

*Dist Supt Henderson St*

COMMISSIONERS' TOUR OF INSPECTION.

ORBOST TO MUNRO.  
STRATFORD JUNCTION TO SALE.  
STRATFORD TO MAFFRA, TRARALGON and MORWELL.  
FULHAM TO FLYNN (ROAD CAR).  
HERNE'S OAK TO YALLOURN.  
MOE TO WARRAGUL and NAYOOK.  
HAZELWOOD TO MIRBOO NORTH (ROAD CAR).  
THORPDALE TO MOE (ROAD CAR).  
DROUIN TO HALLAM.

Monday, 4th to Thursday, 7th March, 1957 inclusive.  
Train departs from Spencer Street (No. 8 Platform)  
at 5.45pm. on Sunday, 3rd March, 1957.

T O U R   P E R S O N N E L .

Mr. F.H. Brownbill	-	Chairman
Mr. O.G. Meyer	-	Deputy Chairman
Mr. G. Brown	-	Chief Mechanical Engineer
Mr. L.A. Reynolds	-	Chief Civil Engineer
Mr. T.R. Collier	-	Chief Traffic Manager
Mr. A.C. Stockley	-	Chief Electrical Engineer
Mr. E.T. Stephenson	-	Metropolitan Rolling Stock Superintendent.
Mr. D. McInnes	-	Acting District Superintendent
Mr. D.D. Wade	-	Metropolitan District Engineer.
Mr. P.E. Cooper	-	Auditor of Revenue
Mr. A. Cobham	-	Claims Agent
Mr. J.F. Sutton	-	Livestock Agent
Mr. G.L. Rayment	-	Commissioners' Secretary
Mr. R.I. Scott	-	Tour Clerk.

...                      ...                      ...

T R A I N                      S T A F F .

Driver	-	C.W. Kettle
Fireman	-	R.J. Smith
Guard	-	H. Davidson
Conductor	-	J. Freeland
Cook	-	F. Williams
Steward	-	A. Portwood
Kitchen Lad	-	A. Bover



FIRST DAY, MONDAY, 4th MARCH, 1957.

YARD GATES AT STATIONS.

1.

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

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

(55/13296)

ORBOST.

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

2.

Rolling Stock Branch: Driver-in-Charge Mr. V. McMasters.

Total Staff 7; Engines 2.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Horses
1954	105968	278	24788	7515	2460	116	941	
1955	159239	3	42934	8286	1993	156	1086	
1956	139788	2	37002	7253	720	101	883	

FIRST DAY, MONDAY, 4th MARCH, 1957.

ORBOST (CONTD.)

GOODS OFFICE ACCOMMODATION.

3.

A proposal to provide a 12' x 15' office outside the goods shed at an estimated cost of £530 has been listed for attention when circumstances permit.

(W.W.7483/55)

CRANE POWER.

4.

A tender has been accepted for provision of a new gantry crane which is to be erected on a new siding. The estimated cost is £17,490 and approval has been granted in the current Loan Act for £15,000 to be applied to this work. Plan No. 168/56 has been approved.

(56/1871)

6 TONS DERRICK CRANE.

5.

The East Gippsland Timber Company Pty. Ltd. is preparing plans for submission for approval to re-arrange the drive on the 6 tons derrick crane to provide an all gear drive giving a maximum hook speed, when hoisting, of 10 ft. per minute.

Waiting advice from the Company.

(W. & W.12364/55)

WINCH FOR MOVING TRUCKS.

6.

Following a request from Mr. J.F. McMahon for permission to use an engine driven winch to move trucks to and from the 6 tons derrick crane, he was advised of the conditions under which the installation would be allowed, and the matter has been pending waiting further advice from him.

(W. & W.1422/55)

PRE-CUT HOUSING.

7.

A pre-cut house has been erected here and land is at present being acquired for the erection of another.

(57/901)

COMPLETED.

8.

21. 1.57 Provision of a verandah at the goods shed.

RESTORATION OF WATT'S GULCH BANK:

9.

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

Cont...../



FIRST DAY, MONDAY, 4th MARCH, 1957.

ORBOST (CONTD.)

RESTORATION OF WATT'S GULCH BANK (Contd.)

9.

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

(53/2185)

ORBOST - WAYGARRA

COMPLETED.

10.

3.2.56 Raising telephone wires at the occupation crossing at 227 M. 39 ch.

WAYGARA

No-one-in-Charge.

11.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Pigs
1954	3105	11	852	9	-	-	-	
1955	1955	-	581	5	-	-	-	
1956	4625	-	1188	3	-	-	-	

CRANE.

12.

Early in 1952, Gibbs Bright and Coy. purchased on behalf of the Waygara Sawmilling Coy., the Departmental 6-tons crane at Waygara which was transferred there from Noojee. The total price paid was £505 representing £350 as the value of the crane and £155 as cost of its erection at Waygara by this Department.

On 10.11.52 Gibbs Bright and Coy. stated that the Waygara Sawmilling Coy. finds that it does not require the crane any longer as it has made more satisfactory arrangements and asks that the Department buy the crane back for the price paid, viz. £505.

On 23.12.54 the Secretary for Railways advised Gibbs Bright & Coy. that the value of the crane to this Department is £350 but, if purchased, it would require to be dismantled for use elsewhere. This work is estimated to cost £100, and the Commissioners were prepared to purchase the crane from the Company for the sum of £250.

The papers have been filed pending receipt of further advice from the Company.

(51/1693)

FIRST DAY, MONDAY, 4th MARCH, 1957.

TOSTAREE.

No-one-in-Charge.

13.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	393	-	62	39	-	-	-
1955	717	-	309	42	-	-	-
1956	184	-	38	86	-	-	-

NOWA NOWA.

Mr. W.J. Boyd, Stationmaster (Class 8)

14.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	77298	219	21492	2105	1169	12	9
1955	74482	-	22721	2292	1305	6	11
1956	82974	-	24594	2308	1366	5	5

MOST IMPROVED RESIDENCES.

15.

In connection with the 1955 Competition for the most improved residences, Skilled Laborer W.A. Barnes who occupies D.R. 3629 was awarded first prize of £6/5/- and Skilled Laborer W. Schiller who occupies D.R. 3692, the second prize of £3.0.0 for houses without piped water supply in the Sale Works Foreman's Section.

LOADING PLATFORMS.

16.

An additional loading siding has been constructed at the rear of the goods shed and the two loading platforms have been set back to face the new siding.

However, this arrangement has proved unsatisfactory and Australian Paper Manufacturers Ltd. has requested the department to construct a new platform nearer the down end of the siding.

The department agreed in 1955 to construct a new platform at an estimated cost of £800 if the existing platforms proved unsatisfactory.

A letter is in course to the Company advising it that the department is prepared to construct a timber decked high loading ramp 150 ft. from the 'down' end of the siding or, if a more elaborate structure is desired, to contribute the sum of £800 towards it. In either case the platform must be available for use by all customers of the department.

(56/1800)



NOWA NOWA (CONTD.)

STOCKYARDS.

17.

Instructions have been issued for repairs to the fence of the large holding yard and reduction of the yard to 80' x 40'.

The work is programmed for May, 1957.

(55/5487)

PRESSURE LIGHTING SYSTEMS.

18.

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

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

(56/9958)

FOOTWAY ON BRIDGE OVER LINE.

19.

On 20th July, 1956 the Shire of Tambo directed attention to the danger that exists for school children using the road bridge over the railway line at 207 M. 76 Ch. on the Buchan-Nowa Nowa Road, and requested that consideration be given to the provision of a footway on this bridge.

On 10th December last the Secretary for Railways replied intimating that the estimated cost of constructing a 5 feet footway on the bridge, excluding the cost of making approaches to the footway which is considered to be the responsibility of the Shire, was £690 and that the Commissioners would be prepared to bear one-third of the cost.

Further advice from the Shire is awaited.

Papers on tour.

(56/7582)

COMPLETED.

20.

- Erection of three pre-cut houses.
- Purchase of a utility truck for use at the sleeper cutting camp.

FIRST DAY, MONDAY, 4th MARCH, 1957.

COLQUHOUN.

No-one-in-Charge. 21.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	1476	18	842	16	-	-	-
1955	1241	-	719	16	-	-	-
1956	6993	-	4058	32	-	-	-

COMPLETED. 22.

- 21. 1.56 Reduction of passenger platform to 50 ft.
- 20. 8.56 Repairs to station yard roadway.

BRUTHEN.

Mr. W.C. McKee, Stationmaster (Class 8). 23.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	29683	321	8164	4266	4784	6	99
1955	33337	-	9407	4656	5182	13	51
1956	43458	1	13905	4779	5170	6	42

HIGH LOADING PLATFORM. 24.

Facing for a high loading platform was provided some time ago and the Shire of Tambo agreed to provide the necessary filling.

The Shire has been requested to advise when it intends to do the work.

(54/13461)

STOCKYARDS. 25.

Repairs to the holding yard and provision of a forcing fence are in hand.

(56/1806)

D.R.2253. 26.

A request for provision of a power point in the wash house is under consideration.

(W.W.16682/56)



FIRST DAY, MONDAY, 4th MARCH, 1957.

MOSSIFACE.

No-one-in-Charge

27.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	3110	60	748	54	-	-	-
1955	2472	-	900	21	-	-	-
1956	1647	-	660	20	-	-	-

D.R. 2251.

28.

A request for two additional power points in this house is under consideration by the Inter Branch Housing Committee.

(W.W.16484/56)

BUMBERRAH.

Mrs. B.J. Berry, Caretaker (Class 4).

29.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	4683	130	1230	1368	105	47	62
1955	4316	-	1251	1160	61	46	51
1956	2112	-	128	1197	134	45	28

TRAIN CROSSING FACILITIES.

30.

In 1951 a plan and estimate of cost were prepared for train crossing facilities at this place as well as at Munro to make provision for anticipated heavy timber traffic from the Orbost Line. The estimates for Bumberrah were on 9.8.51. -

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

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

(W. & W.2465/50)

NICHOLSON.

No-one-in-Charge.

31.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep	Cattle Horses
1954	46	-	9	229	-	-	-
1955	53	-	14	245	-	-	-
1956	57	-	18	237	-	-	-

BAIRNSDALE.

Mr. W.C. McConnell, Stationmaster (Class 3).

32.

Rolling Stock Branch: Driver-in-Charge Mr. A.M. Timms.

Total Staff 15; Engines 4.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep	Cattle Horses
1954	86247	25335	6599	26201	4145	429	1352
1955	73495	22081	12465	27344	4018	411	1464
1956	108992	20823	14262	29237	3803	381	1448

PUBLIC ADDRESS SYSTEM.

33.

The Commissioners have approved of the installation of a public address system at Bairnsdale. These installations are programmed according to importance and it is unlikely that a system will be installed at Bairnsdale within the next twelve months.

(55/13027)

MAINTENANCE OF GARDEN PLOT.

34.

In reply to representations made on previous tour that the garden plot in front of the passenger entrance be cleaned up the Shire of Bairnsdale was informed on 22.3.56 that in agreeing to provide the garden, in 1950, it was assumed that the Shire would undertake maintenance of it.

The Shire was also informed that additional electric lighting at the station entrance was considered unnecessary.

(56/1730)

STATION APPROACH AND PARKING AREA.

35.

To provide improved station approach and parking area for cars the Shire Council has sealed the station approach area, and has agreed to carry out top-dressing.

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

(54/13462)



FIRST DAY, MONDAY, 4th MARCH, 1957.

BAIRNSDALE (CONTD.)

EXTENSION OF PASSENGER PLATFORM AND RE-ARRANGEMENT OF TRACKS.

36.

On tour on 14/10/53 the Chamber of Commerce made representations to the Commissioners that the passenger platform be lengthened as the present platform could not take the full length of the train particularly at holiday periods. The Commissioners replied that the matter was already under investigation.

A scheme for extension of the passenger platform by 110 ft. at the down end is under consideration. In order to extend the platform it will be necessary to relocate the Train Examiner's cabin and slue the adjacent siding. It is proposed to effect alterations to Nos. 2, 3 and 4 roads and crossovers thereto concurrently with the extension of the platform.

On 10/1/57 the Chief Traffic Manager reported "The proposed rearrangement of the tracks and crossing work, sluing of main line, relocation of dead-end siding, diversion of drain and extension of passenger platform at down end by 110 feet as indicated on Plan No. 440/56 and the signalling arrangements as shown on signalling diagram RF1024 are satisfactory so far as this Branch is concerned. This work should be undertaken as soon as funds can be made available."

(53/11230)

OFFICE FOR SHEDMAN AND RELOCATION OF WIRE CAGE.

37.

The Stationmaster has requested that a small office be provided in the goods shed for the Shedman as the present desk is in an exposed position and waybills and consignment notes are blown about.

He has also suggested that the wire mesh cages be placed together to make more room in the centre of the shed.

The papers have been pending for review on 1/7/57.

(W.W.09321/55)

SANITARY CONVENIENCES AT GOODS SHED.

38.

On 12/7/54 the Commissioners approved of provision of a sewered closet and urinal at the goods shed at estimated cost of £440. The convenience is to be located near the corner of the goods platform and adjacent to the steps at up end leading to up end of shed. Funds have not been available and the matter has been pending for review on 1/3/57.

(54/7160)

RADIATOR FOR SHEDMEN.

39.

A request for the provision of a heating appliance in the goods shed for the convenience of the shedmen has been referred to the Amenities Committee for consideration.

(16/46/1)



FIRST DAY, MONDAY, 4th MARCH, 1957.

BAIRNSDALE (CONTD.)

CRANE POWER.

40.

A 10 tons gantry crane and siding have been provided to handle the pulpwood traffic and the 6 tons electrified crane is being retained temporarily for the timber traffic.

The loading of pulpwood into KT trucks is carried out between the hours of 7.30am. and 4.30pm. Mondays to Saturdays with an interval of 1 hour daily for a meal. Loading of 10 trucks of pulpwood per day from road vehicles and some from stacks is fairly continuous.

The timber traffic is not very extensive, an average of 50 trucks being loaded per month. In some instances the timber is carted from 20 miles distant and the carriers desire to be unloaded quickly for further trips.

The position of the 6 tons electrified crane reduces the gantry runway by 75 feet, but does not restrict the loading of pulpwood and up to 5 trucks of timber. This latter number of trucks is sufficient for present timber traffic.

The question of permanent retention of the 6 tons crane is to be reviewed on 1/7/57.

(16/46/5)

LAVATORY ON LEASED LAND.

41.

Mr. R.R. Holloway early last year was given permission to erect a lavatory on land leased by him. His request for an extension of his leased area was however refused because of the presence of an open drain on the land desired.

(15/52/60)

PRIVATE SIDING.

42.

Instructions are being issued for extension of the siding jointly owned by the Shell Company Ltd. and Vacuum Oil Company Ltd. to provide siding facilities for Commonwealth Oil Refineries Ltd.

The extended siding is to be connected to the main line at the up end to form a loop. The siding will be jointly owned by the three Companies.

(56/4533)

TRANSPORT RAMP.

43.

The dual purpose transport ramp at the stockyards is complete except for concreting which will be done when filling has consolidated.

(56/10035)



BAIRNSDALE (CONTD.)

FENCING AT McRAE STREET.

44.

On 16.7.56 the Shire of Bairnsdale requested that the boundary fencing on the embankment at the northern end of McRae Street be repaired.

The Shire was informed on 31.10.56 that the Department is under no obligation to maintain the fencing on the boundary in question and that the request could not be acceded to.

However, as the fence is in a township area at the end of a street closed during construction of the line and protects a cutting it was subsequently decided, in the interests of safety, to repair and maintain the fence.

Arrangements have been made accordingly and the work will be done as soon as staff is available.

(56/7287)

McARTHUR STREET GATES.

45.

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

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

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

(56/1817)

P.C.R. CROSSINGS.

46.

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

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

Cont...../



FIRST DAY, MONDAY, 4th MARCH, 1957.

BAIRNSDALE (CONTD.)

P.C.R. CROSSINGS (Cont.)

46.

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

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

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

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

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

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

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

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

"Item (1) No further action can be suggested. Item (2) The latest proposal for track alterations at the down end of the yard provides for relocating the main line across Buchanan Street somewhat further away from the engine shed, as this will improve visibility sufficiently to avoid the costly relocation of the engine shed.

Cont...../



BAIRNSDALE (CONTD.)

P.C.R. CROSSINGS (Cont.)

46.

Item (3) In view of the Council's refusal to agree to the closing of Buchanan Street, it is not considered that the expenditure on a pedestrian underpass could be justified.

Item (4) It is proposed, in conjunction with the relocation of the main line and other trackwork alterations as per plan 440/56, correspondence 13950/53 to provide a foot-crossing on the footpath line as requested by the Council. The Council might be advised as to items 2, 3 and 4."

Papers on tour.

(55/5166)

COMPLETED.

47.

- 14.12.56 Installation of a drinking fountain at the station.
- 11. 7.56 Provision of two additional roads at the Locomotive Depot including relocation of the engine shed.
- 26.11.56 Provision of an additional postal telephone on the passenger side.
- 14. 7.56 Provision of an additional tobacco cage.
- 7. 6.56 Provision of a telephone in the Parcels Office.
- 14. 3.56 Alterations and extensions to the Parcels Office and provision of an additional barrier gate.
- 15. 8.56 Construction of a siding for State Electricity Commission to serve its pole storage depot.
- 24. 8.56 Provision of sliding doors at the goods shed.
- 22.11.56 Sluing and extension of the timber loading siding and provision of 10-ton gantry crane (ex Moe).
- 11. 2.57 Power point in the Rest House.
- 11. 2.57 Connection of water supply to two tool sheds.
- 20. 7.56 Repairs to 6 tons crane.

HILLSIDE.

Mrs. A.M. Stanley, Caretaker (Class 5).

48.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	<u>Total Tonnage</u>		Wool Bales	<u>Livestock Out Trucks</u>		
			Out	In		Sheep	Cattle	Pigs Horses
1954	3204	345	1093	367	128	9	23	
1955	2430	310	991	348	159	3	16	
1956	1032	180	231	372	222	1	8	

COMPLETED.

49.

- 14. 8.56 Reduction of goods platform from 52' to 30' and renewal.



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LINDENOW.

Mr. T.F. Smith, Stationmaster (Class 8) 50.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	16952	2024	3819	2087	954	60	164
1955	9672	1021	1561	1940	1148	84	119
1956	7668	896	1262	2278	1402	72	99

STOCK TRUCKING YARDS. 51.

On 3.6.54 the local branch of the A.P.P.U. made a complaint regarding the condition of the sheep trucking yards and requested that the cattle yards be sheep proofed. Repairs were carried out to the yards and enquiries showed that the existing sheep yard accommodation (5 yards with accommodation for 10 trucks) was adequate for requirements.

The request was therefore refused.

On 5.8.55 the local branch of the A.P.P.U. again wrote requesting that the outside sheep holding yard be divided into two.

It was considered that the existing accommodation reasonably meets requirements and this request was also refused.

(55/8230)

D.R. 286. 52.

Arrangements have been made for this house to be rehabilitated when staff can be made available.

(W.W.18836/55).

D.R. 285. 53.

Efforts are being made to obtain a contractor to instal an additional power point in the kitchen of D.R. 285.

(W.W.13166/56).

FERNBANK.

Mrs. E. Davidson, Caretaker (Class 5). 54.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	1930	444	703	776	452	-	1
1955	1638	305	434	654	568	9	-
1956	1680	274	303	978	427	12	-



FERNBANK (CONTD.)

PRESERVATION OF NATIVE FLORA.

55.

In May last year representations were made to the Commissioners, on behalf of the Native Plants Preservation Society of Victoria and National Herbarium of Victoria, requesting the preservation of certain native flora on railway land and in particular the "Tall Conebush", once common in the State but now restricted to gravelly rises between Munro and Fernbank.

The Secretary for Railways replied on 18th July, 1956 giving an assurance that our staff will do everything practicable to assist in the preservation of the plant mentioned.

Papers on tour.

(56/7250)

MUNRO.

Mr. F.W. Delaney (Vol. Caretaker)

56.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Balcs	Livestock Out Trucks	
			Out	In		Shepp Pigs	Cattle Horses
1954	444	152	256	337	-	-	-
1955	882	147	693	483	-	-	-
1956	125	98	51	483	-	-	-

TRAIN CROSSING FACILITIES.

57.

In 1951 a plan and estimate of cost were prepared for train crossing facilities at this place as well as at Bumberrah to make provision for anticipated heavy timber traffic from the Orbost line.

The estimates for Munro were on 9.8.51.

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

Trackwork	£8400
Signalling	2175
	<u>£10575</u>

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

Trackwork	£8400
Signalling	2350
	<u>£10,750</u>

Cont...../

MUNRO (CONTD.)

TRAIN CROSSING FACILITIES. (Cont.)

57.

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

(W. & W.2465/50)

MONTGOMERY.

No-one-in-Charge.

58.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep	Cattle
1954	268	-	86	300	111	-	-
1955	278	-	105	388	99	-	-
1956	388	-	153	289	158	-	-

STOCKYARDS.

59.

Instructions have been issued for abolition of these stockyards when staff is available.

Arrangements have been made to transfer the heavy duty transport ramp to Kilmany.

(56/296)

S A L E.

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

60.

Rolling Stock Branch: Driver-in-Charge Mr. W.H. Wake.

Total Staff 4; Engines -.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep	Cattle
1954	53394	27371	5187	31546	3059	208	371
1955	50942	26609	4420	27810	3042	276	337
1956	53270	29477	4166	27716	3415	280	388

MOST IMPROVED RESIDENCES.

61.

In connection with the 1955 Competition for the most improved residences, Repairer W.T. Carstairs who occupies D.R.3844, was awarded first prize of £6.5.0 for houses with piped water supply in the Sale Works Foreman's Section.



FIRST DAY, MONDAY, 4th MARCH, 1956.

SALE (CONTD.)

STATION LIGHTING.

62.

Arrangements have been made to provide lights at the Cunningham Street entrance to the station and over the barrier gate when staff is available.

(56/6503)

EXTENSION OF PASSENGER PLATFORM.

63.

On tour on 7.12.54 representations were made to the Commissioners by a deputation comprising members of the City of Sale and the local Chamber of Commerce that the passenger platform be extended.

The Commissioners replied that it was appreciated that the passenger platform was inadequate for requirements at holiday periods, and consideration had been given on several occasions to the question of extending the platform at the up end. The work would involve some interference with the existing tracks, and entail fairly considerable expenditure, but the need for some improvement would be kept in mind.

(54/13497)

DISUSED REFRESHMENT ROOMS.

64.

The Commissioners have made the disused refreshment rooms available to the Victorian Railways Institute in connection with the establishment of a Sub-Centre at Sale.

(56/5748)

RENTAL OF REFRESHMENT ROOM.

65.

Gas. Laborer R. Lowe has made application to rent the disused refreshment room as a residence and papers are in course.

(15/969/34).

GAS URN IN GUARDS' ROOM.

66.

Union representations have been made for the installation of a gas urn in the guards' room and the matter has been referred to the Amenities Committee.

(15/969/33).

LOOP LINE.

67.

On tour on 7.12.54 representations were made to the Commissioners by the Mayor and Councillors of the City of Sale that a loop line be constructed to enable trains to be backed into the passenger platform instead of running engine first into the dead-end. This proposal would also permit the stock siding to be worked without bringing stock trucks into the station yard.

The Commissioners stated that this request had been made previously, but with the vast amount of urgent work now in hand and in the years immediately ahead it could not be seriously considered at the present time.

(54/13757)



SALE (CONTD.)

SALE OF LAND TO COUNCIL.

68.

On previous tour representations were made by the City of Sale that the right of way on railway land adjoining the Crown Hotel be sealed by the Department.

The Council was advised that under the terms of its lease of the land, the City of Sale would be responsible for the cost of sealing.

The Council then enquired whether the Department would be prepared to sell the land to the City, and was advised on 8.11.56 that the Commissioners would be prepared to make the land available for the sum of £350.

A reply is awaited.

(56/680)  
(56/1885)

WHARF LINE.

69.

Land from which portion of the Wharf line has been removed has been handed back to the Lands Department.

Sufficient land was retained by this Department to cover the siding leading to Silver Lake Flour Mill.

(55/13500)

REQUEST FOR 15 TONS WEIGHBRIDGE.

70.

In September 1954 the City of Sale made representations to the Hon. the Minister that a 15 tons cart weighbridge be installed at Sale mainly for the use of the Gippsland Cement and Lime Co. Pty. Ltd. On 26.10.54 the Chairman replied to the Hon. the Minister:-

"The Commissioners desire to say that the present 10 tons departmental cart weighbridge in the station yard at Sale fully meets requirements at this location.

Very little traffic is received at or forwarded from Sale by the Gippsland Cement Lime Co. Pty. Ltd. and, apart from the fact that it is not now the policy of the Commissioners to install cart weighbridges at stations, it is considered that there would be insufficient additional traffic to warrant the provision of the larger facility.

In the circumstances the Commissioners regret they cannot see their way to accede to the request."

On tour on 7.12.54 representations were again made to the Commissioners by a deputation comprising members of the City of Sale and the local Chamber of Commerce that a 15 tons cart weighbridge be installed in the station yard in place of the existing 10 tons cart weighbridge.

A similar reply to that forwarded to the Hon. the Minister on 26.10.54 was given to the deputation.

(54/13497)  
(54/10401)



SALE (CONTD.)

WORKS PILE YARD.

71.

A request for introduction of some form of mechanisation at the works pile yard to permit more expeditious handling of piles and beams is being investigated.

(W. & W.8303/55)

STOCKYARDS.

72.

Arrangements have been made to provide ballcocks on the water troughs at the stockyards.

Material is on order.

(14976/56)

TELEPHONE EXTENSION.

73.

Arrangements have been made with the Post Master General's Department for extension of the telephone in the Works Foreman's Office to the Stores office.

(W.W.15203/56)

D.R.2469.

74.

The occupant of this house requested the provision of three additional power points.

The matter was referred to the Inter-Branch Housing Committee which recommended that one additional point be installed in the kitchen.

Arrangements are being made accordingly.

(W.W.12319/56)

LINING OF PORTABLE.

75.

Lining of the portable occupied by Signal Adjuster R. O'Meara is in hand.

(W.W.12156/55)

REPAIRS TO D.R.2469.

76.

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

(16/823/1)

D.R.3213.

77.

Plan and estimate of cost are being prepared for provision of an additional room at D.R.3213.

(17440/55).

COMPLETED.

78.

- |          |   |
|----------|---|
| 27. 7.56 | Reconstruction of the filter of the septic tank.  |
| 7.11.56  | Cutting back station verandah to provide additional clearance.  |
| 4.12.56  | Provision of a new fire service at the station buildings connected to town supply in Cunningham Street. |
| 24. 9.56 | Provision of a portable at D.R.3300.  |
| --       | Erection of a pre-cut house.  |
| 2. 4.56  | Deviation of pole line account erection of tank by Atlantic Union Oil Coy.                              |

STRATFORD

79.

Mr. F. Byrne. Station-master (Class 8) (On Leave).

Mr. N.W. Ramage. (Relg. Stationmaster)

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	12290	3187	2493	2239	1700	46	96
1955	20665	2298	5026	2983	2175	51	70
1956	7676	2217	1388	3394	2488	49	58

WATER SUPPLY TANK.

80.

Negotiations are in course to enable the Stratford Water Works Trust to use the Department's water tank as an emergency supply. (56/7036)

COMPLETED.

81.

- 28/3/56 Attention to soil erosion - Avon River.
- 25/10/56 Attention to coping of ballast loading ramp.
- 28/7/56 Rehabilitation of D.R.280.

MAFFRA

82.

Mr. E. Boyd. Stationmaster (Class 4)

Rolling Stock Branch.

Senior Man. Mr. M.J. Dwyer. Rail Motor Drivers 2

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	136159	8486	36979	75157	569	38	273
1955	115936	6580	30396	69523	487	104	271
1956	126695	6684	34303	76745	552	46	280

BEST KEPT RESIDENCES.

83.

In connection with the 1955 Competition for the Best Kept Residences, Repairer E.G. Proctor who occupies D.R.443, was awarded the first prize of £9, in the Eastern and South Eastern District.

RELOCATION OF STOCK TRUCKING YARDS.

84.

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 yarxs relocated on that line adjacent to the sale yards site.

(Contd.)



MAFFRA. (Contd.)

RELOCATION OF STOCK TRUCKING YARDS. (Contd.)

84.

On 25/11/55 the Commissioners advised the Hon. W.O. Fulton M.L.C. that before the Briagolong line is dismantled the Council's request would be considered. On 23/12/55 the Chief Traffic-Manager reported "There is no objection so far as this Branch is concerned to the retention of that portion of the Briagolong line which would be necessary to serve the proposed new sale yards. There have not been any previous complaints regarding the present position of our stock trucking yards and I see no reason to incur considerable expenditure in their relocation."

The matter was referred to by a deputation comprising the Hon. W.O. Fulton, M.L.C., the Shire President (Cr. Pennefather) and others when the Commissioners visited Maffra on 14.2.56.

"The Commissioners pointed out that the matter would be given favourable consideration, but the present yards are reasonably fit for the existing traffic. It was estimated that it would cost at least £2,000 to move the yards to another site about half a mile along the old Briagolong line. It would cost an additional £1500 to put that section of the line into satisfactory condition making a total expenditure of about £3,500.

The present yards are satisfactory for departmental purposes and in the circumstances the Commissioners would not be prepared to contribute anything towards the cost of establishing new yards adjacent to the proposed sale yards unless it were established beyond any doubt that such a move would generate additional traffic. In the meantime the section of the Briagolong line in question would be retained."

On 21/3/56 the Live Stock Agent visited Maffra and there interviewed the Shire Secretary and Shire Engineer. He reported that about 13 acres have been reserved for new municipal sale yards. Our trucking yards are not conveniently situated in relation to the existing municipal sale yards which are at the opposite end of the township, necessitating the droving of stock ex sales through the main street to reach the trucking yards. Also our yards are adjacent to the junction of five roads and complaint is made that mobs of stock passing that point on foot en route to the trucking yards are frequently broken up and difficult to manage. This would also apply to stock driven from the site of the new municipal yards to our present trucking yards.

The Shire President has expressed the view that stock raising will develop extensively in the district and the Live Stock Agent was taken some distance out of the town and shown the amount and type of country available for the purpose. He considers there is no doubt of the potential but it is not definite that the envisaged increase in stock raising will materialise. However, the Department stands to gain business by having the trucking facilities adjacent to the sale yards and he suggested the Department bear some portion of the cost.

Plan No. 287/56 has been prepared for the location of the stock trucking yards adjacent to the new saleyards area.

The estimated cost on 15/1/57 was approximately £5,300 plus track reconditioning to cost up to £1,600. The residual value of the present yards is £550.

(Contd.)



MAFFRA. (Contd.)

RELOCATION OF STOCK TRUCKING YARDS. (Contd.)

84.

Included in the estimate of £5,300 are two items not at present provided in our existing yards viz (a) the flooring of the yards with concrete. The Departmental policy is to concrete yards in "wet weather" districts where the outwards traffic is at least 365 trucks per annum.

The truckings over the past six years have averaged 355 per annum. (b) a heavy duty transport ramp in lieu of the present light duty ramp. The cattle traffic from this centre is consistent and warrants a heavy duty ramp.

The Live Stock Agent has suggested that it might be reasonable to expect the municipality to bear the cost of new trucking yards excluding the cost of concreting the flooring and the provision of a heavy duty transport ramp.

The Chief Traffic Manager has recently recommended that an amended estimate on this basis be drawn up and forwarded with plan to the Maffra Shire Council for consideration.

Work has been commenced by the Australian Mercantile Land and Finance Co. on the new municipal sale yards and it is anticipated they will be completed in June, 1957.

Papers on tour.

(55/12548)

D.R. 3663.

85.

A request by the occupant of D.R. 3663 for provision of a 3-plate electric stove in place of the existing 2-plate stove has been refused.

(W.W. 12351/56)

DOWN HOME SIGNAL.

86.

Instructions were issued recently to shift the lever controlling the down home signal to the gate cabin on the up side of McAllister River bridge.

(W.W. 1614/54)

GATE CABIN.

87.

Electric lighting is to be installed in the level crossing gate cabin when staff can be made available.

(W.W. 8564/56)

COMPLETED.

88.

18.7.56 Provision of a wash-basin in the Guards' room.

15.1.57 Sale and removal of the old gatehouse (D.R. 440) and replacement by a pre-cut house.

- Rehabilitation and sewerage of D.R. 2828.



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

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock	
			Out	In		Out Trucks	Cattle Pigs
1954	7992	1339	1039	1354	248	75	234
1955	6819	1253	311	1406	233	90	242
1956	5829	1312	146	1204	233	87	203

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

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

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

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

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 have 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."

(Contd.)



TINAMBA. (Contd.)

FLASHING LIGHT SIGNALS AT P.C.R. AT UP END. (Contd.) 90.

Mr. Fairchild was advised similarly on 14/2/55.

The "stop" signs were erected on 1/7/55.

Papers on tour.

(54/6748)

COMPLETED. 91.

24.4.56 Provision of a lighting time switch at the station.

HEYFIELD. 92.

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

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Pigs
1954	82653	8960	31125	4842	229	65	318	
1955	87766	7961	33790	5296	293	84	371	
1956	74022	8319	26604	6774	275	94	371	

TRANSPORT RAMP. 93.

The provision of a dual purpose transport ramp at the stockyards is complete except for concreting which will be done when filling has consolidated.

(W.W.56/9279)  
3085/55)

SHUNTING AT LEVEL CROSSING. 94.

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

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

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

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

(Contd.)



HEYFIELD. (Contd.)

SHUNTING AT LEVEL CROSSING. (Contd.)

94.

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

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

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

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

(54/7113)

ADDITIONAL POWER-POINT D.R. 433.

95.

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

(16/410/1)

COMPLETED.

96.

- 26. 4.56 Installation of a lighting time-switch at the station.
- Erection of two pre-cut houses.

DAWSON

97.

No-one-in-Charge

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Pigs
1954	99	6	40	98	-	-	-	-
1955	169	6	70	83	-	-	-	-
1956	85	2	22	80	62	-	-	-



COWWARR

Mr. J. Hosie, Asst. Stationmaster (Class 5). 98.  
Mr. F. Blackburn, Asst. Stationmaster (Class 5).

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	4392	1518	987	944	178	35	59
1955	4344	1583	937	1381	219	37	44
1956	4951	1393	1161	1468	223	38	40

APPROACH ROAD 99.

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

(56/6057)

STACKING OF WHEAT 100.

On tour on 14/2/56 the Commissioners were met by Cr. C. Jones of the Shire of Rosedale who requested that permission be granted to stack wheat on the station platform pending its despatch.

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

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

(56/2041)

WIDENING OF ROADWAY. 101.

On tour on 14/2/56 the Commissioners were met by Cr. C. Jones of the Shire of Rosedale who requested that the roadway opposite the station buildings be widened to permit cars to turn more easily. He stated that at times damage has been caused to station buildings and fencing owing to insufficient room for cars to turn.

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

Instructions have been issued.

Waiting availability of staff.

(56/2041).

WELL AT A.S.M.'S. RESIDENCE. 102.

A well is being sunk by the Assistant Station Master at his residence.

The Department has agreed to provide, on completion, a power point to permit the operation of an electric pump.

(W.W.5298/55)



COWWARR. (Contd.)

RECONSTRUCTION OF CULVERT

103.

Reconstruction of a culvert at the crossing at 113M. 63CH. 96L. is in hand by the Shire of Rosedale. (53/12159)

COMPLETED.

104.

- Erection of a pre-cut house.
- 25.4.56 Installation of a lighting time-switch.
- 10.1.57 Cattle proofing of fence along entrance on passenger side.
- 21.1.57 Relocation of gate in the lane leading to the trucking yards.

TOONGABBIE

105.

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

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock		
			Out	In		Out Trucks	Sheep	Cattle Pigs
1954	1221	1610	81	566	386	23	15	
1955	1413	1508	151	525	396	20	15	
1956	1052	1247	69	568	462	15	14	

DUAL PURPOSE RAMP.

106.

At Toongabbie on tour in February, 1956, Messrs. Rees & Coleman made representations to the Commissioners that a transport unloading ramp be provided at the trucking yards, pointing out that owing to the absence of such a facility graziers were sending their stock to Cowwarr, Glengarry or Rosedale.

Investigation by the Live Stock Agent in April, 1956 disclosed that the live stock traffic from Toongabbie was below the volume required for the establishment of trucking yards and in view of the intention to provide a dual purpose transport ramp at Glengarry, it was decided to allow the yards at Toongabbie to remain in their present state at least until the effect of the improvements at Glengarry is seen.

Papers on tour.

(56/1887).

COMPLETED.

107.

- 25. 4.56 Provision of a lighting time switch at the station.



GLENGARRY

108.

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

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	4588	1547	485	3176	150	40	214
1955	4991	1288	605	3104	165	19	220
1956	6042	1247	1021	3465	198	20	213

STOCK YARDS SIDING.

109.

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

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

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

(53/11267)

CONDITION OF STOCKYARDS.

110.

A complaint by Mr. D.P. Birmingham relative to the condition of the stock yards is being investigated.

(57/1502)

TRANSPORT RAMP.

111.

A dual purpose transport ramp is to be provided at the stockyards when staff can be made available.

(56/1887)

PROPOSED PRIVATE SIDING.

112.

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

Two possible schemes were discussed and the matter is to be brought up at the Company's next board meeting. If it is decided to proceed with a proposal, a further approach will be made to the Department.

(W.W.16005/56)

(Contd.)



GLENGARRY. (Contd.)

EROSION.

113.

On 20/9/56 the Shire of Rosedale wrote saying that erosion caused by excavations made by this Department was menacing the foundations of the nearby recently constructed road. The Chief Civil Engineer reported that the complaint refers to a barrow pit close to the railway boundary fence.

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

(56/9964).

COMPLETED.

114.

2.5.56 Provision of a lighting time switch at the station.

TRARALGON.

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

115.

Rolling Stock Branch, Depot Foreman Mr. H.E. Mason.

Total Staff 83. Engines 8. Elec. Loco. T. (1)

Stores Branch-Loco. Depot Storeman-in-Charge, Mr. S. Couch

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Pigs Horses
1954	50992	38250	7887	22698	1014	254	179	
1955	82348	38712	19980	37697	933	238	177	
1956	71042	40436	18025	34903	1182	163	119	

MOST IMPROVED RESIDENCES.

116.

In connection with the 1955 Competition for the most improved residences, Guard A. Chester who occupies D.R.3383 was awarded second prize of £3 for houses with piped water supply in the Sale Works Foreman's Section.

PASSENGER PLATFORM AND CAR PARK.

117.

On 25.5.55 the Shire Council enquired whether details of proposed developments at the Traralgon railway station and goods yard could be made available to it and if consideration had been given to the transfer, at an appropriate future date, of the passenger platform to the north side of the railway property.

The Council also asked whether it would be possible for the Council to obtain use of an area for the purpose of providing car parking facilities on the north side of the railway reserve.

On 27.6.55 the Secretary for Railways advised the Shire Council:-

"I desire to say that my Commissioners would be pleased to allow representatives of your Council to view the plans at the office of our Chief Civil Engineer. Under the scheme the passenger platform will be retained in its present position on the south side of the railway".

(Contd.)



TRARALGON. (Contd.)

PASSENGER PLATFORM AND CAR PARK. (Contd.) 117.

"It is regretted that land is not available on the north side of the railway reservation for car parking purposes."

(55/5484)

LAND FOR BEAUTIFICATION. 118.

When on tour in 1951, the Commissioners offered to lease to the Shire for beautification purposes an area in front of the station.

The matter has been deferred, at the Shire's request, pending completion of the new Institute building and bowling green adjoining the area.

The V.R.I. building has been completed and very little land will be left for improvement by the Shire in view of the reservation of an area sufficient for a bowling green.

The correspondence has been filed pending further request by the Shire.

(51/12451)

LIGHTING OF PARCELS OFFICE. 119.

The Parcels Assistant has recently requested that an additional electric light be provided approximately over the centre of the delivery counter.

The existing three lights do not adequately illuminate this area where checking of waybills is carried out and parcels are delivered.

The existing lights are required in their present positions and the Chief Civil Engineer has been requested to advise the cost of installation of an additional light.

(16/928/6)

SUBWAY INSTEAD OF FOOTBRIDGE. 120.

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

On 27/7/55 the Commissioners informed the Hon. the Minister "The cost of providing a pedestrian subway at the Traralgon station is roughly estimated at £20,000 and as the existing footbridge can be adapted at very little cost to meet the requirements of proposed yard alterations at this location, the Commissioners would not be justified in acceding to the request unless the cost is borne by other than railway funds."

(55/6668)

VEHICULAR SUBWAY 121.

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.

(Contd.)



TRARALGON. (Contd.)

VEHICULAR SUBWAY. (Contd.)

121.

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

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

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

(55/10913  
15251)

FOOTWARMER PLANT.

122.

In view of the unfavourable financial position it has been decided to pend indefinitely a proposal to install a footwarmer heating plant at this station.

(W.W. 7060/55)

GOODS OFFICE.

123.

Instructions are being prepared for provision of a goods office adjacent to the new goods shed.

The existing temporary office is to be abolished when the new building is completed.

(W.W. 854/56)  
(W.W. 13900/56)

VENTILATION OF TEMPORARY GOODS OFFICE.

124.

Arrangements are in hand for the ventilation of the temporary goods office to be given attention.

(16/928/5).

RAT PROOF CAGE.

125.

Arrangements are being made to provide a rat-proof cage in the goods shed for protection of foodstuffs, tobacco, etc.

(W.W. 6496/56)

CARRIER TELEPHONE EQUIPMENT.

126.

The portable general waiting room has been converted for use as accommodation for carrier telephone racks.

The question of installing a ventilating system in the building is being investigated.

(W.W. 13252/55)



TRARALGON. (Contd.)

ROADWAYS.

127.

Arrangements are being made for the Country Roads Board to seal the station yard roadways at an estimated cost of £1,243.

(57/1244)

ROADWAY AND GATE AT GOODS YARD.

128.

In connection with the rearrangement of the station yard the Engineer of Track and Drainage suggested on 11/2/57 that the roadway about 300' x 30' to connect the two parts of the goods yard be not constructed for the present and an additional vehicular gate be provided to give ready access to the new 8 tons crane and be located adjacent to the Baths the roadway to such gate to lead off the existing roadway in Princess Street.

The papers are in course.

(W.W.3413/50)

STATION YARD LIGHTING.

129.

Improvements will be effected to the station yard lighting when staff can be made available.

(W.W.3226/54)

DRAINAGE OF THE SIGNAL BOX.

130.

Drainage of the signalbox involves removal of 35 ft. of the narrow section of the platform at the down end and extension of the platform by 40 ft. at the up end. The work is in hand.

(W.W.15901/55)

DUST NUISANCE.

131.

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

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

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

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

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

(56/2615).



TRARALGON. (Contd.)

SIDING FOR TRANSPORT OF CEMENT.

132.

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

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

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

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

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

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

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

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

(55/10415)

RELOCATION OF STOCK YARDS.

133.

At Traralgon on tour on 14/2/56 further representations were made by members of the local Shire Council regarding the relocation of the trucking yards. The deputation was informed that the Council or some other body would require to bear the cost of any siding required in connection with trucking yards if built away from their present site.

(55/5484)  
(51/12457)

DUAL PURPOSE TRANSPORT RAMP.

134.

This station is listed for provision of a dual purpose stock transport ramp and is No. 11 in priority order in a list of 13 such ramps approved for installation at stations in the Eastern and South Eastern District.

(50/9884)

V.R.I. BOWLING GREEN SITE.

135.

On 1.9.53 the Secretary for Railways advised the Victorian Railways Institute that the Commissioners are prepared to grant the Institute permissive occupancy of land 130' x 100' for bowling green purposes on the down side of the V.R.I. building, provided it constructs a pathway 4 feet 6 inches wide between the building and the bowling green site.

(Contd.)



TRARALGON. (Contd.)

V.R.I. BOWLING GREEN SITE. (Contd.)

135.

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)

LOCO DEPOT BUILDINGS.

136.

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

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

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

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

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

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

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

Papers on tour.

(54/5727)

SEPTIC TANK.

137.

The septic tank at the locomotive depot is in poor order and as sewer connection will not be available in this area for some years, the tank is to be renovated in the near future.

(W.W.8479/53)

NEW SAND HOUSE.

138.

Arrangements have been made for construction of a new sand-house at an estimated cost of £3,000.

Material is on order.

(56/5415)



TRARALGON. (Contd.)

COAL STAGE.

139.

Rails for barrows will be provided on the coal stage when staff is available.

(W.W.12339/55)

FLOW OF OIL INTO TRARALGON CREEK.

140.

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

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

(56/1886)

PROPOSED BRIDGE NEAR HOSPITAL.

141.

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

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

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

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

A letter from the Latrobe Valley Development Advisory Committee was received on 8.11.55 stating that it had been decided to form a special Committee to discuss planning and finance of a proposed bridge over the railway in the vicinity of Traralgon Hospital. The Committee was to consist of representatives of the Country Roads Board, Traralgon Shire Council, Victorian Railways, Hospitals and Charities Commission and the Mental Hygiene Authority.

The Chairman of the Level Crossing Committee has been nominated to represent this Department at the Committee's meetings. The first of which is to take place on 15.3.57.

(55/12027)



TRARALGON. (Contd.)

CROSSING AT LIDDIARDS ROAD.

142.

This crossing has been inspected twice in the last two years by the Level Crossings Committee in response to requests by the Shire of Traralgon and the Transport Regulation Board for installation of a warning device.

The Committee considers, however, that flashing lights are not warranted.

Following the last inspection it was decided to re-align the fencing of crossing to reduce its width and thus improve the view obtainable by road-users.

The work is in hand.

(558900)

ADDITIONAL ACCOMMODATION.

143.

A request by Shunter K. Hoe for provision of additional accommodation at his residence is under consideration by the Housing Committee.

(W.W.4616/56)

D.R. 4042.

144.

Material for a 20' x 12' portable is at D.R.4042 and will be erected when staff-can be made available.

(W.W.14360/56)

COMPLETED.

145.

- 20.8.56. Provision of new V.R.I. building.
- 11.1.57. Extension of footpath where electric locos are stabled.
- 1.12.56. Erection of 8 tons derrick crane.
- 15.8.56. Renewal of line in signal box.
- 27.11.56. Provision of a switchboard annexe.
- 3.5.56. Provision of a 4 tray foodwarmer at the Loco Depot.
- 7.3.56. Provision of an electric urn and other improvements at the batching camp.
- 11.1.57. Reconditioning of 70' turntable and provision of mule driven by 7½ H.P. electric motor and realignment of engine shed roads.
- 17.5.56. Provision of diesel fuel oil facilities.
- 10.3.56. Removal of water column from down end of platform.
- Rearrangement of tracks to suit electric traction.



TRARALGON (Contd.)

ELECTRICAL BRANCH MATTERS

146.

WORK

PROGRESS

Alterations in Loco Depot lighting and power - Instructions issued.  
 D.R. 4042, installation of light in Portable - Work in hand building not complete.  
 Station platform installation of new reflectors. Instructions issued 4/2/57.

COMPLETED.

16/12/56 Yard lighting.  
 16/12/56 Supply to new 8 ton crane.  
 23/11/56 Supply to electrified turntable.  
 - Repairs to light and power installation.  
 - Hostel, light and power installation.  
 - Carrier telephone room, light and power installation.  
 9/11/56 D.R. 3261 repairs to light and power installations.  
 19/12/56 D.R. 3266 repairs to light and power installations.

MARYVALE

147.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Pigs Horses
1954	196644	-	91021	156934	-	-	-	-
1955	232407	-	103675	202708	-	-	-	-
1956	205282	-	97110	184060	-	-	-	-

DIESEL ELECTRIC LOCOMOTIVES.

148.

In answer to enquiries the Australian Paper Manufacturers Ltd., was advised on 7th November, 1955 that there was no objection to that Company's Whitcomb Diesel-Electric locomotives being operated on the Maryvale siding.

(55/10554).

LIGHTING OF SIDINGS.

149.

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

(W.W. 7438/54)

COMPLETED.

20.4.56. Installation of a crossover in the siding owned by Australian Paper Manufacturers Ltd. 150.



MORWELL.

151.

Mr. C.H. Arblaster, Stationmaster (Class 3.)

Rolling Stock Branch:- Rail Motor. Driver M.C. Brody.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep Pigs	Cattle Horses	
1954	33551	40239	1487	14208	382	32	192	
1955	32654	38551	1674	16332	407	53	123	
1956	39467	43825	2617	22040	334	13	103	

RAMP TO VAN GOODS SHED.

152.

Complaint has been made that the ramp to the van goods shed on the passenger side is too steep and is inconvenient for road vehicles backing to the platform.

The matter is being investigated.

(56/2005)

NEW STATION BUILDINGS AND EXTENSION OF GOODS SHED.

153.

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

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

It was promised that additional accommodation would be provided at the goods shed as soon as possible as it was realised that the traffic had outgrown the existing shed.

The goods shed was then 78' x 20' and as a result of a verbal direction by the Commissioners on tour the Engineer of Special Works arranged to extend the shed sufficiently to take one additional door.

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

(54/13688)

STORAGE SHED.

154.

The relocation of the shed used for the storage of petrol and oil for the Fordson tractor, inconveniently placed since recent alterations to the station yard, is being held up pending decision on the future of the tractor at Morwell.

(16/653/2).



MORWELL (Contd.)

TELEPHONE FACILITIES.

155.

In November last request was made for additional telephone facilities to handle the greatly increased business conducted in the station office and investigation has disclosed that a suitable switchboard and (2) handset telephones can be provided at an estimated cost of £100. The Chief Civil Engineer has been recently requested to provide the facility.

(16/653/6).  
(W.W.15595/56)

HANDRAILS ON SUBWAY RAMPS.

156.

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."

A reply from the Shire of Morwell is awaited.

(55/7878)

CRANE POWER.

157.

An 8 tons electrically operated derrick crane has been installed at this location. The 6 tons electrified crane was to have been removed but the Chief Traffic Manager desires that it be retained.

(W.W.15110/55)

LEASING OF LAND.

158.

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

On 11/2/57 an officer of the Estate Office discussed the subject with the Chairman of the Town and Country Planning Board (Mr. Cook).

(Continued)



MORWELL. (Contd.)

LEASING OF LAND. (Contd.)

158.  
(Contd.)

The former reported that Mr. Cook had stated:-

- "(1) The Planning Scheme of the Shire of Morwell was approved by the Governor-in-Council on 15/1/57.
- (2) His Board has given careful consideration to the question of the use of the subject land (north side) for business purposes but as long as the land is separated from the business premises on the other side of the road by the Princes Highway which carries very heavy traffic his Board is strongly against the development of the land for the purpose desired.
- (3) The Department might give consideration to a proposition that until such time as the Princes Highway is re-routed, the development of the subject land be held in abeyance and that the land hatched in red on the plan (south side of line), part of which is at present leased to the Council as a car park, be made available for business purposes.
- (4) Mr. Cook understands the Council has in hand with the local branch of the R.S.S.A.I.L.A. a proposal to remove the war memorial from its present site fronting Commercial Street and to re-erect it on the road plantation in front of the Association's club rooms in Tarwin Street and if the proposal be agreed to, the Council will then erect a comfort station on the triangle of land now occupied by the memorial.
- (5) The land on the north side might be a little more valuable for business purposes than the land on the south side but he considers the latter land is the logical place for immediate development from a Town Planning point of view and if it be decided by the Department that this land can be made available he will arrange a round table conference of all interested parties with the object of trying to arrive at a mutual agreement."

The Chairman forwarded a copy of this report to the Hon. the Minister on 15/2/57 and stated that immediate investigation is being made into the question of what land can be made available on the south side of the station yard.

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

On 20/2/57 the Chief Traffic Manager reported as follows:-

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

Papers on tour.

{56/561}  
{54/459}  
{57/1025}



MORWELL (CONTD.)

DRAINAGE OF ROADWAY AND LEASED SITES.

159.

The drainage of roadway and leased sites has been listed for attention when circumstances permit (£303).

(52/4059)

RELOCATION OF STOCK TRUCKING YARDS.

160.

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.

(55/11028)

WIRING OF STOCK SIDING.

161.

To facilitate shunting movements and minimise delays in the placing of stock trucks for discharge an extension of the overhead wiring of the stock race siding and the lead to the Mirboo North line, has been suggested.

The stock race siding wiring can be extended 125 feet at a cost of approximately £400 and this expenditure is considered justified. There is no justification at this stage for extending the wiring on the lead to the Mirboo North line but the desirability of linking up the wiring of the stock race road with No.2 road is under consideration.

(15/765/54)

YARD TELEPHONE.

162.

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

The estimated cost is £1,200.

(W.W.16086/56)



MORWELL (CONTD.)

FENCING AT FORMER LEVEL CROSSING AND AT BRIDGES.

163.

On 12.10.55 the local Apex Club strongly protested against the materials used in the construction of fence barricades at the former level crossing and the approaches to the bridges at each end of the town.

On 17.10.55 the Commissioners replied that "It was not possible to construct permanent fencing at the time the crossing in question was closed, and the existing fencing, which requires to be readily visible to road users, was erected as a temporary measure.

Suitable permanent fencing will be erected as early as practicable."

On 5.2.57 the Estate Officer reported that pending final settlement regarding use of land by the Council we are not in a position to determine the lines upon which permanent fences are to be erected.

(55/10909)

ABATTOIRS SITE.

164.

The Latrobe Valley Development Advisory Committee informed the Commissioners in 1950 of the intention to construct central abattoirs to serve all towns in Morwell area.

At discussions between the abovementioned Committee and railway officers it was arranged that a site in allotments 16 and 17 to the east of Tramway Road and adjacent to the railway on the south side should be set aside for abattoirs, sale-yards and railway stock trucking yards, and it was so arranged in the Latrobe Valley Sub-Regional Planning Scheme 1949.

The Victorian Inland Meat Authority has recommended the acceptance of a site for abattoirs in allotment 84 which is about two miles north of the main Gippsland railway and east of the siding leading to the A.P.M. works. The A.P.M. are reluctant to allow their busy line to be used for serving other industrial areas and it is considered that an additional siding leaving the main line near Maryvale sidings and parallel with the existing A.P.M. line would be necessary to serve the abattoirs if they were established in allotment 84.

An additional expenditure of about £70,000 would be required for such a line. The cost of this line and any sidings at the works, together with a charge for maintenance, would require to be met by the authority operating the abattoirs. In addition, placing charges for railway trucks used in the service would be imposed. The cost of operating rail sidings for stock traffic will be much less if the abattoirs site be on allotments 16 and 17 than if on allotment 84.

Cont...../



MORWELL (CONTD.)

ABATTOIRS SITE (Cont.)

164.

It is desirable that facilities for rail stock trucking, sale yards and abattoirs should be in close proximity to each other and the approved site on allotments 16 and 17 is preferable from a railway point of view.

The matter was discussed in 1952 with Messrs. Oakley and Parkes, Architects for the Inland Meat Authority and advice from them is awaited. Papers on tour.

(50/6137)

S.E.C. PROJECT.

165.

Work has recommenced on the construction of sidings to serve the S.E.C.'s brown coal project at Morwell.

A siding to serve the Commission's store is at present being constructed, and siding to north boiler house was completed in February, 1957.

(55/4524)

COMPLETED.

166.

- 18. 9.56 Repairs to the 8 tons crane.
- 15. 3.56 Electrification of the S.E.C. siding to a point beyond McDonald Street bridge.
- Erection of a building to accommodate carrier telephone racks.
- 21. 8.56 Construction of a siding to serve the Gas and Fuel Corporation's Lurgi gassification plant.
- 28. 3.56 Replacement of the sheep-lane fencing with cattle fencing from the transport ramp to the cattle section of the yards.
- 14. 3.56 Provision of a 12' x 10' portable at D.R. 3459.
- 9.10.56 Construction of roadway and approaches to Jane and McDonald Streets bridges.
- 13. 7.56 Sale and removal of D.R. 402.
- Erection of a pre-cut house.

ELECTRICAL BRANCH MATTERS.

167.

WORK.

PROGRESS.

Lighting of extended platform.

Instructions issued 22/1/57.

COMPLETED.

- 24.4.56. Relocation of pole for subway lighting.
- 19.7.56. Supply to new (8) tons crane.
- 5.2.57. Lighting of goods shed.
- 20.11.56. Light and power in carrier telephone shed.
- 5.2.57. Connection to Yard light.



COMMISSIONERS' TOUR OF INSPECTION.

BY ROAD MOTOR CAR ON TUESDAY, 5th MARCH, 1957.

FULHAM

KILMANY

ROSEDALE

and

FLYNN.

NOTES NOS. 168 to 178 INCLUSIVE.



SECOND DAY, TUESDAY, 5th MARCH, 1957.

FULHAM.

No-one-in-Charge.

168.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep	Cattle
1954	350	109	129	146	34	-	-
1955	162	26	57	240	34	-	-
1956	875	10	386	110	-	-	1

KILMANY

Mrs. P.M. Hill, Caretaker (Class 4).

169.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep	Cattle
1954	5387	621	1094	569	358	128	38
1955	6565	458	2096	677	214	84	22
1956	3801	441	833	1106	268	86	23

ELECTRIC LIGHTING.

170.

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

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

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

(53/11063)

STOCK YARDS.

171.

Arrangements have been made to reconstruct the stockyards and to provide a heavy duty transport ramp.

The work will be completed by the end of April, 1957.

(54/13452)

REMOVAL OF NO. 2 ROAD.

172.

Instructions were issued recently for removal of No.2 road and two home signals.

The main line points are to be plunger locked and slip points provided on No. 3 road.

(56/3728)



ROSEDALE.

Mr. E.L. Pitts, Stationmaster, (Class 8) 173.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep	Cattle Horses
1954	8195	4057	782	2167	1712	222	77
1955	7517	3226	1266	2516	1834	121	56
1956	8304	3259	1177	2464	1727	142	58

TREE PLANTING COMPETITION. 174.

In connection with the 1955 Tree Planting and Station Decoration Competition, Rosedale was awarded first prize for the maintenance of existing trees, gardens, etc. at stations with piped water supply in the Eastern and South-Eastern District and the prize money of £13 was paid to Mr. E.L. Pitts, Stationmaster.

COMPLETED. 175.

24. 8.56 Shortening the goods platform from 104 ft. to 76 ft. and earth filling a 30 ft. section.

ROSEDALE - FLYNN.

EROSION IN FLYNN'S CREEK. 176.

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

(54/1258)

FLYNN.

No-one-in-Charge. 177.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep	Cattle Horses
1954	1460	72	29	300	105	20	43
1955	1172	45	36	344	110	19	53
1956	787	28	17	282	87	24	42

SANITARY CONVENIENCES. 178.

One pan closet for each sex is provided at this station and they are cleared each fortnight by the Travelling Section Sanitary Attendant based at Warragul. Passenger trains are not now scheduled to stop here and the District Superintendent has recently suggested that both conveniences be removed.

A fair number of men load stock and unload goods and it is considered by the Traffic Branch that the men's convenience should be retained for their use.

Papers in course.



THIRD DAY, WEDNESDAY, 6TH MARCH, 1957.

HERNE'S OAK

EXCHANGE APPARATUS:

179.

A proposal to install automatic staff exchange apparatus for both up and down trains has been deferred due to the opening of the Moe-Yallourn spur line.

(53/4841)

ELECTRICAL BRANCH MATTER.

179a

COMPLETED.

12.6.56 D.R. 3125, Installation of G.P.O.

HERNE'S OAK - YALLOURN

RETENTION OF LINE AND SIGNAL BOX.

180

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

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

The Yallourn signal box was brought into use on 1.12.53.

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

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

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

(53/10117)

YALLOURN

181.

Mr. W.T.J. Wicks. Stationmaster (Class 2).  
Rolling Stock Branch: Driver-in-Charge. C. Mangon.  
Total Staff 25. Engines 3.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock	
			Out	In		Out Trucks	Cattle Pigs - Horses
1954	2,667,942	1579	1,826,178	22,183	-	-	5
1955	2,831,247	764	1,975,327	19,521	-	-	-
1956	2,965,360	916	2,049,677	22,045	-	-	-



YALLOURN (Continued)

RETENTION OF OLD PARCELS OFFICE.

182

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

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

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

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

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

(54/13755)

ESTABLISHMENT OF LOCO. SUB-DEPOT.

183

The Rolling Stock Branch has a staff of 25 at Yallourn and the Chief Mechanical Engineer has requested the establishment of Sub-Depot premises there as early as practicable. The proposal is to erect a main building with a room for the Driver-in-Charge, a Drivers' room, locker room and conveniences, and provide an oil store near the coal stage. The estimated cost, including £300 for furniture, is £1,800.

A survey of the space available in the existing Stationmaster's office is being undertaken.

(57/899)

PROPOSED TRUCK LIFTING GANTRY:

184

Concrete foundations have been provided for a truck lifting gantry to be erected by the Rolling Stock Branch.

(W & W 13633/55)

DEVIATION OF EASTERN ROAD:

185

The diamond crossing where the State Electricity Commission's railway previously crossed the Yallourn North line near the Power House is to be removed and the Eastern road relocated along the route of the old railway.

Instructions have been prepared for removal of the diamond crossing, restoration of the 5'3" track and provision of a road crossing. The State Electricity Commission has been asked to forward the estimated cost of the work (£348) and the work will be put in hand on receipt of this amount.

(56/11327)



YALLOURN (Continued)

CONSTRUCTION OF LOOP LINE AT POWER HOUSE.

186.

In October last the State Electricity Commission advised of its desire to construct a railway loop line to by-pass the turntable near the repair bay at Yallourn Power House and sought assistance in the detailed design of the proposed loop together with an estimate of cost. The Secretary replied on 6th February setting out the Commissioners' conditions and estimate of the cost.

Papers on tour.

(57/1027)

SIDING TO BULK OIL STORE:

187.

A siding is to be constructed to provide access to the State Electricity Commission's bulk oil storage depot at an estimated cost of £2,840. Owing to shortage of funds, the Commission has requested that the work should not be commenced until after 1.7.57.

(50/11805)

CONDITION OF FENCING.

188.

From time to time a Mr. W. McWilliams has complained to the Commissioners of damage by trespassers to certain railway fencing, which has interfered with his running of stock in one of his paddocks about 300 yards east of the bridge on the old Sale road.

Necessary repairs have been effected for Departmental purposes and "Trespassers Prosecuted" notices erected.

The Estate Officer advised on 18/10/56 that the Board of Land and Works in whose name the Moe-Yallourn line is vested is not liable for the erection or maintenance of fencing. When the line becomes vested in the Commissioners they will not be liable for the erection or maintenance of fencing.

Arrangements have been made to inform Mr. McWilliams accordingly if he complains further.

(56/3672).

REPEATING INDICATOR.

189.

A repeating indicator is to be provided in the signalbox when staff is available.

(55/11824)

COMPLETED.

190.

- 28.9.56. Extension of the public address system to the signal box.
- 21.8.56. Extension of Train Examiner's siding and provision of inspection pit and cabin.
- Provision of a light under the coal stage and between the station and goods shed.
- 15.2.57. Provision of a derail block in the repair road, 150' from hand points.
- Provision of a backwoodsman stove in the shunters' meal room.
- Provision of a sand-house at the coal stage.



YALLOURN (Continued)

ELECTRICAL BRANCH MATTERS.

191.

WORK

PROGRESS

Light and power to train examiner's shed - work in hand (by S.E.C.)

COMPLETED.

15.3.56. D.R. 2736, light in portable.

10.1.57. D.R.3139 supply to bath heater.

YALLOURN - MOE.

SPUR LINE:

192.

The Moe-Yallourn spur line is in operation but not yet handed over to the Commissioners by Railway Construction Branch owing to instability of banks, at about 86m. 31 ch. This matter is being investigated. The Commissioners have promised the State Electricity Commission that the Herne's Oak-Yallourn line will be closed by March 1957.

When the new line is handed over the Herne's Oak-Yallourn line (including the station buildings and two residences) will become the property of the Commission which will be debited with its value. Arrangements are in hand for the residences to be rented by the Department for occupation by railway staff.

(56/6899)  
(56/6694)

NEW STATION.

193.

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.

Plan and estimate of cost of providing minimum facilities necessary for the handling of occasional passenger trains (inspection parties, etc) are being prepared.

(54/2565)



THIRD DAY, WEDNESDAY, 6TH MARCH, 1957.

MOE

Mr. G.H.D. Gullick Stationmaster (Class 3) 194.

Year Ended 30th June	Total Revenue	Outward Passenger Journeys	Total Tonnage		Wool	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	48,056	66,063	3,619	15,466	-	5	-
1955	57,012	70,365	6,556	14,438	32	4	2
1956	59,076	68,274	5,842	17,667	44	1	2

EXTENSION OF THE PARCELS OFFICE: 195.

Arrangements have been made for extension of the Parcels Office at an estimated cost of £220. Material is on order.

(W.W. 7602/56)

STAFF AMENITIES. 196.

A request for provision of washing facilities and a separate toilet for the staff is under consideration.

(W.W. 1080/57)

RADIATOR IN BOOKING OFFICE. 197.

A request for the provision of a radiator in booking office to replace the existing kerosene heater, has been referred to the Amenities Committee for consideration.

(15/734/70)

KIOSK AT STATION. 198.

In October last a Mr. Mutsacrs made application for permission to establish a kiosk for the sale of coffee, papers and cigarettes in the general waiting room at the station for the convenience of passengers, but the request was refused. Passengers are already adequately catered for by the refreshment room at Warragul and the buffet cars on the Down and Up Bairnsdale trains.

(56/10771)

VIEW OF SIGNALS 199.

A complaint by the A.F.U.L.E. of the difficulty in seeing the Up home signal on post No. 17 is being investigated.

(W.W. 4094/56)

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

(W.W. 3029/56)



MOE (Continued)

SUBWAYS

200.

In January 1956, representations were made by Mr. J.C.M. Balfour M.L.A. per the Hon. The Minister on behalf of the Shire of Morwell and the Borough of Moe, regarding:-

- (a) provision of a pedestrian subway at Moe.
- (b) provision of a vehicular subway at Moe.

Pedestrian Subway.

The scheme for re-arrangement of the Moe Yard, consequent upon duplication of the Trafalgar - Moe section of the line, includes provision of a pedestrian subway under railway tracks but due to shortage of loan funds and signalling staff the duplication work on this section will not be resumed for some time. Meantime facilities for pedestrians are provided by means of the footbridge.

(56/561)

Vehicular Subway.

A proposal for a vehicular subway with limited head-room was submitted to the Country Roads Board which suggested channelization of road approaches involving resumption of land to reduce interference and danger at the junction of the subway ramps with the Princes Highway and Church Street. A request was then made that head-room be provided for buses; this aspect has been taken up with the Country Roads Board whose reply is awaited.

The proposal is very expensive and in June 1955 the Shire of Narracan and the Board were advised that the Commissioners would be prepared to contribute a portion of the cost and the balance would have to be provided from other sources. The Councils of the Borough of Moe and Shire of Narracan subsequently asked what contribution would be made by the Department but it is considered undesirable to reply until the scheme has been finalised.

(56/561)

GOODS SHED EXTENSION.

201.

On 2.11.55 the Newborough Chamber of Commerce wrote the Commissioners regarding inadequacy of the goods shed for the traffic handled. The goods shed at Moe was extended by 20 feet in 1952 to 70' x 20' and, in connection with the duplication and regrading of the main line which involves rearrangement of Moe station yard, the goods shed is to be extended to 100' x 20' with a platform 75 feet long on the up side and an external office at the down end of the shed.

On 29.11.55 the Secretary for Railways replied that it is the intention to provide improved goods facilities at Moe as soon as other more important works can be completed.

(55/12021)



MOE (Continued)

ARRANGEMENT OF YARD, Etc.

202.

The 10-ton gantry crane has been transferred to Bairnsdale and replaced by an 8-tons derrick crane.

The construction of a new goods shed is in hand and on completion the old shed will be removed. The convenience at the new shed will be connected to the town sewerage.

The general scheme for yard re-arrangement has not been finalised.

(55/3081) (55/280) (57/952).

PLAN OF YARD RE-ARRANGEMENT.

203.

At Moe on tour in February, 1956, the Commissioners met a deputation representing the Borough of Moe, seeking information on the Department's proposals for station yard re-arrangement, etc., connected with the duplication of the line.

On 10th May, 1956, the Council was supplied with a plan upon which the proposed re-arrangement was outlined.

(56/2044)

CONDITION OF RAILWAY YARDS.

204.

On 14.4.54 the Moe Chamber of Commerce wrote the Commissioners and complained of the condition of the station yard with untidy stacks of firewood, rubbish, high grass, dilapidated sheds and blackberries.

On 26.5.54 the Chairman replied:-

"I desire to say that the congested and somewhat untidy appearance of the railway yard at Moe is due largely to the presence of portable buildings for railway employees who are engaged on extensive works in the area. Instructions are being issued with a view to ensuring that the yard is maintained in as clean and tidy a condition as the present emergency circumstances permit. The grass in the yard is regularly burned off in season and arrangements have been made with the Lands Department for the eradication of the blackberries."

On 16.6.54 the Chamber of Commerce again wrote saying "We feel that even though the yards may be clear of rubbish, etc. they will always be an eyesore. It would appear that the only solution is to hide the yards altogether with, perhaps, a hedge. The members feel that although the appearance of the goods shed has improved recently it could be improved quite a lot more with a coat of paint. It is also considered that pig-face, or something similar would improve the appearance of the stark cuttings on the east side of the main overhead bridge."

On 5.8.54 the Chairman wrote the Chamber of Commerce as follows:-

"I desire to say that plans for the re-arrangement of this yard include the replacement of the existing goods shed by a new structure on another site. In the circumstances we would not be justified in repainting the existing shed, but, as previously stated, instructions have been issued with a view to ensuring that the yard is maintained in a clean and tidy condition".

(54/3963)



MOE (Continued)

DEPARTMENTAL CAMP.

205.

On tour in February, 1956, representatives of the Moe Borough Council criticised the poor appearance of the Departmental camp in the Railway yards at Moe and the Commissioners promised to look into the matter.

Necessary attention was subsequently given the area.

(56/2048)

ROADWAYS.

206.

Arrangements are being made for the Country Roads Board to seal the station yard roadways at an estimated cost of £893.

(57/1244)

STOCK TRUCKING FACILITIES.

207.

On 3.7.56 the Borough of Moe requested that provision be made for the unloading of live stock at this station and suggested that an earth bank be built large enough to accommodate two trucks, with provision for loading direct on to motor trucks, also for a ramp and holding yard for four railway trucks of cattle and for a transport ramp at the cattle holding yard.

There are no sale yards in Moe and the majority of inwards cattle are sold to local butchers.

On 27.7.56 the Hon. the Minister wrote Mr. J.C. Balfour M.L.A. inter alia:- "The Railways Commissioners feel that no expense is warranted for the small traffic offering. However as Minister, I would be happy to examine any proposals which the Borough or the local butchers could put forward, providing such proposals only require a small expenditure.

Will you, therefore, please confer with the Borough and send forward a sketch of the minimum and cheapest form of construction required which would render some alleviation of the problem. I will then examine it in the light of the cost and advise you further."

On 26.10.56 the Borough of Moe forwarded a sketch plan showing a suggested 18' x 18' earth bank platform with a 18' x 18' holding yard and transport ramp alongside.

The District Engineer and the Traffic Inspector have made an inspection of the station yard and the only suitable location for stock facilities is considered to be at the down end of No. 3 road about four truck lengths from the buffer stops of that road.

There is an entrance gate a short distance from this site which would be suitable for walking stock and also for road vehicles.

The layout of facilities shown on the sketch plan forwarded by the Borough of Moe is not in accordance with standard railway design and the Traffic Branch has recommended that plan and estimate of cost be prepared by this Department for minimum standard facilities.

(56/7024)



MOE (CONTD.)

RAILWAY LAND IN LLOYD STREET. 208.

Representations have been made by the Borough of Moe and Moe Chamber of Commerce that an area of land in Lloyd Street adjoining Moe station be made available for car parking purposes.

From the Department's point of view, it would be a better proposition to lease the land as shop sites but this would tend to increase traffic problems in what is already something of a bottleneck.

The matter was listed for discussion with the Council by officers of the Estate Office on 28.2.57.

(56/4485)

D.R. 3304. 209.

A request for a portable as additional bedroom accommodation at this house has been refused.

(W. & W. 3675/56)

REALIGNMENT OF D.R. FENCE. 210.

In consequence of representations made by the Borough of Moe to the Commissioners on tour, instructions have been issued for the realignment of the rear fence of D.R. 252 in order to improve the view of road drivers at the overhead bridge at the down side of Moe station yard.

(56/2045)

RELOCATION OF LEVEL CROSSING. 211.

In reply to a letter from Borough of Moe the Secretary for Railways advised the Town Clerk on 13th September, 1956, that our works programme for the current financial year does not provide for any major alterations to be carried out at Moe and for the present the location of the existing level crossing at the 'up' end of the railway yard will therefore remain unchanged.

(56/9494)

RESERVOIR. 212.

The Borough of Moe has been granted permission to lower the level of the spillway at the reservoir provided it first forwards a written undertaking to restore the spillway to its present level if so required by the Department.

Such undertaking has not yet been received.

(55/12346)

COMPLETED. 213.

- 12.12.56 Repairs to the footpath on the overhead bridge.  
9.10.56 Improvement to the view at the overhead bridge by realignment of the fence of D.R.252.  
14. 4.56 Transfer of 6-tons hand operated crane to Lismore.  
-- Relocation of 6,000 gallon tank and stand from up end of station to the coal stage and provision of a 4" standpipe at the station.

COMPLETED. 214.

10. 8.56 Installation of 8 tons electric derrick crane and removal of 10 tons gantry crane.

ELECTRICAL BRANCH MATTER. 215.

WORK.

Supply to new goods shed.

PROGRESS.

Work in hand (building not completed).



MOE - TRAFALGAR

LEVEL CROSSING.

216.

On 15.11.54 the Secretary for Railways informed the Shire of Narracan "In connection with regrading, duplication and electrification works being undertaken on the East Gippsland line, it is intended to close the P.C.R. crossing at 74 m. 17 c near Trafalgar and construct a new one in lieu of it at about 74 m. 27 c.

My Commissioners will be glad of any comments your Council may desire to make regarding the relocation of the crossing."

On 7.12.54 the Shire of Narracan wrote requesting that a pedestrian crossing be installed at the site of the old crossing.

On tour on 9.12.54 representations were made to the Commissioners by Messrs. T.Shannahan and J. Balfour that the proposed removal of the level crossing at 74 m. 17 c. to 74 m. 27 c. will entail a considerable amount of inconvenience to local residents and that further consideration should be given to the question of leaving it where it is.

The deputation was informed that the necessity for the removal of the crossing had arisen from the electrification and regrading work in progress on the line, and that the retention of the crossing in its present position would entail road users crossing the main line and goods sidings, and result in delays to road traffic and risk to pedestrians. The relatively short distance that would be involved was pointed out to the deputation but they pressed for reconsideration of the matter, and it was promised that this would be done.

The Level Crossing Committee investigated the matter and on 7.1.55 the Secretary for Railways wrote Mr.T.Shannahan inter alia:-

"When the rearrangement of the station yard is completed, road vehicles and pedestrians would require to cross four tracks (2 main line and 2 sidings) and with the regrading of the line longer trains will be operated and if the crossing were left in its present position there would be numerous occasions on which it would be blocked by shunting movements or trains standing over it, thus entailing long delays to road traffic and pedestrians.

My Commissioners regret, therefore, that they cannot see their way to accede to the request.

Proposed works at this station include the construction of a footbridge over the main lines and sidings with ramped approaches in lieu of the existing footbridge and steps. On both sides of the line the foot of the ramp will be located close to the centre of the township area and pedestrians proceeding to and from the centre of the town will require to walk only about 250 feet further than is necessary via the existing level crossing."

On 29.3.55 the Shire of Narracan again wrote and urged that consideration be given to the construction of a footbridge at the site of the P.C.R. crossing at 74 m. 17 c.

(Continued)



LEVEL CROSSINGS (Contd.)

On 9.5.55 the Secretary for Railways replied to the Shire saying that it is considered that the provision of a footbridge at the suggested location is not warranted and it is regretted the Commissioners cannot see their way to accede to the request.

Papers on tour.

(54/13692)

TRAFALGAR

<u>Mr. T. McMahon, Stationmaster (Class 7)</u>						217.		
Year ended 30th June	Total Revenue £	Outward Passenger Journeys	<u>Total Tonnage</u>		Wool Bales	<u>Livestock</u>		
			Out	In		Out Trucks	Sheep	Cattle Horses
1954	18998	10080	3573	11506	141	48	581	
1955	16780	9797	2724	11044	48	102	418	
1956	15187	9978	2419	11181	86	45	367	

WATER HEATING FACILITIES.

218.

Request has been made for the provision at this station of water heating facilities for the two A.S.M.'s and the matter has been referred to the Amenities Committee.

(15/1091/27)

AREA FOR CAR PARKING.

219.

The Trafalgar Milk Supply Pty.Ltd. has made application to lease an area to be used for the parking of their employes' cars directly opposite the firm's business premises.

A site 90' x 20' fronting Waterloo Road and commencing adjacent to the ramp leading to the overhead bridge has been recommended by the Chief Traffic Manager.

(16/927/2)

CRANE POWER.

220.

On tour on 15.2.56 the Commissioners refused a request for the provision of a crane at this station. The question has been reviewed and on 19.12.56 the Chief Traffic Manager reported that, although there has not been an increase in the inwards volume of traffic which would warrant the provision of a crane, in view of the attitude of the Transport Regulation Board it would appear to be sound policy to provide a crane at this station if that can be done at a reasonable cost. The traffic is more likely to increase than decrease and a plan and estimate of the cost involved in providing a suitable crane on a spur siding are being prepared.

(56/1901)



TRAFALGAR (Continued)

APPROACHES TO LEVEL CROSSING.

221.

In March 1955 the Country Roads Board requested information regarding the approach roads to the proposed new level crossing at Trafalgar.

The Board was forwarded a copy of the plan showing re-arrangement of the yard for duplication of the main line. The scheme provides for relocation of the P.C.R. crossing from 74m. 17 c. to 74m. 27c.

The proposed approaches from Princes Highway are satisfactory so far as the Board is concerned.

The Narracan Shire Council is to be contacted to obtain its views regarding the approaches from Waterloo Road.

The matter is in course.

(55/2293)

LANE AT BUSINESS SITES.

222.

The Shire Council has been requested to submit an estimate for any necessary repairs to the lane at the rear of the business sites.

(54/13950)

COMPLETED.

223.

- 4.9.56 Construction of a siding for W.A. Purvis Stores Pty. Ltd.
- Construction of a footbridge at 73m. 76 chs. 80 lks.
- 29.5.56 Construction of new stock yards.
- 15.2.57 Construction of a relay room to accommodate signalling apparatus.

ELECTRICAL BRANCH MATTERS.

224

WORK

PROGRESS

Station and yard rewiring      Electrical work began 27.2.57.

COMPLETED.

- D.R. 313 supply to bath heater.
- Station, temporary lighting of relay room.
- 23.5.56 D.R. 3223, installation (2) G.P.O's.



THIRD DAY, WEDNESDAY, 6TH MARCH, 1957.

YARRAGON

Mr. W.C. Groves, Stationmaster (Class 7)

225.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock		
			Out	In		Out Trucks	Sheep	Cattle Horses
1954	4,758	5,209	1,058	6,670	34	12	41	
1955	4,685	5,103	908	6,566	113	5	43	
1956	4,834	4,423	1,010	9,213	145	5	52	

WATER SUPPLY

226.

A request for provision of reticulated water supply to the station and residences is being investigated.

(W. & W. 1192/57)

SALE OF LAND IN STATION YARD.

227.

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

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

(56/1902)

LEVEL CROSSING.

228.

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

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

Material is on order.

(56/9459)

COMPLETED.

229.

23.3.56 Provision of a separate door to the S.M.'s Office and closing up the door to the signal box.

ELECTRICAL BRANCH MATTERS.

230.

COMPLETED

-- Stock yards temporary lighting.

23.5.56 D.R. 3285 light in wash house.

13.2.57 Platform lighting, repairs.



THIRD DAY, WEDNESDAY, 6TH MARCH, 1957.

DARNUM

Mr. R. J. Sharpe, Ass't. Stationmaster. (Class 5). 231.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	916	1,441	183	791	32	-	18
1955	978	556	62	1,188	82	9	44
1956	558	579	37	1,344	12	6	8

TELEPHONE. 232.

A suggestion that a telephone be provided outside the station is being investigated.

(W. & W. 13871/56)

D.R. 2442 ex NILMA. 233.

Arrangements have been made for the Country Roads Board to relocate D.R. 2442 from Nilma at Darnum in conjunction with the Board's proposed widening of Princes Highway at Nilma.

Approval has been given to the provision of an additional water tank at the house when the transfer is completed.

(56/11082)  
(W. & W. 3181/56)

COMPLETED. 234.

13.11.56 Provision of additional water tanks at four residences.

ELECTRICAL BRANCH MATTER. 235.

COMPLETED.

12.2.57. D.R. 247 Installation of G.P.O.

WARRAGUL

Mr. R.V. Morton, Stationmaster. (Class 2). 236.

Refreshment Room Manager, Mr. J. Kemp.

Rolling Stock Branch: Depot Sub-Foreman, Mr. V. Bartells.

Total Staff 78. Engines 2.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	42,003	54,606	3,888	33,328	505	104	757
1955	43,592	54,210	4,523	30,869	549	102	622
1956	42,396	49,262	4,996	36,019	538	128	488



THIRD DAY, WEDNESDAY, 6TH MARCH, 1957.

WARRAGUL (Continued)

MOST IMPROVED RESIDENCES.

237.

In connection with the 1955 Competition for the Most Improved Residences, Telephone Attendant V.C. Williams who occupies D.R. 3893 was awarded first prize of £6/5/0 and Engine Driver W.G. Miles who occupies D.R. 3386 the second prize of £3.0.0. for houses with piped water supply in the Oakleigh Works Foreman's Section.

NEW AMENITIES BUILDING.

238.

Consequent upon the introduction of electric running to Traralgon, locomotive crews at Warragul operate on a drop-off-drop-on basis.

The locomotive depot is not well situated for this arrangement and a new office and amenities building is being provided on the station platform.

(56/2600)

REFRESHMENT ROOMS.

239.

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

(W.W. 4291/55).

STAFF QUARTERS AT REFRESHMENT ROOMS.

240.

The exterior of the staff quarters at the Refreshment Rooms is to be painted when staff is available.

(W.W. 14414/56)

REFRESHMENT ROOM STEAM BOILER.

241.

Arrangements are being made to replace the large steam boiler by a smaller one.

(W.W. 16527/56)

V.R.I. CENTRE.

242.

Plan and estimate of cost are being prepared for extension of the main hall and kitchen and provision of an additional building to be used as a billiards room at the Institute Centre.

(54/14134)

OBJECTIONABLE SMELL.

243.

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

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

(54/13799)



THIRD DAY, WEDNESDAY, 6TH MARCH, 1957.

WARRAGUL (Continued)

GOODS SHED.

244.

Instructions were issued recently for provision of lavatory facilities at the goods shed.

(55/9047)

CART WEIGHBRIDGE.

245.

At Darnum on tour on 15/2/56 the Commissioners were met by the President and Engineer of the Shire of Warragul who requested that a cart weighbridge be provided by the Department at Warragul.

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

(56/1869)

POINTS AT DOWN END.

246.

Arrangements are being made to alter the points at the down end of yard to lie for No. 7 road instead of No. 8 road.

(W.W. 15631/56)

NO. 3 ROAD CLEARANCE.

246a.

Complaint has been made that there is insufficient clearance between No. 3 road and the pylons supporting the overhead road bridge.

The matter is being investigated.

(W.W. 15719/56)

WATER TOWER.

247

The Shire of Warragul has requested permission to use the lower portion of the water tower in Queen Street Park as a public shelter.

The matter is being investigated.

(57/705)

WATER FACILITIES.

248.

Revised instructions are being prepared for improved locomotive watering facilities at the Loco Depot.

(57/8856)

DOUBLE LOADING RAMP AT STOCK YARDS.

249

On 14th December, 1956, the Warragul Shire on behalf of certain Stock Agents and others made representations for the provision of a double loading ramp in the trucking yards at Warragul.

On 14th January, 1957, the Secretary for Railways replied as follows:-



" A heavy duty transport ramp and portable gang board, suitable for the handling of both cattle and sheep to and from road transports, was provided at the Warragul livestock trucking yards last year. In addition, a light duty transport ramp suitable for loading and unloading the bottom tier of road transports is located there.

The majority of the traffic handled at the trucking yards consists of cattle, for which the existing facilities are adequate. The greater proportion of the sheep handled is received inward and these have direct access from the discharging platform to the present heavy duty ramp.

In the circumstances, my Commissioners would not be justified in incurring the expense of providing an additional heavy duty transport ramp, and they regret they are unable to accede to the request."

(56/13127)

CROSSINGS AND ROADWAYS

250

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

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

It was promised that the matter would be investigated.

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

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

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

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

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

It was promised the matter would be looked into.

On 23.12.53 the Shire Council was advised:-

- (1) The crossings in question are at Nilma and Yarragon. Both have been sealed, but it was necessary to open the former crossing due to settling of the track. This will be resealed at an early date.

Continued



WARRAGUL (Continued)

CROSSINGS AND ROADWAYS (Contd.)

250 (Contd.)

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

(53/10787)

D.R. 242

251.

A request for provision of an exterior light at D.R. 242 has been refused.

(W.W. 6614/55)

D.R. 3774

252.

Mrs. D. Bitter, widow of Flagman E. Bitter who died on 3.6.56 is occupying departmental residence No. 3774 at 59 Fenton Street.

The house is urgently needed for an employe to replace Mr. Bitter and legal action to obtain possession is contemplated.

However, the Housing Commission has advised that Mrs. Bitter's application for a house has been approved, and the Commissioners have directed that the question of taking legal action be deferred for the present.

(56/11469)

D.R. 3807

253.

Following a complaint about dampness in this house, additional ventilators have been installed.

(W.W. 13440/56)

D.R. 3802

254.

A request for provision of an additional power point in D.R. 3802 has been refused.

(W.W. 521/56)

ELECTRICAL DEPOT.

255.

Instructions are being prepared for provision of a cable store with a loading platform and ramp at the Electrical Depot.

(56/11223)



THIRD DAY, WEDNESDAY, 6TH MARCH, 1957.

WARRAGUL (Continued)

COMPLETED.

256.

- 20.8.55 Provision of an 8-tons derrick crane.
- 13.7.56 Provision of a heavy duty transport ramp and gang board at the stockyards.
- 14.2.55 Provision of a petrol tank and pump at the Electrical Depot.
- 14.6.55 Provision of road motor repair facilities.
- 17.5.55 Provision of a new 3" water service to the goods shed.
- 8.10.55 Provision of picket fence in lieu of chain wire on the footbridge at 61 m. 14 chs. 66 lks.
- 1.6.56 Electrification protection of the bridge at 61 m. 09 chs. 44 lks.
- 2.7.56 Painting interior of Electrical Depot.
- Erection of Signal and Telegraph Maintenance Depot.
- 12.7.56 Replacement of steam "Calorific" with a gas unit in Refreshment Room.
- 20.9.56 Provision of telephone between staff cottage and Refreshment Room.
- 9.7.56 Improvement to Gippsland telephone service by the installation of 2 matched transformers.
- 7.5.56 Sale and removal of D.R. 241.
- 13.8.56 Provision of an additional window in the S.M.'s office.
- 7.3.56 Sound-proofing of the carrier telephone equipment room.
- 23.11.56 Enclosing the rear porches of 10 pre-cut houses.
- 11.1.56 Painting of 43 pre-cut houses.
- 10.8.56 Provision of a loud speaker in the Guards' room.
- 2.11.56 Provision of a sound absorbing screen for the teleprinter in the S.M.'s office.
- 5.10.55 Relocation of Signal Post 22 and catch points loco road and provision of additional catch points.
- 26.5.55 Sewerage of (43) Departmental Residences.

ELECTRICAL BRANCH MATTERS.

257.

WORK

PROGRESS

- Refreshment Room - lighting of sign. Instructions issued 2/2/56
- " " -power point for toaster. Instructions issued 30/7/56.
- Rolling Stock staff amenities buildings, new installation. Work in hand. Instructions issued 7/2/57.

COMPLETED.

- 10/10/56 D.R.'s (64) - provision of exterior lights.
- 14/12/56 Lighting of back road.
- 30/12/56 Train examiner's cabin - installation of G.P.O.



WARRAGUL - NAYOOK.

FUTURE OF LINE.

258.

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

(54/13756)

BULN BULN

Mr. E. Freckleton, Vol. Caretaker. 259.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Horses.
1954	42	138	6	715	-	-	-	-
1955	81	-	41	713	-	-	-	-
1956	12	-	1	769	-	-	-	-

ROKEBY

Mrs. M.P. Fox. Caretaker (Class 5.) 260.

Year ended 30th June	Total Revenue £.	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Horses.
1954	1023	160	409	962	-	-	-	-
1955	566	-	292	907	-	-	-	-
1956	393	-	206	784	-	-	-	-

USE OF CRANE.

261.

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

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

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



THIRD DAY, WEDNESDAY, 6th MARCH, 1957.

ROKEBY (Contd.)

USE OF CRANE.(CONTD.)

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

Instructions have been issued accordingly.

(57/703).

CROSSOVER

262.

No-one-in-Charge

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep Pigs	Cattle	Horses
1954	1718	60	389	35	-	-	-	-
1955	1629	-	370	21	-	-	-	-
1956	147	-	34	22	-	-	-	-

NEERIM SOUTH

263.

Mrs. M.J. Gleeson, Caretaker. (Class A)

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep Pigs	Cattle	Horses
1954	1160	244	45	2222	14	2	94	
1955	1309	-	142	1986	-	-	79	
1956	1271	-	257	1955	0	-	70	

NEERIM

264.

No-one-in-Charge

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep Pigs	Cattle	Horses
1954	343	178	136	480	-	-	-	
1955	4140	-	3253	496	-	-	-	
1956	5944	-	5256	359	-	-	-	



THIRD DAY, WEDNESDAY 6th MARCH, 1957.

NAYOOK.

265.

Mrs. V.F. Gleeson, Caretaker (Class 4)

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

D.R. 2315

266.

Arrangements have been made to instal a power point in the wash-house of D.R.2315 when staff is available.

A request for a light in the wash-house was refused.

(W.W.8021/56)



COMMISSIONERS' TOUR OF INSPECTION

BY ROAD MOTOR CAR

WEDNESDAY 6th MARCH, 1957.

HAZELWOOD  
YINNAR  
BOOLARRA  
DARLIMURLA  
MIRBOO NORTH

NOTES NOS. 267 TO 277.

THORPDALE  
NARRACAN  
COALVILLE  
DAVID

NOTES NOS. 278 TO 283.

MORWELL-HAZELWOOD

CROSSING AT 89m. 66chs.

267.

The land on both sides of the crossing at 89m. 66chs. on the Mirboo North line is owned by the State Electricity Commission and arrangements are in course between the Commission and the Lands Dept. to close the road.

When this is done the crossing will be converted into an occupation crossing.

(56/5274)

HAZELWOOD-YINNAR

FLOODING:

267A.

In January, 1954 Mr. J. Bennett who has property adjacent to the railway and creek at 95 M. 44C. 39L. wrote the Hon. Sir H. Hyland M.L.A. regarding flooding of his land which had taken place because of the creek having broken through a levee bank.

On 10.3.54 the Chairman replied to Sir H. Hyland that "There will be no objection to Mr. Bennett repairing and strengthening the bank of the stream at the two low points in question with dense clay filling provided that:-

- (1) the general level of the down bank of the stream is not raised, and
- (2) the necessary filling is not obtained from railway land".

On 12.4.54 the District Engineer reported that the work had been satisfactorily completed by Mr. Bennett. Subsequently Mr. Bennett was given permission to remove from his property some metal filling which had been washed from a scour at the bridge on to his land.

The scour was refilled with stiff clay.

(54/541)  
(54/3542)

YINNAR

268.

Mrs. L.V. Harrington, Caretaker (Class 3)

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Pigs
1954	935	652	58	4183	124	1	16	
1955	509	406	103	4142	98	1	-	
1956	489	559	52	4195	102	-	5	

(Continued)



YINNAR (Contd.)

269.

TREE PLANTING COMPETITION.

In connection with the 1955, Tree Planting and Station Decoration Competition, Yinnar was awarded Second Prize for the maintenance of existing trees, gardens etc., at stations without piped water supply in the Eastern and South Eastern District and the prize money of £8. 0. 0 has been paid to Mrs. L.V. Harrington, Caretaker.

PASSENGER PLATFORM:

270.

The 265 ft. passenger platform will be reduced to 200 ft. when staff can be made available.

(54/4926)

BOOLARRA.

271.

Mrs. M.M. Murty Caretaker (Class 3) (Off Sick)

Davis, K.J. Junior Station-Assistant.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep Pigs	Cattle Horses	
1954	999	1390	58	1669	110	4	5	
1955	1514	932	219	1574	98	14	8	
1956	901	635	83	1308	117	2	10	

LEVEL CROSSING.

272.

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

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

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

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

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

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

(Continued)



BOOLARRA (Contd.)

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

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

(54/9573).

COMPLETED.

273.

11.12.54. Improvements to the view of the crossing at the down end of the yard.

DARLIMURLA

274.

No-one-in-Charge

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep Pigs	Cattle Horses	
1954	52	59	60	1	-	-	-	
1955	96	22	131	-	-	-	-	
1956	41	22	30	-	-	-	-	

PASSENGER PLATFORM.

275.

The Commissioners have agreed to the passenger platform being reduced to 50 feet in length.

Waiting staff.

(54/13523)

MIRBOO NORTH

276.

Mr. C. O'Connell, Stationmaster (Class 8) (On Annual Leave)

Mr. J.N. Winter (R.S.M.)

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep Pigs	Cattle Horses	
1954	18634	5445	5345	6980	310	65	124	
1955	17257	2184	5280	6723	367	61	53	
1956	17166	2265	5131	6332	318	57	29	

PRIVADE SIDING.

277.

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

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

(55/1360)



THIRD DAY, WEDNESDAY, 6th MARCH, 1957.

THORPDALE - MOE.

FUTURE OF LINE.

278.

Following an inspection of the Moe-Thorpdale line on 15.3.56, the Joint Transport Research Committee recommended to the Hon. the Minister that the line be closed.

Copies of the report and recommendation were distributed to the local members by the Minister, and as a result of representations made by Mr. J.C. Balfour, M.L.A. a further investigation was undertaken by the Co-ordinator of Transport who visited the District and interviewed local residents, following which the Outdoor Assistant to the Chief Traffic Manager, and the Senior Commercial Agent attended a public meeting at Thorpdale on 1st November, 1956, at which representatives of sectional interests of local traders and industries gave an assurance that the bulk of potatoes and livestock, (the principal traffic available on this line) would be diverted to rail provided the existing train service was altered to a Wednesday instead of a Monday train except during the months of December and January and that consignments for Albury and beyond loaded on Wednesdays would be available at Albury on Fridays.

The Commissioners approved of a trial being accorded the proposed altered method of operating the line until 30th June, 1957. The train service has been altered accordingly and the position is to be reviewed on 1.4.57.

Papers on tour.

(53/11764)

THORPDALE LINE.

MAINTENANCE OF LINE.

279.

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

(53/10789)

THORPDALE.

W.H.Gunn, Vol. Caretaker.

280.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep	Cattle
1954	9679	-	3122	2711	700	129	13
1955	8380	-	2459	1875	573	128	13
1956	3358	-	646	2068	612	91	31

THIRD DAY, WEDNESDAY, 6th MARCH, 1957.

THORPDALE (CONTD.)

GOODS PLATFORM.

281.

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

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

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

(49/12286)

NARRACAN.

No-one-in-Charge.

282.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Pigs Horses
1954	433	-	103	272	20	18	1	-
1955	402	-	101	325	9	12	-	-
1956	506	-	230	300	4	-	-	1

COALVILLE.

No-one-in-Charge.

283.

Year ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Pigs Horses
1954	3	-	-	23	-	-	-	-
1955	4	-	1	25	-	-	-	-
1956	4	-	-	90	-	-	-	-



FOURTH DAY, THURSDAY, 7th MARCH, 1957

DROUIN

Mr. W. Wilson Stationmaster (Class 7) (Annual leave) 284.  
Mr. W.J. Richards R.S.M.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	14573	16604	4125	16156	50	5	32
1955	14159	16206	3583	17406	66	4	18
1956	18777	16342	5850	20273	72	7	24

RAMP

285.

At Drouin on 10th December, 1954 representatives of the Shire Council and local Chamber of Commerce asked that a ramp be provided from the overhead road bridge to the island platform to reduce the distance to be travelled by a large number of passengers who use the station.

On 13th May, 1955 the Secretary for Railways replied to the Shire Council as follows:-

"While it is appreciated that the provision of a ramp at the location in question would convenience a number of passengers, in view of the cost of its construction (over £3,000) and the difficulty that would be involved in staffing the barrier gates which would be necessary at the platform end of the ramp, the Commissioners regret they are unable to accede to the request."

Information to this effect was furnished to the Minister to whom Mr. L.J. Cochran M.L.A. made representations on behalf of the Shire.

(55/6681)  
(54/13837)

CATTLE SALES IN RAILWAY STOCK YARDS:

286.

The Shire of Buln Buln enquired in September 1954 as to the possibilities of using the railway cattle yards for the purpose of conducting cattle sales therein. Sales of livestock may at the option of the Commissioners be conducted in railway yards at places where there are no municipal sale yards subject to payment of the amount laid down on page 13 of Tariff 4 of the Goods Rates Book, viz. £2.18.1d. per day or part thereof. There are no municipal sale yards at Drouin.

The instructions to the staff are set out in General Order 28 of the General Orders Book 1942. The Shire Council could be granted the use of two holding yards for cattle and one for sheep, the holding yard adjacent to the crush yard to be reserved by the Department for any inwards stock requiring to be unloaded. Stock sales are held on first Monday in each month and our yards would be required from midday to 5.0pm.

On 15th March, 1955 the Shire wrote and asked whether instead of the Council, Messrs. Scott and Company, Auctioneers of Warragul would be allowed to conduct sales at the Drouin trucking yards to which the Secretary for Railways replied as follows on 5th April, 1955:-

"I desire to say that my Commssioners have no objection to Scott & Co. Auctioneers of Warragul, holding sales at these yards under the conditions specified in my letter dated 26/11/54 to your Council.



FOURTH DAY, THURSDAY, 7th MARCH, 1957.

DROUIN (Contd.)

CATTLE SALES IN RAILWAY STOCK YARDS: (Contd.) 286.

I would point out, however, that the Commissioners cannot guarantee Scott & Co. the sole right to conduct sales at the Drouin trucking yards for an indefinite period, and the matter will be reviewed in the event of any application being received from other interested parties to use the yards for similar purposes."

OCCUPATION CROSSING. (54/9728) 287.

A request by Mr. J.E. Balfour, Licensee of the occupation crossing at 58M. O4Ch. for provision of cattle grids instead of gates at the crossing has been refused.

(56/11866)

COMPLETED. 288.

19.5.56. Wiring of up end of shed road.

ELECTRICAL BRANCH MATTERS.

WORK

PROGRESS 289.

Light and power installations a/c.  
alterations to platforms and buildings.

Instructions issued  
4.10.56 building not  
yet completed.

LONGWARRY

290.

Mr. H.L. Gaylard, Stationmaster (Class 8)

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Horses
1954	4622	6083	1430	15147	51	-	4	
1955	7216	7009	2617	13892	173	-	3	
1956	7035	6132	2915	15169	223	-	1	

STATION FACILITIES. 291.

In connection with the electrification and duplication of the line the Commissioners minuted the papers on 26.1.51 as follows:-

"At this station there have been many requests for a foot crossing and there is evidence of regular use being made of an unauthorised crossing place. It is proposed therefore, to provide a footbridge. This was approved as was also the proposal to relocate the station and stock yard and convert the level crossing adjoining the existing station to a P.C.R. to obviate opening and closing of the gates."

(51/1083)



LONGWARRY (Contd.)

LEASE OF LAND.

292.

Messrs. McGibbons and Sons towards the end of last year applied for the lease of certain railway land adjacent to the passenger platform for the establishment of a plumbers and tank makers' business. That lease was not recommended it being considered the site should be reserved for business premises which present a more pleasing appearance.

(16/543/1)

FLASHING LIGHT SIGNALS.

293.

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

(49/8006).

RAIL LINK BETWEEN LONGWARRY AND BAYLES.

294.

In June last the Korumburra Chamber of Commerce wrote to the Honorable the Minister suggesting provision of certain new rail links including one between Longwarry and Bayles. The matter was also mentioned to the Commissioners at Korumburra on tour in July, 1956 when the deputation was informed that the Parliamentary Public Works Committee is the authority which defines the route of any railway, but that in the opinion of the Commissioners the line suggested was not justified and would definitely be non-paying.

Papers on tour.

(56/6594).

BUNYIP

Mr. T.J. Gray, Stationmaster, (Class 8)

295.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Pigs Horses
1954	5011	10006	1140	3282	42	5	41	
1955	3868	10579	402	2516	82	1	46	
1956	3830	10334	274	2472	117	1	59	

REARRANGEMENT OF STATION.

296.

On 2.11.55 the Chief Traffic Manager approved of plans No's 784/55 and 786/51 (amended to 7.10.55) showing proposed rearrangement of station buildings and proposed trackwork, island platform, subway and footbridge.

It is proposed that the footbridge and subway be located to permit construction of the new brick office and relay room on up side of existing office, the latter and waiting rooms to be centralised and relocated on the platforms to provide a van goods shed and waiting room respectively.

(55/6002)  
(W.W.9528/54)



BUNYIP (Contd.)

CHILDREN'S PLAYGROUND

297.

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

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

(56/9415).

GOODS SIDING, CROSSING AND CRANE.

298.

On tour on 16.10.53 representations were made to the Commissioners by Mr. K. Line and other members of the local Chamber of Commerce that the goods sidings be retained in its present position on the passenger side when the line is duplicated.

It was stated that the present siding is most conveniently placed in relation to the business section of the town, and the high bank facilitated loading and unloading operations. If the siding were moved to the other side of the line it would involve carters travelling an extra half mile because of the location of the nearest crossing. In a normal season 40,000 to 50,000 bags of potatoes were loaded at Bunyip and Longwarry and a high loading platform at Bunyip was essential.

It was explained that duplication of the line would prevent the siding being retained in its present position. The layout decided upon was determined after careful consideration, and the best facilities commensurate with the volume of traffic likely to be handled would be provided. The Commissioners appreciated that traders would have to cart their goods an extra distance and the question of moving the crossing closer to the station would be looked into. The deputation also requested that a two-ton crane be provided at the station to facilitate the unloading of heavy packages such as crates of masonite and galvanized iron.

On 4.6.54 the Secretary for Railways replied to Mr. K. Line as follows:- "As promised the question of relocating the crossing at the up end of the station yard on a site closer to the station has been investigated, but it is regretted that this is not practicable.

In order to facilitate the loading of potatoes arrangements have been made to provide an earth filled platform with a ramp at each end on the Melbourne side of the goods shed.

In the meantime, the platform at the down end of the shed will be retained for this purpose. With regard to the request that a two-ton crane be provided to facilitate the handling of heavy consignments, investigation discloses that the traffic does not warrant the provision of a crane, and the Commissioners regret they cannot see their way to accede to the request. However, three steel rollers have been supplied to facilitate the unloading of crates containing masonite, iron, etc".

(53/11245)

FLASHING LIGHT SIGNALS AT CROSSING.

299.

The Berwick Shire made representations per the Hon. the Minister in July, 1952, that flashing light signals should be installed at the level crossing at the up end of this station or a bridge provided in lieu of the crossing.



BUNYIP (Contd.)

FLASHING LIGHT SIGNALS AT CROSSING. (Contd.)

299.

The Level Crossing Committee discussed this request with representatives of the Shire to whom they explained that the crossing is clearly defined, with crossing boards prominently located and that excellent views are obtainable from all directions of trains approaching the crossing and that it was considered that the crossing is safe provided roadusers exercise ordinary care. The Commissioners informed the Hon. the Minister as above and regretted they would not be justified in acceding to the request for flashing light signals or an overhead bridge in lieu of the crossing.

(52/7591)

WARNING DEVICE.

300.

On 14th July, 1956, the Bunyip Progress Association requested the installation of a warning device at the level crossing at 48M. 07Ch. Similar requests have previously been dealt with and declined on advice from the Level Crossing Committee which, following a further inspection in November last, still considered the crossing to be safe provided ordinary care is exercised by the roadusers. The Progress Association was advised accordingly on 3rd December, 1956.

(56/7461)

COMPLETED.

301.

15.11.55 Provision of an electric kettle at the station.

12.5.55 Provision of a footcrossing at the level crossing.

ELECTRICAL BRANCH MATTERS.

302.

WORK

PROGRESS.

Light and power installation a/c alterations to platforms and station buildings.

Work in hand, building alterations not yet completed.

COMPLETED.

- D.R.'s 2368 and 3198, supply to bath heaters.

22.6.56 Relay Room on platform, temporary supply.

GARFIELD

303

Mr. J.F. Delbridge Asst. Stationmaster (Class 5)

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Pigs Horses
1954	5104	11492	1193	1752	29	2	3	
1955	6487	11932	1344	1264	47	-	5	
1956	3399	11174	68	1496	48	-	-	

GARFIELD (Contd.)

CLASSIFICATION.

304.

Consequent upon the introduction of double line working between Tynong and Bunyip and the necessity for appointing a safe-working employe at Garfield to operate the signal frame for certain trains, the classification of the employe controlling that station was raised from Caretaker, Class 2, to Asst. Stationmaster, class 5 as from 7.9.56.

(56/7689)

SAND LOADING RAMP.

305.

Plowright Albion Koo-Wee-Rup Washed Sand and Gravel Co. Pty. Ltd. recently made application for a sand loading ramp site fronting the stock yards siding and alongside those yards.

The Chief Traffic Manager reported that a site 25' x 65' in the position abovementioned can be made available under usual conditions and subject to standard clearances being observed and the ramp erected to the satisfaction of the District Engineer also to stock traffic being given priority over sand traffic.

The usual placing charges will be imposed for the placing of trucks at the site by engine power.

LEASE OF LAND

306.

It is proposed to invite tenders for the lease of railway land in Main Street between the station and subway.

(56/5407)

COMPLETED.

307.

6.10.55 Drainage of properties owned by Dr. D. Gild, and Mr. M. Walters.

ELECTRICAL BRANCH MATTERS.

308.

COMPLETED.

20.9.56 D.R. 2481 supply to bath heater.  
 17.8.56 Lighting of pedestrian subway.  
 19.9.56 Lighting of new 'down' platform.

TYNONG

309.

Mr. J. Dufinocz Asst. Stationmaster (Class 5)  
 Mr. A.G. Galbraith Asst. Stationmaster (Class 5)  
 Mr. F.G. Tighe Asst. Stationmaster (Class 5)  
 Mr. R.S. Jolly R.A. S.M.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Pigs
1954	3466	8074	1023	1595	69	2	1	
1955	8944	7445	2991	1559	60	-	4	
1956	2372	8496	269	1520	67	-	-	



TYNONG (Contd.)

ALTERATIONS TO STATION BUILDINGS.

310.

On 2.11.55 the Chief Traffic Manager approved of plan No. 785/55 showing proposed alterations to station buildings; the existing station buildings consisting of an office and a portable used for waiting room, to be centralised on an island platform, one van goods shed to be relocated on the platform and another on the street side of the new down track opposite the up end of the island platform.

(55/6002)  
(W.W.9528/54)

NOISE OF RAILWAY OPERATIONS.

311.

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

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

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

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

(56/4230).

STOCK YARDS ETC.

312.

In connection with the electrification and duplication of the line, the Commissioners minuted the papers on 26.1.51 as follows:-

"In view of the fact that stock yards will be available  $3\frac{1}{4}$  miles away in one direction and  $2\frac{1}{2}$  miles in the other, consideration was given to their abolition at Tynong. The Commissioners directed, however, that facilities be provided on a new site but they are to be no larger than is necessary for the business offering."

The stock yards are to be relocated 150' on the Up side of the goods platform on the shed road.

(51/1083).

PROVISION OF P.C.R. CROSSING ON DOWN SIDE AND WARNING SIGNAL AT UP SIDE CROSSING.

313.

On 11.5.50 on tour at Tynong the Commissioners were interviewed by members of the local Progress Association who urged that a crossing be provided at the Down end of the station and a warning signal installed at the level crossing at the Up end.



TYNONG (Contd.)

PROVISION OF P.C.R. CROSSING ON DOWN SIDE AND WARNING SIGNAL AT UP SIDE CROSSING. (Contd.) 313.

The Commissioners said they could not agree to the provision of a crossing at the Down end as it would be dangerous because of the extremely limited view of approaching trains, and they would have the crossing at the Up end inspected to ascertain whether there was any change since the matter was previously reviewed. On 15.8.50 the Secretary for Railways advised the Progress Association. "Our Level Crossing Committee has inspected the crossing and advises that the provision of flashing light signals is not warranted. The Committee states, however, that the roaduser's view of down trains on the station side of the crossing would be improved by cutting back to ground level for the full width of the roadway from the crossing to a point approximately 200 feet on the Melbourne side of it, the ti-tree scrub growing on an unused roadway on that side of the line".

The Shire of Berwick was requested to have this scrub cut back and this was done.

On 9.5.53 the Progress Association asked if the Department would consider installing warning light signals at the Up end crossing now that the line has been duplicated. The matter was reviewed by the Level Crossing Committee who reported on 26.5.53 that with adequate views of trains from both approaches the provision of flashing light signals is not warranted.

The Committee pointed out, however, that the view of the Down trains from the Down approach is dependent on the unused roadway at the Down side of Up end of the P.C.R. being maintained clear of ti-tree and other scrub which had regrown and should be again cut by the Shire. This has since been done and the Progress Association suitably advised.

(53/4708)

DRAINAGE. 314.

A complaint has been made by Mr. F. H. Harker, regarding drainage of water from railway property through his land at Tynong.

The matter is being investigated.

(57/187)

ELECTRICAL BRANCH MATTERS. 315.

WORK

Light and power installations a/e alteration to platform and buildings.

PROGRESS

Work in hand. Building not yet completed.



TYNONG - NAR NAR GOON

316.

FLOODING.

On 18.1.54 Mr. L. Martin of Tynong forwarded to the Secretary for Railways a protest by several owners whose properties had been subjected to excess flooding since alterations had been effected to the drainage system on the railway immediately west of the Tynong crossing and opposite the Tynong South road.

On 26.3.54 the Secretary for Railways advised Mr. Martin:-

"I desire to say that the new bridge and culvert at 42M. 68Ch. near Tynong was rebuilt and extended to provide the same waterway as existed prior to duplication of the track and the new drain constructed replaced the old one which was filled in by earthworks of the duplicated track. While the work carried out resulted in a quicker concentration of water at the bridge and culvert under the line than has been the case for some time, it is no greater than it would have been if the original drain had been cleaned out and restored to the condition it was in at the time of its construction.

In the circumstances, my Commissioners consider that any flooding at this location is not the responsibility of this Department".

(54/686)

NAR - NAR - GOON

Mr. G.H.W. Sawyer Stationmaster, (Class 8)

317.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep	Cattle	Horses
1954	2013	10491	44	1940	101	-	-	-
1955	2768	17822	164	1887	135	-	1	1
1956	3173	19591	198	2004	127	2	9	9

ALTERATIONS TO STATION BUILDINGS.

318.

On 14.12.56 the Commissioners approved of a proposed layout (plan 351/56) for the buildings at this station. The plan provides for the main buildings on an island platform with a van goods shed (relocated from Up end island platform) on new faced platform at Up end on Down side and an approach road to and parking area at rear of that shed.

The van shed at the down end of the island platform is to be abolished.

The Stationmaster suggested that a power point and radiator be provided in the waiting room but such provision is not considered necessary because of the limited traffic.

The Stationmaster requested provision of an open shed in the station yard for children's bicycles, and wash basin and tap in the station office and relocation of the signal panel.

These requests were not approved.

(55/6002)  
(W.W.9528/54)

FOURTH DAY, THURSDAY, 7th MARCH, 1957.

NAR - NAR - GOON (Contd.)

STOCK YARDS ETC.

319.

In connection with the electrification and duplication of the line, the Commissioners minuted the papers on 26.1.51 as follows:-

"It was agreed to relocate the stock yards". They are to be placed on the down side of goods platform shed road.

The track plan has been examined and approved by the Traffic Branch.

(51/1083).

D.R. 232.

320.

A request for 2 additional power points in this house is under consideration by the Housing Committee.

(W.W.15800/56).

COMPLETED.

321.

15.11.55. Supply of 3½ pint electric kettle  
25.11.55 Relocation of D.R. 233.  
5. 4.56 Relining of D.R.233 in fibrous plaster,  
28.5.56 Sale and removal of D.R. 161.

ELECTRICAL BRANCH MATTER.

322.

WORK

PROGRESS

D.R.3214, installation of 3 No.  
G.P.O's.

Instructions issued 11.5.56.

PAKENHAM

Mr. W. D. Duncombe, Stationmaster (Class 7)

323.

Ended	Year	Total	Outward	Total Tonnage		Wool Bales	Livestock		
	Ended 30th June	Revenue £	Passenger Journeys	Out	In		Out Trucks	Sheep	Cattle Pigs Horses
	1954	5486	22734	442	4204	71	6	10	
	1955	6412	38365	279	5139	125	36	9	
	1956	6804	36273	335	5757	121	14	14	

STATION BUILDINGS.

324.

A plan No.250/55 for new station buildings at Pakenham was approved by the Chief Traffic Manager on 15.6.55 such buildings to be located on an island platform.

Papers on tour.

(56/6002)  
(W.W.9528/54).



PAKENHAM (Contd.)

SUBWAY.

325.

The Berwick Shire made representations per Hon. the Minister in July 1952 that a subway be provided to the proposed island platform at this station.

The Level Crossing Committee visited Pakenham and discussed the request with representatives of the Shire.

The Committee explained that the footcrossing to the proposed island platform would only cross the "Down" track, that by reason of the design of the crib, the persons using the crossing were obliged to face in the direction of the approaching trains prior to crossing the line, that the crossing would be similar to many others in use in the suburban area and that, in the circumstances, the provision of a subway was not necessary.

(52/7591)

FIRE PRECAUTIONS.

326.

At the time of the last tour the question of installation of a fire plug near the three departmental residences was under review.

It was subsequently ascertained that adequate fire protection facilities were to be included in a general re-arrangement of the water services at Pakenham rendered necessary by the duplication of the Gippsland line.

(53/7178)

FLOOD LIGHTS AT CROSSING.

327.

On tour on 16.10.53 representations were made to the Commissioners by the Shire Secretary and Mr. F. Brown of the local Progress Association that flood lights be erected at the Main Street crossing, as it was considered such lighting would assist to minimise possible accidents.

The Commissioners pointed out that the crossing was already protected by flashing light signals which give adequate warning of approaching trains and the Level Crossing Committee had inspected the location and considered the conditions did not warrant the provision of flood lighting. In the circumstances, the request could not be acceded to.

(53/11231)

COMPLETED.

328.

25.9.56 Provision of hire car stand and erection of notice.  
8.11.55 Improvements to drainage at D.R.3233.

ELECTRICAL BRANCH MATTER

329.

COMPLETED.

23.11.56 D.R.2248, Installation of G.P.D.



PAKENHAM - DANDENONG.

TELEPHONE POLE LINE.

330.

Instructions are being prepared for reconstruction of the telephone pole line between Pakenham and Dandenong.

The estimated cost is £19,550.

(56/5087)

OFFICER

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

331.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep Pigs	Cattle Horses
1954	968	5733	57	375	86	2	2
1955	1464	10477	238	265	29	-	-
1956	1068	9978	64	195	22	-	-

TREE PLANTING COMPETITION.

332.

In connection with the 1955 Tree Planting and Station Decoration Competition, Officer was awarded first prize of £13 for the maintenance of existing trees, gardens, etc at stations without piped water supply in the Eastern and South Eastern District and the prize money was equally divided between Messrs. J.A. O'Donnell, S.M. & V.C. Campbell and M. Vrblca A.S.M.'s.

BEST KEPT RESIDENCES.

333.

In the 1955 Competition Mr. J.A. O'Donnell S.M. who occupies D.R. 229, was awarded first prize of £6.5.0 for the Best Kept Residence without piped water supply in the Oakleigh Works Foreman's Section.

STATION LAYOUT.

334.

On 2.11.55 the Chief Traffic Manager approved of plan No. 783/55 showing proposed new station buildings and passenger platform. As the station is being relocated new station buildings are required at Officer on both Up and Down sides as follows:-

Up Side. Office and booking lobby 30' x 16' timber framed, with waiting accommodation in the booking lobby. Van goods shed 20' x 12'. Standard men's and ladies' conveniences.

Down side. Portable 20' x 12' subdivided to provide waiting shelter and van goods shed.

(55/6002)  
(W.W.9528/54)

WATER HEATING FACILITY.

335.

An application for the provision of a water heating facility in the station office has been referred to the Amenities Committee.

(16/735/1)



FOURTH DAY, THURSDAY, 7th MARCH, 1957.

OFFICER (Contd.)

CROSSING AT SOUTH PAKENHAM ROAD.

336.

In reply to a request for flashing lights at South Pakenham Road Crossing, the Shire of Berwick was informed on 26.11.56 that with the relocation of the Officer station building, it was considered that flashing lights were not warranted at the crossing.

Arrangements have been made for removal of two trees and several bushes and for realignment of the boundary fences to include triangular sections of land acquired to preserve views at the crossing.

(56/6558)

ELECTRICAL BRANCH MATTERS.

337.

COMPLETED.

2.2.57. D.R. 229 Installation of G.P.O.

- Light and power installations a/c alterations to platform and station buildings.

BEACONSFIELD

Mrs. R.M.Kearney. Caretaker (Class 2)  
Mrs. V.M.Chance. Caretaker (Asst.) (Class 3)

338.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks	
			Out	In		Sheep	Cattle Pigs Horses
1954	2211	6564	826	431	30	-	2
1955	2105	23876	113	481	-	-	-
1956	1760	20276	-	381	-	-	-

STATION BUILDINGS.

339.

On 2.11.55 the Chief Traffic Manager approved of plan No.779/55 showing proposed alterations to station buildings. The plan provides for the existing station building to be centralised and relocated on the platform, the existing ladies' waiting room to become the office and the existing office to be subdivided into a van goods shed and bicycle shelter combined and ladies' waiting room.

It is proposed to locate the building to permit extension of the office at a later date should this be required.

A new ladies' yard is to be located next the ladies' waiting room.

Existing men's convenience is to remain. The van goods shed at the down end is to be transferred to another location.

(55/6002)  
(W.W.9528/54)

FOURTH DAY, THURSDAY, 7th MARCH, 1957.

NARRE WARREN

Mr. W.A. Grant, Stationmaster (Class 8) 351.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep Pigs	Cattle Horses	
1954	959	3699	27	1313	15	-	-	12
1955	1185	7775	49	1006	36	-	-	18
1956	1331	6949	32	1102	9	3	-	22

WATER HEATING FACILITIES. 352.

An application for the provision of water heating facilities at this station for the convenience of the local staff and the guards of goods trains has been referred to the Amenities Committee.

(16/687/1)

COMPLETED. 353.

- 10.1.55 Provision of pipe culverts at the entrances to two houses on the Prince's Highway.
- 16.1.56 Provision of a loading race at the stockyards.

COMPLETED. 354

- 22.3.55 Erection of standard dropper fence and construction of drain at Mr. R. Weaver's property.

HALLAM

Mrs. R.E. Canny, Caretaker (Class 3) 355.

Year Ended 30th June	Total Revenue £	Outward Passenger Journeys	Total Tonnage		Wool Bales	Livestock Out Trucks		
			Out	In		Sheep Pigs	Cattle Horses	
1954	155	2215	-	36	-	-	-	-
1955	222	4226	-	36	-	-	-	-
1956	282	4658	-	6	-	-	-	-

FLASHING LIGHTS. 356.

Approval has been given to the abolition of the gates at the crossing at the Down end and provision of flashing lights.

Plan and estimate of cost are being prepared.

(53/572)



FOURTH DAY, THURSDAY, 7th MARCH, 1957.

HALLAM (Contd.)

DRAINAGE OF PROPERTY.

357.

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

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

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

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

(56/5679)

ELECTRICAL BRANCH MATTER

358.

COMPLETED.

21.3.56 D.R. 2823, supply to electric stove.

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