inspected this crossing and considered that the installation of flashing lights is not warranted at present, there being many other crossings throughout the State carrying heavier traffic which should be equipped with flashing lights before the crossing referred to.

THIRD DAY, THURSDAY 11th MAY, 1961

BERWICK (Contd.)

IMPROVEMENTS TO STATION AND APPROACH (Contd.)

334.

Subsequently the Chief Electrical Engineer in referring to item 2 advised it had been arranged with the local station staff that a 60 watt light in a suitable position be left switched on when the night shift goes off duty at approximately 4.0am. and the arrangement which was satisfactory to Mr. Corrie involved only negligible cost to the Department.

With regard to item 4 the Chief Civil Engineer advised that the rubbish referred consisted of a small quantity of ashes and grass chippings which had since been disposed of.

(59/4568)

TRAIN SERVICE

335.

At Berwick on tour on 16th April 1959, representations were made to the Commissioners by Messrs. G.R. Blackburn, G. Silverwood, W. Hudson and E. Loveridge that -

- (a) The 7.32am. train from Berwick to Melbourne be scheduled to leave earlier so that people who commence work at Springvale at 8.0am. will arrive in time to start work at that hour. Also that the train which now arrives at Springvale at 4.30pm. be scheduled to run about ten minutes later to enable people finishing work at 4.30pm to join it.

The Commissioners stated that the requests could not be agreed to unless it were shown that the majority of passengers of this train wanted the altered timings. This is considered to be most unlikely.

- (b) That a later train be scheduled through to Berwick or a more frequent service be provided as far as Beaconsfield.

It was intimated that the potential traffic is insufficient to justify extending any suburban trains as far as Berwick or Beaconsfield and in the circumstances the request could not be acceded to.

(59/4401)

LIGHTING FOR PUBLIC TELEPHONE CABINET

336

On 28th January 1960, the Postmaster General's Department sought permission from this Department to attach S.E.C. aerials to a pole situated on railway property, in order to install a light in the public telephone cabinet, situated close to the railway station.

BERWICK(Contd.)

LIGHTING FOR PUBLIC TELEPHONE CABINET(Contd.)

336

Under date of 16.2.61, the Secretary wrote as under:-

"In reply to your letter of 25th January, I desire to say that so far as this Department is concerned, there is no objection to your Department attaching S.F.C. aeriads to the pole referred to, provided there is no interference to the aerial wires supplying lighting to the Berwick station yards."

(60/990)

LEASE OF LAND

337.

Following an application from the Berwick Publick Hall Committee to lease a site adjacent to the Stationmaster's residence, tenders were invited and a tender was received from the abovementioned committee.

The Estate Officer advises the tender was not accepted and in accordance with Commissioners' direction, the land in question has been held for future use.

(16/94/7)

LEASE OF LAND

338.

A request from Messrs Hicksons Timber Impregnation Coy., to lease 3 or 4 acres of railway land was withdrawn when investigation showed the area available was not sufficient for the needs of the company.

Mr. Fogl, representative of the firm has since advised that the firm is negotiating for the purchase of an area of land adjacent to the railway yard at Officer and has requested that permission be given for direct entrance to the railway yard. The matter is still in course.

(16/94/8)

COMPLETED.

339.

April '59 lighting of station.

23.10.59 Closure of opening between station building and gents convenience.

- Reconstruction of roadway.

Sale of an area of lane to Mr. E.C. Henry.

NARRE WARREN.

Mr. W.A. Grant. Stationmaster, Class 8.

340

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
1957	1197	7424	5	1189	9	-	11	39	109
1958	1199	9554	4	1168	18	-	12	36	37
1959	1366	11147	4	827	8	3	1	10	73
1960	2055	18115	5	519	5	1	22	16	210

D.R.3492.

341

D.R.3492 occupied by Mr. H. Kasper, Assistant Stationmaster, was awarded 2nd prize of £3-7-6 for the Most Improved Residence Without Piped Water Supply in the Warragul Works Foreman's Section for the year ended 31st December 1959.

(W.N.4/61)

LINE DUPLICATION.

342

On 23.2.61 the Commissioners minuted the papers as under:-

"As orally directed following yesterday's inspection by the Deputy Chairman, completion of the duplication work commenced some years ago between Narre Warren and Berwick is to be put in hand as early as practicable.

Automatic signalling is to be installed, with facilities for switching out Berwick station as required. The existing interlocked gates at Narre Warren are to be replaced by standard boom barriers, manually controlled from the signal box but so designed that automatic control can be added at a later stage.

Every endeavour is to be made to have all work completed by 30th June next.

The estimated cost of carrying out the above work including the provision of boom barriers at Narre Warren is £126,150 of which £111,650 is chargeable to Capital, £13,000 to R.R.R. and £1500 to working expenses.

Work is in hand and track laying, etc, should be completed by 30/6/61. Effort is being made to also complete signalling including boom barriers at Narre Warren by that date.

(Papers on tour)

(61/814)

LOADING PLATFORM AND SHED.

343

To cater for the handling of outwards cut flower and rose traffic when the new island platform comes into use, the question of providing a small loading platform and shed on the up side of the up line in a position near where brake-vans come to a stop is under consideration.

(Papers with C.T.M.)

(17/702/1)

(Contd.)

THIRD DAY, THURSDAY, 11TH MAY, 1961.

NARRE WARREN. (Contd.)

WORKS SIDING

344

Instructions have been issued for the removal of the points leading to the works siding. However, the siding is still in use, and the points will be removed after June 1961.

(W.W.2517/61).

SHEEP RACE

345

The sheep race at Narre Warren is in need of repair. Consideration is being given to reconstruction to present day standard.

(W.W.1157/60)

DRAINAGE

346

On 13.359 Mr. G.R. Bailey of Narre Warren wrote drawing attention to the fact that owing to the works carried out in the railway yards at Narre Warren, certain drains have been blocked with the result that flooding occurred under and around his produce store, making it impossible to get into the store without wading through a lot of water.

Under date of 18.12.59, the Acting Chief Civil Engineer minuted the file as under:-

The drains in the area have been cleaned out and since then there has been no flooding.

An inspection was made in company with Mr. Bailey who stated that the matter was satisfactory.

The papers have been filed.

(59/2963)

DRAINAGE FROM RAILWAY RESERVE.

347

On 8th December 1959, Mr. H. Bailey wrote concerning an obstruction of a drain on his property said to be caused by filling work on the duplication of tracks at Narre Warren.

In reply the Secretary on 21.6.60 wrote as under:-

"With reference to your letter of 8th December, I have to advise that the matter of drainage from the railway reserve in the vicinity of your residence at Narre Warren has been investigated.

Arrangements have been made for the provision of an unlined drain inside the railway boundary fence on the southern side of the line, east of the railway station, to replace the original drain filled in during construction of earthworks for the duplicated track.

Under date of 11.11.60 the Acting Chief Civil Engineer advised that the construction of the unlined drain had corrected the flooding at this location and the drainage position is now satisfactory.

(59/13164)

(Contd.)