

1884.

VICTORIA.

RAILWAYS CONSTRUCTION BILL.

PETITION.

KOROIT RAILWAY—JUNCTION WITH HAMILTON, INSTEAD OF DUNKELD.

Ordered by the Legislative Assembly to be printed, 21st October, 1884.

TO THE HONORABLE THE SPEAKER AND MEMBERS OF THE LEGISLATIVE ASSEMBLY OF VICTORIA IN
PARLIAMENT ASSEMBLED.

The Petition of the Mayor and Councillors of the Borough of Hamilton, in the Colony
of Victoria :

HUMBLY SHEWETH—

That serious injury will be inflicted upon the town and trade of Hamilton and surrounding district by the proposal contained in the Railway Bill to make Dunkeld the junction of the line from Koroit, and that in the interests not only of this district but also of the colony at large it is essential that the junction of the said railway should be fixed at Hamilton. The reasons for the adoption of that course are briefly as follow :—

- 1st. That by altering the point of junction as aforesaid the Legislature would be constructing an eighteen mile section of the Black Line from Geelong, as well as giving to the Koroit district a connexion with the Ararat Line, whilst the cost would not be increased, the distance from Penshurst to Hamilton being about the same as the distance from Penshurst to Dunkeld.
- 2nd. That by adopting Hamilton as the junction there would be greater economy in the working of the traffic, as the proposed line from Hamilton to Coleraine could be worked with the same staff of officers and rolling-stock as the line from Koroit to Hamilton, the trains running right through from Coleraine to Koroit, and *vice versa*.
- 3rd. That the Koroit Line, as it appears in the Bill, intersects the Black Line from Geelong at the township of Penshurst, and if continued thence to the township of Dunkeld instead of to Hamilton it would block the further progress of the Black Line westwards, and prevent the ultimate connexion of the Hamilton and Coleraine section of the Black Line with the rest of the said trunk line from Geelong to Mortlake.
- 4th. That the portion of the Koroit Line from Penshurst to Hamilton would carry far more traffic than the portion from Penshurst to Dunkeld, there being a considerable population settled along the former route and none along the latter.
- 5th. That the Hamilton Station was designed by the late Engineer-in-Chief, Mr. Higinbotham, for a junction station, and has all the requisite shed accommodation, turn-table, and two miles of steel rails laid down for shunting, all of which facilities would have to be created at Dunkeld.
- 6th. That the unnecessary multiplication of junctions not only involves additional expense in working but also increases the risk of accidents, and produces complications in the timetable, necessitating delays in adjusting the arrival and departure of the branch trains with those of the main lines. That if Dunkeld were made the junction of the Koroit Line, there would be three separate junctions along the course of the Ararat Line within a distance of thirty-six miles, viz.:—One for the Koroit Line at Dunkeld, one for the Coleraine Line at Hamilton, and one for the Casterton Line at Branxholme, whereas by taking the Koroit line to Hamilton, the number of junctions would be reduced to two.

- 7th. That the carrying of the Koroit Railway to Dunkeld would necessitate the diverting of the passenger and goods traffic of the main line from Geelong towards the Border, twenty miles out of its course, which would be a national inconvenience besides the local hardship involved, by making the railway distance from Hamilton to Peshurst thirty-eight miles, whereas the distance by road is only eighteen miles. That if either the Koroit branch or the main trunk line from Geelong must be diverted twenty miles it is preferable to divert the branch rather than the main line.
- 8th. That there is a considerable traffic existing between Hamilton and the port of Belfast, which traffic would be accommodated by a junction at Hamilton, whereas with the additional mileage required in going round by Dunkeld it is very questionable whether the railway could compete with the drays. In the event, therefore, of Parliament being unable to construct the Black Line right through to Hamilton so as to join the section proposed to be constructed from Hamilton to Coleraine—which extension, could it be carried out, would be highly desirable, and would obviate all the objections heretofore cited—your Petitioners respectfully pray that the Koroit Line be made to join the Ararat Line at Hamilton instead of at Dunkeld.

And your Petitioners, as in duty bound, will ever pray, &c.

J. E. KENNAN,

Mayor.

ROB. STAPYLETON BREE,

Councillor.

(l.s.)

WILLIAM SMITH,

Town Clerk.