

HISTORY OF

LOCKHART SHIRE COUNCIL

This history has been compiled from Council minutes, letters and other Council records with some information gleaned from newspapers.

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NOTE: All early references to measurements and values in imperial units have been converted to metric.

CHAPTER ONE

1906 – 1914

For eighty years after the first settlement was formed in Sydney every aspect of administration in New South Wales was centered on Sydney. As a result of the passing of the Municipalities Act in 1867, settlements where there were a minimum population of 1,000 people within an area of ten square miles (2,560 hectares) could be formed into a Borough Council with elected local representatives who were granted limited authority over local affairs. These “Boroughs” subsequently became known as “Municipalities” and by the early 1900's there was considerable pressure to extend Local Government to the rural areas.

In 1906 the Local Government Act was proclaimed. This Act delegated a wide range of activities to Local Government as well as making provision for the establishment of 134 “Shires” covering the whole of the rural areas of the state with the exception of the western lands which were, and still are, very sparsely settled.

The Government Gazette of May 16, 1906 proclaimed the Shire of Lockhart. The boundaries of the Shire as proclaimed were almost identical with those of Lockhart Shire in 1988. Only very small changes have been made to adjust minor problem areas. This Gazette also announced the appointment of five men to act as Provisional Councillors until an election could be held. They were Walter Day and W.D. Drummond of Lockhart, E. Lynch of Milbrulong, J.B. Martin of The Rock and C.R. Smith of Mittagong.

At the first meeting of this Provisional Council, which was held in the Lockhart Court House on June 13, 1906, Mr. E. Lynch was elected as Chairman of the Provisional Council.

The responsibility of the provisional Councillors was to organise the establishment of the Shire including the supply of necessary maps, books, stationery and electoral rolls. They had no money to carry out any works and their role was purely organisational. A letter from the Under-Secretary of the Department of [MISSING].

“I have the honour to inform you that, with a view to facilitate the financial arrangements of the temporary Council, the Honourable the Minister has given directions that the sum of \$40 be lodged to the credit of the Chairman of the Council in a local, bank. Before payments are made they should be submitted to the temporary Council and, if over \$10 in one transaction, submitted for the Minister's approval.”

Accounts of all expenditure shall be submitted to the Minister fortnightly, with a voucher claiming re-imbusement, and on such voucher being passed, the amount there-of will be paid to the credit of the Chairman's advance account. In this way the local account will be kept in credit as nearly as possible to the maximum amount of \$40."

"The Minister desires me to ask that you and your Council will, throughout your term of office, keep a strict control on expenditure and exercise a wise economy, especially in the matter of salaries, rent, stationary and expenses." (Ref. The Wagga Advertiser, 14/6/1906).

Only two nominations were received for A Riding and Norman Charles Clapperton and Walter Day were declared elected. There were three candidates for B Riding and four for C Riding - Albert Eulenstein and Peter Knobel were elected for C Riding and William Douglas Drummond and Edward Lynch were elected for B Riding. (Ref. The Wagga Advertiser 10/11/1906 and Council Minutes of 6/5/1907 and 4/6/1907).

Presidents of Lockhart Shire Council for the period 1906 - 1914 were elected as follows:

24th November, 1906	Edward Lynch
10th February, 1908	Walter Day
7th February, 1910	Albert Eulenstein
10th February, 1911	Alexander Fraser
12th February, 1912	Wallace Browne
10th February, 1913	Walter Day
9th February, 1914	William Weeden
6th April, 1914	John Bunyan
8th June, 1914	William Weeden

At a new election of Councillors held on 1st February, 1908 the number of Councillors for each riding was increased to three - a total of nine Councillors. It is interesting to note that at this election only 409 votes cast throughout the Shire. However, only the landowner was entitled to cast a vote.

The minutes do not make the position clear but it appears that at the Council elections held early in 1914 there was some irregularity in the election of Councillors for B Riding. Ouster proceedings were taken which resulted in the election of the three B Riding Councillors being declared void. The Shire President, William Weeden, was one of those affected and Councillor

John Bunyan was elected President in his place. An Extraordinary Election for B Riding was held on 2nd May, 1914 and the same three Councillors were re-elected. Councillor Bunyan then resigned as President and Councillor Weeden was re-elected to the position.

No minutes have been located for meetings of the provisional council or of the elected Council prior to 6th March, 1907. It is known however that the provisional Council appointed H. Parnaby as temporary Secretary and the elected Council appointed W.J. McCormack, C. E., to the dual position of Shire Clerk and Shire Engineer early in 1907 at a salary of \$750 per annum.

The meetings of the Provisional Council were held in the Court House but reference is made in Council Minutes dated 30/12/1907 to the "Shire Office in Brookong Street, Lockhart". These were purely temporary premises as at the meeting on 6/5/1907 the Shire Clerk was instructed to "interview the District Surveyor re-proposed Shire Hall site in Green Street, Lockhart." On 2/1/1908 instructions were given for a shed for storage of tools, etc to be erected on the "Shire Hall site" and the Shire Engineer was instructed to draw up plans and specifications for a Shire Hall. On 1/6/1908 a contract was let to E. Sharp for the construction of the building at a cost of \$1860. The meeting on 7/12/1908 was held in "Shire Offices, Green Street, Lockhart." Apart from a scallion addition at the rear of the building at a later stage, no major alteration was made to this 1908 building until 1957.

As a result of a decision made by Council on 6/5/1907 application was made to have the town of Lockhart declared an urban area with a view to establishing a sanitary service. By the end of 1907 a tender by Charles Webb was accepted for the removal of garbage and night soil from the town of Lockhart at a rate of 5¼ cents per pan. Another resolution was "that a hole for rubbish, capacity of 300 cubic metres, be excavated at the Sanitary Depot and notice be given that all rubbish must be deposited therein." On March 2nd, 1908 the Engineer was instructed "to inspect and prepare an estimate of the cost of sufficient lamps for the town of Lockhart". These lamps would have been fueled by either kerosene or acetylene gas.

At the meeting on August 3rd, 1908 it was decided to form and metal Green Street between Matthews and Urana Streets. At last the main business area would be served by a gravel surface rather than a muddy track. However, the earth drains remained until concrete kerbing and guttering was installed in 1922. Thus in less than two years after Local Government was introduced in Lockhart, the little town was gradually obtaining improved amenities.

The estimates of income and expenditure for the year ending December, 1907 were not presented to Council until the meeting held on 5th August, 1907. No doubt it took a considerable

time to complete a valuation of all the land in the Shire. At a meeting held later in the month the Council agreed to a levy of one penny in the pound (0.42 cents in the dollar) of unimproved capital value of the land which would produce an income of \$8,500. An application was made to the Minister of Public Works “to temporarily borrow \$1300 for the purpose of carrying on the works of the Shire.”

W. J. McCormack resigned from his position as both Shire Clerk and Shire Engineer, with his services terminating on 31st December, 1907. The Council decided that applications would be invited for the position of Shire Clerk at a salary of \$400 per annum and for Shire Engineer at a salary of \$600 per annum. W.J. Walker from Murwillumbah was appointed to the position of Shire Clerk and H.G. Connell, M.C.E., was appointed Shire Engineer, both commencing in January, 1908.

Working conditions at that time could not be compared to those operating today. Prior to the above appointments Council resolved:

“In future any officer or servant to be engaged by this Council must insure himself at his own expense against disablement through sickness or accident as a condition of being employed and that no extras be allowed beyond written agreement.”

A few months later Council agreed that the Clerk and Engineer be given three weeks annual holiday on full pay. Maintenance men were given a holiday on New Years Day, Good Friday, Easter Monday, Christmas Day, Boxing Day and five other days each year at such time as approved by the Shire Engineer.

On the 2/1/1908 Council resolved that “a letter be sent to the Minister for Public Works asking if Council has the power to grant a small sum of money towards assistance to the widow and orphans (sic) of the late William Richards who was accidentally killed while working as a maintenance man for the Council.”

No reference has been found as to any allowance paid to the Shire Engineer for transport on official duties. As this was before the days of motor cars it is presumed that he was required to provide his own horse and sulky.

In August, 1907 the payment to a maintenance man was increased to \$1.20 per day. This included the supply by the employee of a horse and dray, camping equipment, etc. About the same time the Council “accepted the offer of Mrs Webb to clean the Shire offices at a cost of \$0.25 per week:”

The estimates for the 1908 year, as summarised below were submitted to the meeting on 2nd March, 1908.

<u>INCOME</u>		<u>EXPENDITURE</u>	
Rate of one penny in the pound on U.C.V.	8200	Salaries (Engineer & Clerk)	1000
		Councillors expenses	300
Rents P.W. Places	306	Presidents Allowance	50
		Rent of office	52
Slaughter house licenses	16	Sanitary Depot	510
		Maintenance of roads	1800
		Construction of roads	2700
		New Council Office	1500
Balance in bank after rates in 1908 received	1600	office furniture & fittings	160
		Stores & materials	120
		Miscellaneous	730
		Carry on funds until Rate income received in 1909	1200
	\$10,122		\$10,122

At the Council Meeting in August, 1908 Council approved a proposal to strike a rate of eight pence in the pound on the U.C.V. of land within the town of Lockhart (equivalent to 3.3 cents in the dollar). This rate would have raised \$920 and an additional amount of \$720 was to be added from general funds with the total being expended on improvements to the town area.

A poll of ratepayers was held to endorse this proposal. There were only 82 ratepayers on the roll of the Lockhart Urban area and only 50 of this cast a vote. The result was against the proposal by 28 votes to 21, with one informal vote. Subsequently a rate of only 1.2 cents in the dollar was levied for town improvements.

In May, 1910 Shire Engineer Connell recommended that steps be taken at once to plant shade trees in streets. The Council resolved that "150 trees be procured and that 10 trees be planted in the streets of Milbrulong, The Rock, Yerong Creek and Pleasant Hills and the balance of 110 trees be planted in Lockhart." Due to the dry conditions, shortage of water and staff, fifty of these trees died but they were replaced early in 1911. These trees were Pepper Trees (*Schinus Molle*) which were one of the few shade trees then considered to be sufficiently drought resistant for street planting in dry areas. Many of these trees are still alive in 1988, and although their roots became a problem, the shade and greenery they provided were very welcome in a hot, dry summer.

The Local Government Act of 1906 specified that Councils were only permitted to carry out work on roads which had been declared public roads under control of the Council. As no public roads had been declared at the time the Shire was proclaimed, much of the Councillors' time for the first ten years was spent deciding which roads should be dedicated as public roads. None of these so called roads had been surveyed in the best location for road construction. Invariably they were strips of land in a north-south or east-west direction providing legal access to small parcels of land: There were numerous right angled bends.

The Council was inundated with requests from land owners from all over the Shire to have work done on their particular road. With very little money and a small number of employees, the Council could only respond in a minor way to most of these requests.

Many of these "roads" were barely trafficable under dry conditions and became impassable when wet. At this time there were very few motor vehicles and the majority of so called "roads" were not trafficable by cars - A horse and sulky or even a wagon drawn by horses or bullocks could often get through when a motor vehicle could not.

At the Council Meeting on 8th January, 1912, H.G. Connell submitted his resignation from the position of Shire Engineer. After deciding to call applicants for the position at a salary of \$600 per annum, the Council resolved that "the future Engineer be asked to keep a diary - same to be laid on the table at each meeting." Two months later, L.C. Tuxen was appointed Shire Engineer. Apparently his performance was not to Council's satisfaction as on 9th September, 1912 a resolution "That the Council has no further confidence in its Engineer" was carried. Mr Tuxen immediately handed in his resignation. Mr J. Selby Luck, B.C.E., was appointed Shire Engineer on 14th October, 1912.

Apart from roads, during the period 1911-1915, the Councillors maintained a progression attitude to the development of the Shire. Rubbish pits were dug at The Rock, Pleasant Hills and Yerong Creek. Existing excavated tank at The Rock was enlarged and new tanks excavated at Yerong Creek, Pleasant Hills, Grubben and French Park. Pumps and troughing were fitted to all these tanks as they were principally for the use of teamsters. A filter was fitted at the tank in Lockhart and filtered water was made available to residents of Lockhart at a cost of one shilling per 100 gallons (10 cents for 450 litres).

The Rock (then known as Kingston) was declared an Urban area in 1913 which enabled a sanitary service to be organised and a local rate levied at The Rock which enabled extra works to

be carried out in the town. A sanitary can steaming plant was installed at Lockhart. An additional 100 trees were purchased and planted at Lockhart and The Rock.

The Council made a number of requests to Government Departments for improved facilities. A continuous telephone service was requested for Lockhart as was a telephone line between Lockhart and The Rock. The Railway Department was requested to run a daily passenger train from The Rock to Lockhart and also for refreshments to be available at The Rock Station.

A major advance was made in 1912 when Mr Harry Davies was given permission to erect electric light poles in the Lockhart streets. This enabled electricity to be supplied to shops and residences from the electric generator which Mr Davies had installed in his engineering workshop. Mr Davies was awarded a franchise for supply of electricity for a period of ten years.

In 1912 Council strongly opposed the granting to A.I. Slocum of a lease of the Galore Hill area. The Council was represented at the Local Land Board hearing “with a view to protecting the interests of the Council and the Shire generally to the extent of requiring access by the public for recreation at all times and of the Council for timber, stone, gravel and road making materials from any portion of the hill. However, a lease was granted to Slocum and it was not until 1968 that the Galore Hill area was dedicated as a Recreation Reserve under Lockhart Shire Council.

On 10/3/1913 the Shire Engineer applied for a horse allowance towards cost of supplying a horse for transport on his official duties. Nothing in the minutes could be found regarding this request except that at the meeting held on 12/7/1915 the Council extended the payment of an extra 10 cents per day per horse paid to maintenance men (due to the high cost of chaff in a period of severe drought) with the same allowance being made to the Shire Engineer.

The Council was active in plans to provide a water supply for the town of Lockhart. Prior to the formation of Lockhart Shire, the Public Works Department had excavated tanks at Lockhart, The Rock and Yerong Creek to supply water for stock, but the only water suitable for human consumption was from iron tanks close to the houses or underground tanks, both fed by rain water off the roofs. At the Council Meeting on 1st March, 1909 it was resolved to make application to the Public Works Department to have an officer sent to Lockhart for the purpose of investigation and report on a scheme of water supply for the town of Lockhart and district.

At the following meeting the Engineer was instructed to prepare an estimate to enlarge the Public Watering Place (P.W.P.) at Lockhart and for damming Brookong Creek below the

showgrounds. The Engineer subsequently reported that the water in the Government dam was unsuitable for human consumption.

After considerable discussion a contract was let to the Maclure Boring Company to bore for water up to a depth of 150 metres at the rate of \$5.20 per metre. If the bore was not successful, the Company was entitled to reclaim the casing used, subject to a rebate \$1.13 per metre. The Company was also “to supply an expert with divining rod to locate an underground stream for the sum of \$20 on the basis of no water, no pay.”

The bore was abandoned in November, 1910 after it had been drilled to a depth of 162 metres as the only water gone through was of a highly mineralised nature and unfit for human consumption. The exact location of this bore is uncertain but is believed to have been on the southern side of Green Street West near the town boundary. It was to be another 34 years before Lockhart was able to have a reticulated water supply. In times of drought water was brought to Lockhart by train or by horse drawn iron tanks from Old Man Creek, about thirty kilometres north of Lockhart.

In March, 1909 the Council agreed to assist with the erection of a monumental memorial light in memory of the late W.D. Drummond and agreed “to bear the cost of providing and connecting a larger generator to be placed on Shire premises and that the Council Hall and offices be fitted and lit with acetylene gas.” This elegant monument was duly erected in the centre of the intersection of Green and Matthew Streets. However its location in the centre of the main street proved to be a hazard for traffic and it was relocated years later adjacent to the war memorial.

When the original Shire boundaries were fixed, one boundary passed through the village of Boree Creek - the shops and recreation reserves were within Lockhart Shire and the hotel, most of the houses and all the Churches were in Urana Shire. In 1909 Lockhart Shire offered to transfer about 40 hectares to Urana Shire so that the whole of the town was under control of one Council. It seems that the two Councils could not come to an agreement on the proposal and this transfer did not take place until over forty years later - during 1953.

Even in these early days traffic was a problem for the Council. At the meeting of Council on January 10th, 1909 it was resolved that “traffic within the town of Lockhart be regulated so that no wheat traffic or traction engines be permitted to travel in Green Street between the intersection of O'Connell Street and Halliday Streets.” It was also resolved that “Ordinance 34(3) in respect of driving without lights after dark be enforced within the town of Lockhart.”

ROAD DEVELOPMENT

Before the rural areas of New South Wales were divided into Shire Councils, the Public Works Department was responsible for engineering works in the whole of the rural areas excepting the larger towns which had been formed into Municipalities. Although small settlers had taken up land in the Lockhart area from about 1865 onwards, a major part of the area which was to become Lockhart Shire was still held by large station properties in 1890. From this time onwards the Lands Department subdivided substantial areas of former leasehold land into small holdings of about 200 hectares or a little more. It was not long before most of the station owners also subdivided substantial areas of freehold land into small blocks and by 1915 the bulk of the land within Lockhart Shire was held by small settlers. The town of Lockhart, which was to become Shire Headquarters, was only surveyed in 1897.

When the Lockhart Shire was formed in 1906 there were no lengths of constructed road. Stone crossings had been constructed at some creek crossings, there were dilapidated timber bridges across some larger creeks and there may have been short, scattered sections of formed roads. Most of the older roads were just well worn tracks and, with the division of the large stations into farms, generally from 200 to 300 hectares, an extensive network of roads was required to give access to the individual holdings. When Lockhart Shire was formed most of these access roads consisted of an unformed track wandering through a mass of trees. Frequently it was necessary for the farmer to remove some trees to make it trafficable for vehicles.

The Public Works Department still continued to do some road construction on what were known as "national works" but the Council was fully responsible for all local roads. It appears that at that time all roads in the Shire were considered to be local roads.

What a daunting task for the newly elected Councillors - a number of small towns which had no amenities and responsibility for a major network of roads which were roads in name only.

For six months after the first elected Council took office the whole Shire Staff consisted of one man - W.J. McCormack, C.E., who was both Shire Engineer and Shire Clerk. It wasn't until 6th May, 1907 that three men were appointed to the outdoor staff as maintenance men. These men were largely engaged in clearing timber, improving drainage, repairing bog holes and constructing a few stone causeways.

Most of the actual road construction was done by contractors. As the Council had very little money to spend, only the worst sections of track could be improved. Minor contracts would be let

for clearing a section of road, constructing half a kilometre of light earth formation, constructing some stone causeways or a small timber bridge, gravelling short lengths of boggy ground or cutting back banks of creeks. The only equipment these contractors had was a tip dray (capacity one cubic metre) drawn by a draught horse, a road plough, a small horse drawn grader, an axe, a pick and a shovel. Most of the early contracts were carried out by D. Glascott, T. Daly, Bartleson and M. Moroney. The first tender noted was awarded on 6th May, 1907 and was for clearing 6.4 kilometres of the Milbrulong - Pleasant Hills Road at a cost of \$160.

All the heavy traffic on roads in these early days consisted of wagons drawn by horse or bullock teams. To stand up to this traffic it was necessary for the gravel to be of a course stony nature. After lengthy negotiations, at the end of 1907 approval was obtained from the Railway Commissioners to obtain material from the railway quarry at The Rock Hill and have it transported to Lockhart by train.

At the Council meeting on 4th January, 1911 the Shire Engineer reported that contracts had been let in the past three years for the following:

- 15 kilometres of clearing
- 5 kilometres of forming
- 9.7 kilometres of gravelling
- 9.3 kilometres of forming and gravelling
- 11.2 kilometres of drains
- 3400 cubic metres of cuttings on hills and creeks
- 16 causeways
- 2 bridges

Some of the above works were still in progress at the end of 1911.

During the same three years the maintenance men had cleared, or partially cleared an appreciable length of road and constructed 42 kilometres of drains, 28 causeways, 1 culvert and a few kilometres of gravelling as well as general maintenance.

It was not until April, 1911 that Council placed an order for any mechanical construction plant. This consisted of the following:

1. One 8 H.P. McLaren road locomotive, spring mounted front and back, fitted with 600mm wheels and special draw bar for ploughing. \$ 1970
2. One 450 x 225mm "Acme" portable stone breaker. \$ 490

3.	Six "Gibson Battle" 10 tone Road Wagons with side and bottom delivery.	\$	1662
4.	One "Western road grader.	\$	175
5.	One 1800 litre water wagon.	\$	78
6.	One "Lennin" road plough - half tonne.	\$	70
		<u>\$</u>	<u>4445 -</u>

The terms of payment were one third cash on delivery and the balance in two equal payments after 12 and 24 months at 6°s interest.

This road plant was not delivered until early in 1912. The "road locomotive" was used to plough gravel which was then loaded onto the wagons by hand and drawn to the roads by the traction engine. A team of four men and an engine driver worked in this gang. It apparently worked from a quarry about 8 kilometres west of Lockhart. Explosives were used to win the rock.

On the 14th August, 1911 it was resolved to purchase from Mason Bros. a "road machine" at a cost of \$40. This may have been a small horse drawn grader.

CHAPTER TWO

1915 - 1924

Councillor W. Weedon continued as Shire President until 10th February, 1919. His successors during this period were:

Councillor W. S. Browne	(10/2/19 - 9/2/20)
Councillor H. B. Norman	(9/2/20 - 31/12/21)
Councillor A. I. Slocum	(1/1/22 - 11/12/22)
Councillor J. E. Carroll	(11/12/22 - 10/12/23)
Councillor C. Condon from	11/12/23.

Today, with modern cars and greatly improved roads, a Councillor from any part of the Shire can travel from his home to the Shire Chambers in less than three quarters of an hour. The contrast between now and seventy years ago is shown by comparison with figures given at the Council Meeting on 12th February, 1917. The Council assessed the distance travelled and time taken by Councillors to attend Council meetings so that travelling and subsistence allowances could be calculated. Councillors Browne and Bunyan were allowed from 4.00pm on the day prior to the meeting with three hours driving for the 29 kilometres from their homes. Councillor Norman was allowed four hours commencing from 5.00am to travel 42 kilometres. Councillor McGeoch was allowed from 4.00pm on the day prior to the meeting to 8.00pm on the day after the meeting to travel by train from Yerong Creek via The Rock to Lockhart and return. Others were for shorter distances with travelling time between two and four hours. The Councillors were remarkably regular in their attendance, particularly as in some months there was a special meeting as well as the ordinary meeting.

The annual Council rate had been constant ever since the elected Council took control at the end of 1906 with a rate of one penny in the pound of unimproved capital value of the land (equivalent to about 0.42 cents in the dollar). At the Council Estimates meeting on 13th January, 1919 the desirability of having more money available to construct roads led to the rate being increased to 1¼ pence (half a cent in the dollar). At the Estimates meeting in 1921 four of the nine Councillors were in favour of increasing it to 1 ¾ pence but by majority vote it remained at 1¼ pence. In the estimates for 1922 the rate was increased to 1½ pence in the pound and in 1924 there was a further increase to 2 pence in the pound (about 0.83 cents in the dollar).

During the whole of this period the office staff consisted of no more than three people - the Shire Engineer, the Shire Clerk and a clerical assistant. In fact from November 1920 until early

1923 there was a staff of only two as W. J. Walker occupied the position of Engineer as well as Clerk.

In addition to the above there were also a number of part time positions. As all the butchers had their own slaughter houses, a Slaughter House Inspector was appointed for Lockhart, The Rock and, at a later period, at Yerong Creek. Invariably, this task was carried out by the local policeman. There was a Noxious Weeds Inspector, Impounding Officer and a Collector of Sanitary Charges. Some of these positions were held part of the time by either the Clerk or Engineer but frequently they were part time activities by outsiders engaged for a small annual fee (\$30 to \$60 per annum).

In May, 1916 the Shire Clerk, R. J. Walker, tendered his resignation from the position and, when his appointed successor declined the position, the Council resolved "that the present Shire Clerk be offered an extra \$104 per annum as an inducement to remain at his post". At the next meeting, the Council resolved "that in view of the shortage of suitable residences for Shire officials and for the purpose of securing the services of suitable men, this Council do now procure an allotment of land and build thereon a Shire Clerk's residence to be let to that official at a reasonable rental". The residence was duly built on allotment 2 Section 2 Ferrier Street at a cost of \$1465 plus \$264 for the land. The rent was fixed at 5% of the cost. Walker continued as Shire Clerk until the end of 1922, and for the last two of these years he also held the position of Shire Engineer. In early 1922 he resigned his position as Clerk and retained the position of Shire Engineer until his departure from Lockhart in early 1924. From 1907 to 1923 there had been only two Shire Clerks whereas there had been eight different Shire Engineers of whom some had only remained with the Council for less than a year.

Ever since the Council was formed, the Shire Engineer's means of conveyance was a horse and sulky which he was required to supply. The constant travel over the wide spread Shire on mostly unconstructed roads was probably one of the reasons why Engineers did not remain with the Council for very long. J. Selby Luck, who, had been appointed on 14th October, 1912, tendered his resignation on 30th June, 1918 and was succeeded by R. J. Hicks who only remained for one year. His successor, H. G. Dee, only held the position for about fifteen months.

On Dee's departure, W. J. Walker, who had held the position of Shire Clerk since January 1908, was appointed to the joint positions of Shire Clerk and Shire Engineer as well as being Inspector of Weeds and Sanitary Inspector at a salary of \$1,000 per year as from 8th November, 1920. It was obviously impracticable for one man to efficiently carry out all these duties. At the

Council meeting on 11th December, 1922 Walker asked to be relieved of some of the positions he held. Council resolved “that R. J. Walker be relieved of the positions of Shire Clerk, Health Inspector and Impounding officer and be re-appointed as Shire Engineer at a salary of \$866 per annum and Inspector of Noxious Weeds at \$60 per annum”.

C. R. Barrett was appointed to the position of Shire Clerk and Health Inspector as from 1st February, 1923. At the Council Meeting on 11th February, 1924 Walker resigned from his positions with the Council and H.S.S., Harvey became Shire Engineer commencing on 1st March 1924. However his stay was very short and W. L. (Bill) Hurd became Shire Engineer towards the end of 1924. Then followed a period of stability in the top two positions as Barrett held the position of Clerk until his death in 1934 and Hurd remained the Engineer until 1946.

At the meeting on 13th October, 1919 Engineer Dee requested Council to give consideration to a faster method of travel when inspecting roads, contracts and maintenance within the Shire. When there was no response by February, 1920, the Engineer again referred to the need for a faster conveyance than a horse and sulky. The Council offered the Engineer an increase in salary of \$250 per annum provided that he buy a motorcar for use in his duties and that he pay the cost of all fuel, oil and upkeep. At the request of the Engineer, Council increased the car allowance and Dee accepted and provided the car.

On the same day that Walker was appointed Engineer as well as Clerk (1/11/1920), the Council resolved to purchase a four seater motor car, and to provide running expenses and upkeep, for use by the Shire Engineer. On the following month it approved purchase of a Ford car at a cost of \$700 free-on-rail Sydney.

The Council gave very little authority to the staff and the Shire Engineer had to have approval of the Council before carrying out any work or even to purchase goods costing only a few dollars. It was not until 1923 that Council resolved “that the Shire Engineer be given authority to purchase tools, stores and materials required urgently”.

As well as the matters dealt with under the ensuing sub-headings, the Council dealt with a wide range of other activities. It continued its policy of planting trees and shrubs in the towns and villages throughout the Shire. All the trees were obtained by rail from the Botanic Gardens in Sydney.

Amongst minor matters were requests to police to take such action as may be necessary to get rid of straying dogs off the street, to prevent excessive speed within the town of Lockhart and

to stop vehicles from being driven on footpaths. The Council supported a campaign in 1921 to protest against the proposal to grant adult franchise (only land owners could vote at Shire elections). In 1919 it approached the Government through the local member asking that steps be taken to prohibit the use of pea rifles by youths under 16 years of age. A proposal moved at the Council meeting in April, 1921 "that Council do adjourn every meeting hereafter for lunch at 12.30p.m." was defeated. It is not known if the Councillors fasted or had lunch while the meeting continued.

Soon after the concrete kerbing had been laid in front of the business area, notice was served on owners "to remove obstructions (verandah posts) from the footpath". Apparently many shops had verandahs or awnings which were of various widths and the Council insisted that they be either removed altogether or the posts be moved to the correct alignment, beside the kerb. Thanks to this action taken by Council in 1923/24 the verandahs were lined up in an orderly manner.

The Court House must have been kept busy by all the charges laid by the Council. One man was prosecuted for allowing a dead horse to pollute a water course, another for felling a tree on a road in order to rob a bees' nest, others for driving without a light, for slaughtering meat for trade on unlicensed premises, and people depositing garbage elsewhere than the Depot. The Council passed resolutions that legal action be taken for recovery of rates and sanitary charges and failure to destroy noxious weeds and threatened to take legal action on many other matters including failure to provide a "dung bin" where horses are stabled or kept in towns, and failure to put guttering and downpipes on shop verandahs.

The Council carried a resolution in 1915 with reference to the "dunny down the back". It resolved "that action be taken to have all closet structures that are dilapidated demolished and rebuilt and that a specification be prepared for such reconstruction".

There was an unusual occurrence in 1923. Mr R. O. Eulenstein of the Grubben area was elected as a Councillor for Lockhart Shire in December, 1922. On 19th September, 1923, a Revision Court held in Lockhart to consider the Shire Electoral Roll struck Mr Eulenstein's name off the electoral roll, thereby disqualifying him from holding office as a Councillor of Lockhart Shire. At a by-election Mr W.J. Scott was elected to fill the vacancy. At the Council Meeting on 8th October, 1923, the Council resolved "that the Minister's attention be drawn to the decision of the Revision Court which Council feels has inflicted a distinct injustice upon an elector who has been disqualified by what is considered to be a mistaken interpretation of Section 542 of the L. G.

Act, 1919 and who, in the opinion of this Council, appears to have the necessary qualification for enrolment according to the said section”.

At the following Council meeting the Local Government Department advised that the Minister concurs in the opinion expressed by the Council. However, Mr Eulenstein did not stand for election again.

At the Council Meeting held in November 1918 the Council resolved to take action to have the name of the village of Kingston changed to “The Rock” and it has been known by this name ever since. (It has been referred to as The Rock in earlier parts of this history in order to save confusion).

There had been a very active Progress Association at The Rock for a considerable time and at the Council Meeting on 13th November, 1922, at the request of the Progress Association, the Council agreed to make an application for the establishment of an Urban Committee for The Rock Urban area. The approval for the forming of The Rock Urban Committee was received in about March, 1923 and the first election of Committee men was held on 29th July, 1923 and J. J. Scott became the Committee's first Chairman.

It was not long before there was also an Urban Committee at Lockhart. The Council took steps to form such a Committee for the Lockhart Urban Area at its meeting on 14th September, 1924 after being requested by the Lockhart Progress Association to do so. In two months time the Government Gazette proclaimed that the Lockhart Urban Committee be formed and the election of the first committee men was held on 7th February, 1925. The first Committee men were J. J. Nolan (Chairman), W. K. Day and W. G. Campbell.

The Urban Area Committees were given a considerable amount of responsibility over their particular areas. They had no legal right to make a contract, to borrow money or to raise a local rate. However, they could recommend these matters to Council to take action on their behalf. They had their own maintenance man and general control of matters within the respective Urban areas.

1914-18 WORLD WAR

The onset of the First World War seems to have had little effect on the Council until early in 1916 when a Special Council Meeting was called to make arrangements for the recruiting campaign which was being held Australia wide. It was resolved that the whole Council be the War Service Committee. Ten recruiting stations were located so as to cover the whole Shire - the

boundaries of each station were shown on a map. The Councillors of each Riding were to be responsible for the formation of a Local Recruiting Committee for each station and a request was made for a recruiting sergeant to be appointed for the Shire.

No other matters of significance in connection with the war were reported in the Council minutes apart from one little known action. The Village of Pleasant Hills had been surveyed by the Lands Department in 1892 and, as most of the settlers in that area were either Germans or people of German extraction, all the streets were given German names such as Lieschke, Pumpa, Terlich, Scheuner, etc. As a result of the anti-German feeling at the time, at the Council Meeting on 14th February, 1916 Council resolved to change all the street names to names of English origin. These new names were notified in the Government Gazette dated 21st July, 1916. There was only one German name amongst Lockhart streets and Diebert Street was changed to Drummond Street. It is only fair to comment that the people of German origin were amongst the best farmers and best citizens within the Shire.

At the Council Meeting in February, 1918, Councillors approved the suggestion of The Rock Progress Association that trees be planted as an "Avenue of Honour" in the centre of Urana Street in front of the main business area. The Council gave financial support but much of the work for this recognition of the soldiers who fought in the 1914-18 War was done by local citizens. A year later the Lockhart Memorial Committee approached the Council with a similar project, to plant trees from Brookong Creek to the western end of Green Street West. The Council resolved that it would supply the trees but would not bear any further expense in the matter.

PNEUMONIC INFLUENZA EPIDEMIC

In early 1919 a major epidemic of pneumonic influenza struck Australia and spread rapidly from the cities to the rural areas. As this complaint was often fatal, the Council took prompt action in February, 1919 and applied for inoculation centres to be opened in Lockhart, The Rock, Boree Creek and Pleasant Hills and agreed to accept responsibility for the travel expenses of Drs Robinson and Davies who were then practising in Lockhart.

In the following March, the Council gave the Shire Clerk general authority to act after consultation with Dr Robinson in all matters pertaining to the influenza outbreak and to incur all necessary expense. It also resolved to set up inoculation centres at Urangeline, Tootool and Yerong Creek as well as the four places already approved.

Next month, when cases of the pneumonic influenza had occurred in Lockhart area, the Council authorised repairs to the motor ambulance to make it effective for country cases. The Council approved the rental of the Coffee Palace (a residential building in Green Street) for six months and set it up as a Convalescent Hospital with emergency beds, bedding, etc, which had been stored at the Shire Office. The Public School building at Yerong Creek was also secured as a temporary hospital.

By June, 1919 the epidemic had waned but the Council resolved that the temporary hospital be retained as an infectious diseases hospital. It also resolved “that a recommendation be given to Miss Alice Maslin under the seal of Council for services rendered during the pneumonic influenza outbreak at Lockhart”. A certificate as submitted by the Shire Clerk was also to be procured for Misses Day, Moncrieff and T. Davis.

ELECTRIC POWER

As was stated in the previous chapter Mr Harry Davies was given a franchise in 1912 for ten years to provide electric power to houses and businesses within the Lockhart area. The minutes do not make the position clear but it appears there was some legal problem or Davies wished to dispose of the electricity plant. In October, 1916 Council wrote the Shires Association regarding “Councils position re Davies and electric light”. Apparently Davies made an offer to Council for it to purchase the undertaking as in December, 1916 it appointed Mr N. Murray “to value Mr Davies’ electric light plant”. On the same day it resolved to acquire the powers under Section 109 (XXI) - “The Manufacture and Supply of Electricity”.

In July, 1917 “the matter of electric lighting was considered and it was resolved “that Mr Davies offer be not accepted and the President interview Mr Davies with a view to legalise the position”. On the 10th December, 1917 it was resolved that an agreement with Harry Davies re electric lighting be signed.

The Council sought an estimate of cost for supply of ten street lights in July, 1916 but it was not until February, 1918 that it adopted a resolution that thirteen street lights be erected north of the railway line and a street lighting rate of 1¼ pence per pound of U.C.V. (about ½ cent per dollar) be struck for the part of Lockhart north of the line. Four extra lights were approved in June, 1919 and it was not until November, 1921 that five street lights were placed in South Lockhart.

On 9th August, 1920 Council approved the transfer of the electric power and distribution undertaking from Mr Davies to Mr W. E. Haberecht who conducted the business under the name “Lockhart Electrical Supply”. After review of the former agreement with Davies, the President was authorised to sign a supplemental agreement with Mr Haberecht on 13th September, 1920 and the franchise was extended to 1935.

PROPOSED BOUNDARY ALTERATIONS

During the early to middle of the 1920's, there was a lot of talk and of action with regard to proposals to alter the boundaries of Lockhart Shire but only very minor changes were made.

Early in 1923 very minor adjustments of the boundaries of Lockhart, Urana and Culcairn Shires were made as a result of the subdivision of Urangeline Station for Soldier Settlement. These small changes were made to avoid having some of the newly surveyed farms being partly in two different Shires.

A proposal was made by Lockhart Shire in 1909 to transfer about 40 hectares of its area to Urana Shire so that the whole of the village of Boree Creek would be within one Shire. No alteration was made at that time and at the end of 1920 Council resolved that application be made for the alteration of the boundaries of Lockhart Shire so as to include the township of Boree Creek as recommended by the Lands Department. In February, 1922 Council resolved to call a meeting at Boree Creek so as to ascertain the views of those interested and in the following May re-affirmed its request that the boundary be changed as suggested. Once again no alteration was made.

At the Council meeting held on 8th January, 1923 a deputation of landowners in parts of Urana and Yanco Shires requested Council to take action to have their area added to Lockhart Shire. On 14th May, 1923 Council resolved “that application be made for the excision from Yanco and Urana Shires of the necessary lands in the Parishes of Boree Creek and Mimosa as asked for in the petition from ratepayers of Urana and Yanco Shires respectively”. In September, 1923 the Local Government Department recommended that Council abandon the idea but Council resolved to proceed with the application. An enquiry was held before the Local Land Board of the Urana District at Lockhart on 19th June, 1924. The proposed alteration was not approved.

In March, 1923 a delegation from the Henty Farmers and Settlers Association requested that a substantial area on the south eastern portion of Lockhart Shire be transferred to Culcairn Shire. At the Council meeting on 11th June, 1923 it was resolved “that the Culcairn Shire Council be

informed that this Council is agreeable to accede to the request of the Henty Farmers and Settlers Association in the matter of excising the area in question from Lockhart Shire and adding same to Culcairn Shire, taking as a basis for negotiations the monies spent in this area by Lockhart Shire Council and that representatives of Culcairn Shire meet representatives of this Council with a view to adjustment”.

The original area proposed to be excised was 13,500 hectares in the Parishes of Grubben, Edgehill and Munyabla. In October, 1923 the Local Government Department was advised that Lockhart Shire will agree to the proposal subject to compensation being the excess of expenditure over income from the inception of the Shire to the date the change takes place. On 9th June, 1924 in response to a letter from the Department of Local Government forwarding notice of proposal to alter the boundaries of Lockhart and Culcairn Shires, the Council resolved to lodge an objection with the Minister for Local Government on the grounds that the proposed new boundary is not in the best interests of the ratepayers concerned or of Lockhart Shire. At the August, 1924 Meeting the Local Government Department advised that an enquiry would be held by the Local Land Board for the Land District of Wagga Wagga.

In February, 1925 the Local Government Department forwarded a petition containing 61 valid signatures in connection with a fresh proposal to alter the boundaries of Lockhart and Culcairn Shires by excising 18,628 hectares from the former and adding it to the latter. Council resolved “that this Council emphatically object to the proposed alteration of boundaries on the following grounds.

- (1) No valid reasons are given by the petitioners and Council considers it will not be in the interests of the Shire to have the subject area excised.
- (2) The area is a rich one and the roads therein are easily maintained and
- (3) the loss in revenue would be \$1960 whilst Council's administrative expenses would not be reduced”.

It was also resolved that the Shire President, Clerk, Engineer and the Shire Solicitor oppose the proposed severance when the matter comes on for hearing at the Local Land Board or any other authority.

An enquiry into the proposed boundary alteration was made by the Local Land Board of the Wagga Wagga Land District and the Local Government Department advised the Council in November, 1925 that the matter would not be further proceeded with in view of the finding of the Local Land Board.

WATER SUPPLY

Much of Council's time during this period was devoted to endeavours to provide adequate supplies of water not only for townspeople, but also for teamsters and travellers. For the latter purpose, excavated tanks were constructed at seven different centres and fitted with troughing and hand operated pumps. Frequent complaints were received in connection with these Public Watering Places or P.W.P. as they were generally called. There were requests for the tanks to be enlarged, problems in keeping the fences intact and difficulties of access by wagons to the tanks.

The calls for an effective water supply for towns were even more demanding. An elevated iron tank was erected at the P.W.P's at both Lockhart and The Rock and these had been fitted with rather ineffective filters and the water was not fit for human consumption. The chemical alumina-ferric was tried at Lockhart in an attempt to improve the quality of the water. The experiment was abandoned when it was found that the quantity of chemical required caused the water to be too hard.

In January, 1919 the Council called for an estimate to be made as to the cost of excavating a 37,500 cubic metre tank on the side of Brookong Creek, providing a tower, pipes, pumps, filter beds and all necessaries to bring water to a standpipe in Green Street and then along Matthews Street to South Lockhart.

In October, 1919 Council resolved to call a public meeting re water supply and place all reports before it. Next month the report of the public meeting was placed before Council with the following suggestions.

1. The idea of a reticulated water system was discussed at length but the feeling of the meeting was unanimous as to the inadvisability of urging this on the ratepayers because of an insufficient population.
2. That the existing tank be enlarged by 15,000 cubic metres.
3. That an electrical centrifugal pump be procured and fitted with a 75mm suction and delivery pipe.
4. That information be obtained concerning chemicals for clarifying the water conserved at the P.W.P.
5. That the approach to the tank be lowered with the object of facilitating the filling of tanks on wagons.

6. The Council be requested to invite the Rev. Mr Pocknall to visit Lockhart with the object of investigating the possibility of a subterranean water supply. This request is made because of the phenomenal success in divining achieved by the Reverend Gentleman. His success is acknowledged by the Water Conservation and Irrigation Commission which strongly recommends his service.

When approached by the Council, Rev. Pocknall agreed to visit Lockhart to divine for water at a fee of five guineas (\$10.50) plus travelling costs from Wagga Wagga. The site selected by Pocknall was adjacent to “the junction of Galore Street and the public road”. The Council then asked Mr Pocknall if he would undertake boring for the Council on the basis of no water - no pay. Apparently Pocknall did not have sufficient confidence in his divining ability to accept this proposition.

The Council resolved to bore for water at the selected site and approached the Government to provide a loan of \$2000 to be repaid by Council with interest at 5%. A tender from a Mr Waters was accepted for boring and casing and the contract was signed in May, 1920.

It appears that the bore struck a stratum of rock and Waters wished to cease boring. In August, 1920 the Council resolved “that the request of Mr Waters be refused and that he be instructed to go down to a depth of 600 feet (183 metres) or until through the present strata”. Despite numerous letters and threats of legal action no further boring took place and on 11th May, 1921 Council resolved that “notice of cancellation of contract be given to contractor James Waters and the seal of Council be affixed”.

The Council continued to seek other avenues to provide a water supply for Lockhart, but without success. At the same time the Council had also been examining supply of water to Yerong Creek, Boree Creek and The Rock.

At Yerong Creek the Rev. Pocknall also did water divining to locate water but no bore was sunk. In October, 1915 an application was made to the Water Conservation and Irrigation Commission to have levels taken from Old Man Creek to Galore Mount with a view to securing a water supply for Boree Creek. This idea was found to be impracticable as was an earlier scheme to bring water to Boree Creek via Jackson's Waterholes.

Approval had been obtained for limited amounts of water to be obtained from an underground tank at The Rock Railway Station. At the end of 1923 a letter was sent to the Railway Commissioners requesting them to “install a new pump at this underground tank, the

pump to be at ground level and that a delivery pipe from same be fitted at a convenient height". This was duly done.

A letter from the Public Works Department re proposal to supply water to The Rock was received in April, 1924. It estimated the cost of a reticulated water supply would be \$61,400. The Council approved this scheme subject to the cost not exceeding \$40,000. In the following September the Department forwarded a revised estimate of the cost which totalled \$44,800 with an annual cost of \$3900. The Council adopted the proposal subject to the approval of The Rock Urban Committee which was freely given. For reasons unknown this proposal was not proceeded with and no details of the proposed source of supply are known.

At the Council meeting in May, 1923 a letter was received from the Railway Commissioners authorising the Council to obtain water from the overhead tank near the Lockhart Railway Station at a charge of thirteen shillings and ten pence per thousand gallons (30 cents per 1000 litres). It is believed that this tank was filled from Railway water trucks as required.

ROADS AND STREETS

When the Lockhart Shire was formed in 1906 practically the whole of the area south of Urangeline Creek and west of Urangeline East was part of one property, "Urangeline Station", which was owned by The Urangeline Company. In 1910 and 1911 about 16,750 hectares were divided into small blocks from 150 to 240 hectares which the Company sold to small settlers. On 24th December 1919 the New South Wales Government purchased the balance of the property for the purpose of Soldier Settlement. It was divided into 70 farms ranging in area from 240 hectares to 800 hectares. Applications were invited and the blocks were balloted for in September, 1920.

This large influx of new settlers caused a big additional strain on works required on roads both within and without the newly settled areas. At the Council Meeting on 9th February, 1920 in response to a letter from the Local Land Board re sub divisional roads for the Urangeline Estate, the Council concurred in the roads survey providing a crossing was constructed over Urangeline Creek at the north western corner of Block 48. However the Council resolved that it was of the opinion that the earth formations throughout the subdivision should be gravelled and the Local Land Board be advised accordingly.

At the Council Meeting on 11th October, 1920 it was resolved to withhold approval to the closing of roads within the Urangeline Soldier Settlement until satisfactory adjustment was made by the Crown as to expenditure to put new roads in order. On the 9th October, 1922 the Minister

for Lands offered the Council a grant of \$1800 for expenditure on roads within the Soldier Settlement area and this was accepted. However, many of these roads were not gravelled until over thirty years later.

The traction engine obtained in 1912 did not prove very satisfactory and reports were frequently made to Council that it had broken down. Perhaps these troubles may have been partly due to the lack of knowledge and experience of the men operating the machine. By the beginning of 1916 the Council had decided to dispose of the whole plant and a letter was sent to Gibson Battle and Co. asking them to sell it. In July, 1916 the Clerk was instructed "to ascertain whether the Federal Government desired to purchase the traction plant for \$3,000".

Although mention of various attempts to sell that plant were mentioned at Council Meetings it was not until June 1920 that the traction engine was sold to Gibson Battle and Co. for \$1520 and the rock crusher was sold to Oxley Shire Council in November 1920 for \$480.

During the 1914/1924 period most of the construction work continued to be carried out by contractors. The main contractors were M.J. Moroney, D. Glascott, I. Dixon, J. Bartleson and W. Wilson. Most of the contracts were for a relatively small length of road and consisted of formation, gravelling and construction of stone causeways. A few pipe culverts were installed late in the period.

In January, 1916 the Engineer complained the teamsters and motorists have been in the habit of digging out their vehicles when bogged and leaving the holes to be filled in. In June, 1920 Council's attention was drawn to the damage caused by heavy teams and it resolved to put a notice in the local press drawing attention to the weight of loads fixed by Section 245 of the Local Government Act, 1919.

When the Shire was formed in 1906 the Railways Commissioners were obtaining a large quantity of a stony gravel from the northern side of The Rock Hill and had a spur railway line branching off the line to Lockhart to the area from which the gravel was obtained. Some gravel had been loaded onto rail trucks by Council staff and taken to Lockhart by train via this spur line.

At the November, 1916 Meeting, the Council resolved to apply for 40 hectares of land on the northern side of the hill to be made a gravel reserve for Council use. In the following February the Council wrote to the Railway Commissioners asking them to supply an estimated cost of providing a siding on the line from The Rock to Lockhart adjacent to this gravel pit. In December,

1917 the Council forwarded \$856 to the Commissioners as a deposit for the cost of providing this siding but construction was not completed until the end of 1918.

The Council constructed an earth ramp with a chute overhanging where the rail truck would stand on the siding. The gravel was loaded onto tip-drays by hand at the gravel pit, hauled to the siding by draught horse and the dray would be discharged onto the chute which deposited the gravel into the rail truck. In the succeeding years a very large volume of gravel was loaded in this manner and hauled to Lockhart or some intervening siding where it was unloaded by hand shovel. Most of the Lockhart streets were gravelled from this source and a number of surrounding roads were also gravelled from large heaps of Rock Hill gravel dumped in the Lockhart railway yards. Considerable delays were often experienced due to the Railways not picking up filled trucks or leaving empty trucks when ordered. This means of supply ceased when motor tip trucks came into use but the siding itself was not removed until the nineteen fifties.

In the period 1917-1921, the Council was constantly changing the organisation of the day labour employees. On 12/3/17 it was resolved "that in future maintenance gangs consist of two men with one horse and dray for each riding for the maintenance of existing metalled roads in particular and other roads as requested and that a "flying gang" be employed to do other day labour jobs in the various parts of the Shire". On 12/5/18 this was changed to two men with horses and drays for each riding, a "flying gang" of three men with two horses and two drays, one man with a horse and dray in Lockhart and two men with sulkies to destroy noxious weeds.

On 13/12/20 the Council resolved "that the Shire be divided into two halves and the day labour gangs be reorganised with four men with three horses and drays in each half and a permanent man in both Lockhart and The Rock". It was very quickly realised that this was not effective and only a month later, an extra three men and one horse and dray was added to the day labour gangs. After another three months, on 14/3/21, Council resolved that an extra gang be employed consisting of three men with horses and drays. It is probable that some of these gangs did minor gravelling jobs formerly carried out by contractors.

At a Council Meeting on 11th September, 1916 at question time one of the councillors asked the Shire Engineer "Are the maintenance men instructed to give civility to ratepayers asking questions?" The answer was "Yes"! One can well imagine the pressure put on the maintenance men by indignant landowners whose roads were generally in poor conditions. It would not be surprising if the ratepayers and the maintenance men were not always very civil!

The Council certainly was not very generous as far as the employees were concerned. When the Shires Association advised that a new agreement for labourers came into force on 1st April, 1924 the Council resolved “That this Council emphatically protests against the new clause embodied in the agreement whereby Councils are compelled to supply drinking water to employees when none is available within half a mile from their camp”.

The award wages payable at this period (1924) are interesting:

- A weekly hand was paid \$8.90 per week.
- A leading hand was paid \$9.40 per week.
- An allowance of \$0.63 per day for each horse and dray provided by an employee.
- A camping allowance of 10 cents per day when camped 3-10 km. from home, 15 cents per day when 10-19 km. from home and 20 cents when over 19 km.

At the March, 1921 Council Meeting it was resolved that a footbridge be constructed over Brookong Creek at the end of Green Street. Apparently nothing was done as in July, 1922 it was moved “that a footbridge be erected over Brookong Creek in Green Street at a cost of about \$120”. This time the motion was lost! Finally at the July 1923 meeting it was agreed that tenders be called for the erection of the footbridge and in the following September the tender by J. Nolan and Co. to erect the footbridge for \$157 was accepted.

In November, 1918 Council resolved to purchase three barrels of tar for tar paving of footpaths with half the cost being charged against the adjacent landowner. The first tar paving was done in front of business premises and was later extended to residential areas. In October, 1919 tenders were called for concrete kerbing and guttering in Green Street in front of the business houses. On 14th March, 1921 authority was given to the Engineer to obtain tar and sand “for the tar painting of Green Street”. Presumably this was a light coating of tar over the gravel which was then blinded with sand with the object of reducing the dust in the business area.

At this early period all spreading of tar was done by hand with the aid of a “duck billed” watering can which had a wide flat end on the spout. The tar required heating to a relatively high temperature to reduce its viscosity. It was not until late 1921 that Council purchased a tar boiler to heat the tar and the earlier heating of tar must have been done by a crude and hazardous means.

The Council spent a lot of time dealing with the question of gates erected across public roads. When the Crown subdivided large areas of former leased land into smaller farms, the roads

left in the subdivisions did not automatically become dedicated roads under Council control. Most of the new settlers did not have much money and, to save fencing costs, they erected a gate across the road instead of fencing out the road from the property. When Council had roads dedicated so that they could legally do work on them, where there was significant traffic on a road, the Council served notice on the owners to remove the gates within a specified time. The owner was required to have registered as a public gate, any gate which the Council agreed could remain across a public road.

In 1916 the Council received a Main Roads Grant of \$520 from the Public Works Department. The Government had agreed to make small amounts of money available for certain roads which carried other than local traffic and had included The Rock-Henty Road, Collingullie-Lockhart-Urana Road in this category. When such a grant for 1918/19 was advised at the November, 1918 meeting the Council resolved “that the voucher and obligation form be returned to the Local Government Department as the Council cannot see its way clear to accept same under the conditions attached thereto”. Representation was made to the local Member of Parliament requesting his assistance in obtaining variations in the conditions. Two months later the Local Government Department agreed to alter the conditions of the Main Roads Grant and the Shire President was then authorised to sign the voucher and the obligation form as amended.

In August, 1924, the Local Government Department advised that \$7080 had been made available to Lockhart Shire for works classified as main Roads - half as a grant and half as a loan at 6% interest to be repayable in five years.

CHAPTER THREE

1925 - 1940

Councillor C. Condon continued as Shire President until December, 1927. He was followed by Councillor G. Jones until December, 1928 and then Councillor H. Hazelwood held office until December, 1931. Councillor J. J. Nolan then became President and continued to hold that office until the end of 1935. Councillor W.S. Browne then took office but he died on 8th September 1936 and Councillor Nolan again became President.

On 9th November, 1925 Mrs Jessie McEwan was appointed assistant clerk to the Council. She remained on the Council staff for the ensuing 23 years and during that period was appointed Acting Shire Clerk on many occasions during the absence of the Shire Clerk on leave.

The newly elected members of the Lockhart Urban Committee held their first meeting on 12th February, 1925. For the first few months they only had a town maintenance man for two days a week but on 2nd June, 1925 Albert Butterfield was appointed full time maintenance man and continued to hold this position for over twenty years.

Early in 1925 Shire Engineer Hurd agreed to supply his own car for use in the performance of his duties and was allowed an amount of \$400 per annum for supply of the vehicle and car running expenses. Tenders were then called for Council's Ford car and it was sold for thirty dollars (apparently the extensive travel on bad roads caused very rapid deterioration of the vehicle as it had been purchased only four years previously for \$700). Engineer Hurd soon found that his car allowance did not cover his costs and in June, 1927 the Council increased his allowance by \$200 per year.

At the request of the Lockhart Urban Committee the Council in June 1926 made an application under the Fire Brigades Act of 1909 to levy a rate of half a cent in the dollar on the U.C.V. of. land within the Lockhart Urban area for the purpose of establishing and maintaining a Volunteer Fire Brigade in Lockhart. This was approved by the Board of Fire Commissioners of NSW and the Board sent an officer to Lockhart to form a brigade and to install the horse drawn turbine engine and other relevant appliances. The volunteer brigade was established before the end of 1926 and has functioned most efficiently ever since.

At the Council Meeting on 13th December, 1926 Councillor Hazelwood moved that a resolution passed by Council a few months previously be rescinded. When his motion was

defeated Hazelwood handed his resignation to the Shire Clerk and immediately left the meeting. A by-election to fill the vacancy was held on 15th January, 1927 and Hazelwood was re-elected to fill the vacancy caused by his own resignation.

At the Council Meeting in February, 1928 Councillor Jarvis complained that the Shire Engineer had kept the road roller and driver on a job for three weeks when such job could be completed in one week. He asked for the matter to be investigated. The Engineer then drew attention to the provisions of Clause 1 of Ordinance 4 which states "All complaints against servants of the Council shall be in writing and signed. No notice shall be taken of any complaint not made in accordance with this ordinance". As Councillor Jarvis was not prepared to put this complaint in writing and sign it, no further action was taken.

At the end of 1925 and early 1926, the Council endeavoured to raise a loan of \$60,000 for road construction - rather an ambitious aim as this was more than twice the amount raised per annum from general rate. However, all banks and other institutions declined to make the loan available. In November, 1926 the Council resolved to raise a loan of \$20,000 for road construction and in July, 1927 the Government's consent was received to the funding of this loan by the Commonwealth Bank. Subsequently Council received a petition containing 349 valid signatures objecting to the raising of the loan and requesting a poll of ratepayers as provided under Section 180 of the Local Government Act, 1919. This poll was duly held and as the majority of voters were opposed no further action could be taken to raise the loan.

At the Council Meeting on 9th October, 1933 Council received a letter from Jack Crawford expressing appreciation for the congratulatory cable forwarded to him by Council on the occasion of his winning the Wimbledon Lawn Tennis Championship. (Jack Crawford was born at Lockhart and played his first tennis on a dirt court on his father's property at Urangeline).

On 26th April, 1933 the Board of Fire Commissioners of NSW paid an official visit to Lockhart to officially open the brick fire station constructed by the Board in Matthew Street, Lockhart.

In July, 1934 Mr C. R. Barrett, who had been Shire Clerk since 1923, contracted pneumonia and died a week later. His term as an officer of Council had been a valuable one and his death was a loss to Council. Mr K. B. Moyle was appointed in July, 1934 as acting Shire Clerk and on 8th October, 1934 he was appointed as Shire Clerk.

Over the next three years the rate gradually increased until it reached 0.78 cents in the dollar in 1937 and varied between this figure and 0.68 cents until 1940.

Council continued to receive unemployed relief grants which mainly only provided from one to three days work a week for men, depending on marital status. It was essential that these grants be expended on labour intensive work and most of the men were employed on clearing timber from unformed roads. Later in the nineteen thirties substantial subsidised works grants were received where the Government made a grant of 50% of the cost of the work to cover wages and the Council provided the remaining 50% by way of loan. Substantial lengths of kerbing and guttering were constructed in Lockhart and The Rock as well as paving of streets.

In 1935 Council adhered to its policy not to employ maintenance men and much of the maintenance of roads was done in a voluntary capacity by local farmers with some assistance from council power graders or with the aid of tip drays or horse drawn graders made available by Council.

In early 1939 there were severe floods which caused many problems. The footbridge across Brookong Creek which had been located on the northern side of Green Street finished up on the southern side of the road. It was re-established on its new location and remains there to this day.

Bushfire Brigades were established throughout the Shire but they had very primitive equipment - principally a few petrol drums of water, wet bags and beaters. In 1939 Council introduced a regulation that owners or occupiers of rural lands were required to plow a firebreak not less than 3.6 metres wide on the northern and western boundaries of their properties. Lockhart was possibly the first Council in this area to introduce such a requirement.

At the end of 1938 and early 1939 the Council gave consideration to the establishment of an aerodrome to serve Lockhart. The first site selected was part of Portion 49, Parish of Galore (2.3 kilometres north of Lockhart) and then it was decided that Portion 69 Parish of Osborne (3 kilometres west of Lockhart) would be a better location. After advice from the Minister for Works and Local Government, it was decided to purchase an area of 800m by 800m from Portion 63 Parish of Osborne (7 kilometres west of Lockhart) provided the site is approved by the Civil Aviation Authority and financial assistance is provided by the Government towards the purchase of the site as well as the work to be carried out thereon. The proposal apparently fell through as it was over twenty years before a landing strip was established on a different site

In July, 1940 the Department of Works and Local Government advised Council that it had been decided to postpone the triennial Local Government Elections from 17th December, 1940 until twelve months after the termination of the war.

THE DEPRESSION

By early 1930 the effects of the Great Depression were having a severe effect on the Lockhart area and the number of unemployed was increasing rapidly. In June, 1930 the Council wrote to R. T. Ball, the Member of Parliament for the area, offering to act on behalf of the Government in the relief of distress caused by unemployment. It sought to have allocated to Country Municipalities and Shires some of the money raised by the Government under the Unemployment Relief Tax. It also made an application to the Department of Local Government for a grant of \$4,000 for unemployed relief.

In July, 1930 the Council received an allocation in connection with the distribution of military clothing by the Federal Government to the needy unemployed - thirty five military jackets, five great coats and twenty hats. These goods were handed to the Urban Committees of The Rock and Lockhart on the basis of two fifths to The Rock and three fifths to Lockhart.

At the Council meeting in July, 1930 a deputation of twenty five unemployed men addressed the meeting. Council resolved to vote an amount of \$400 to enable unemployment relief to be carried out, the work to be clearing of specific roads under a contract system. Preference in employment would be given firstly to local married men and returned soldiers and secondly to local resident single men.

In September, 1930 the Council received a grant of \$3,400 from the Main Roads Board and a further grant of \$2,000 from the Unemployment Relief Council - both being for unemployed relief works within the Shire. The Council acceded to a request by the Lockhart Urban Committee that a submission be made on their behalf for an unemployed relief grant of \$3,400 to enable them to establish a "public bath" in Brookong Creek. (Note: The area on both sides of the creek from Green Street to the railway line had previously been made a "Reserve for Public Baths" by the Department of Lands).

The depression caused a major drop in the price the farmer obtained for his wheat and wool and before the end of 1930 forty nine farmers requested, and were granted, extension of time to pay their rates.

In January, 1931 an amount of \$500 was allocated from the Federal Grant for expenditure on unemployed relief works within the Shire: Council resolved that thirty six married men resident within the Shire, together with thirty six horses and drays, be employed for one week on gravelling part of the County Boundary Road.

The general rate for the Shire had remained constant at two pence in the pound of U.C.V. (about 0.83 cents in the dollar) from 1924 to 1930 but, in view of the difficult conditions, in 1931 it was reduced to one and a half pence (0.62 cents in the dollar).

On 14th April, 1931 a deputation representing the local unemployed requested Council to substitute day labour for all contract work to be carried out in the Shire and that the unemployed be engaged on such day labour work. Council resolved that the Engineer be instructed to interview the unemployed relative to any work able to be carried out without plant and obtain from them their contract price for the execution of such work.

Unemployed Leagues were established at Lockhart, The Rock and Yerong Creek. These leagues were formed by people who were unable to obtain permanent employment with the objective of improving their serious position.

At the Council elections in December 1931 several new Councillors were elected on the platform of introducing a "penny rate". When the estimates for 1932 were considered a few weeks later, the majority of Councillors were in favour of a major reduction in expenditure in the year ahead. The Presidential allowance was reduced from the normal \$100 per annum to \$20. Council's proposed allocation of \$5452 for Main Roads Construction was eliminated (which meant that no Main Roads Construction could be carried out in 1932). The allocation for Main Roads Maintenance, most of the administrative expenses, sundry public works expenditure and noxious weeds allocation were all reduced.

The most drastic resolution was "That in connection with Council's power plants (mechanised graders), the whole of such plants cease operations when the work on which they are at present engaged is completed; the services of the whole of the employees thereon be dispensed with and that \$1000 be voted for expenditure on the operation of one power plant during the year 1932".

The only resolution in connection with expenditure reduction which was not carried was a proposed resolution "that no expenses whatever be paid the members of the Council for the year 1932". This proposal was rejected.

After a long discussion it was resolved that the general rate for 1932 be one penny in the pound (about 0.4 cents in the dollar). This would produce a general rate income for the whole of the Shire of only \$15,655. This Council Meeting commenced at 11.00 a.m. and concluded at 11.30 p.m.

In 1933 the “penny rate” was continued with even more reductions being made in budgeted expenditures. With very low prices for both wheat and wool and frequently a heavy mortgage, farmers found it difficult to pay even these low rates. The town dwellers were generally in much the same condition. However, Council had to have an income and hence had to press all ratepayers to pay their rates.

At the estimates meeting in December, 1933 the “penny rate” was again adopted for 1934. However, soon after this decision had been made there were heavy storms which caused considerable flood damage to roads. It was appreciated that Council must have more money available to enable essential restoration works to be carried out and at the Council Meeting in February, 1934 the rate for 1934 was increased to 1 1/8 pence in the pound (half a cent in the dollar). This increased revenue by nearly \$4,000. A Government grant of \$1000 for restoration of flood damage also improved the financial position.

WATER SUPPLIES

Throughout this period Council continued to press for supply of domestic water to all the towns in the Shire.

Various proposals for supply of water to Boree Creek had been investigated but all were found to be impracticable. In 1925 Lockhart Shire Council proposed that arrangements be made for the Railway Commissioners to erect metal tanks to store water adjacent to the Boree Creek railway station and for these to be filled with potable water from Railway water trucks, This would have been similar to the system which, for a number of years, had supplied drinking water at Lockhart and The Rock. However, in April, 1926 the Urana Shire Council advised that it was not in favour of the proposal and no further action was taken.

Similarly, extensive investigations had been made regarding a reticulated water supply for The Rock. In July, 1926 the Public Works Department submitted a revised estimate for a proposal which had been under consideration for several years. The anticipated cost was \$46,400 and the estimated annual charge was \$4126. It included an agreement with the Railway Commissioners to

purchase water from the scheme at a cost of 3.3 cents per thousand litres. The Council resolved that the scheme as detailed by accepted.

In response to a letter from the Public Works Department, in November, 1926 the Council requested the Department to construct the water supply for The Rock and agreed to accept all liabilities and obligations upon completion and to repay the total amount expended on the works. No details are available of the proposed source of water for the scheme and for reasons unknown no action was taken to proceed with the scheme - possibly due to funding problems.

In January, 1928 the Public Works Department forwarded Council detailed estimates for providing a water supply for Lockhart from three possible sources:

- (a) The Brookong Creek Scheme
- (b) The Lake Gilman Scheme and
- (c) The Murrumbidgee Scheme.

No action was taken at the time for the implementation of any of the projects but in March, 1931 the Council made an application to the Government for a grant of \$46,040 from unemployment relief funds for the purpose of constructing the Brookong Creek Scheme. The Minister duly advised that the project was not suitable as an unemployed relief project and he was consequently unable to submit the proposal to the Unemployed Relief Council for consideration.

Details of group action taken to organise a major scheme to provide water for towns south of Wagga are given later in this chapter in the section dealing with the establishment of the Southern Riverina County Council. With the formation of this County Council on 11th March, 1938, Lockhart Shire Council was no longer directly responsible for water supply.

ELECTRICITY

In December 1925 Mr Hugh Milne wrote to Council relative to an Electricity Trading Franchise Agreement within The Rock Urban area. In May, 1926 Council approved Mr Milne's application for permission to erect poles in the streets within The Rock Urban area for the purpose of carrying mains to supply electric current within the town. This was approved subject to Mr Milne signing an Electricity Franchise Agreement at a later date.

There were some problems as on 13th May, 1930 The Rock Progress Association complained that some electricity wires were attached to both dead and green trees. The contractor was instructed to immediately replace these with poles. There were also complaints about street

lights being unlit and in October, 1932 the contractor was instructed to take the necessary action for provision of electricity to consumers daily from 7.00 a.m.

In June, 1934 Mr Milne wrote to Council requesting that he be granted an Electric Trading Franchise within The Rock Urban Area. The Council resolved that the difficulties to be overcome in connection with the granting of a franchise be pointed out to Mr Milne and he be advised that under the existing circumstances Council preferred to continue the street lighting arrangement on the same basis as already existed and it was consequently not prepared at this juncture to grant the suggested franchise.

Frequent complaints were made regarding the inability of W. E. Haberecht to supply sufficient power for consumers in Lockhart, with frequent loss of voltage. Street lights were often not functioning and the Lockhart Urban Committee advised Council on one occasion the street lights had been unlit for two weeks. In September, 1926 a special meeting of the Council was held to discuss supply of electricity in Lockhart, to hear the comments of a delegation of citizens, the comments of the contractor, W. E. Haberecht, and to decide details of a new contract with Mr Haberecht. The meeting lasted from 10.00 a.m. until 5.20 p.m.

Council arranged for an Electrical Consulting Engineer to make an inspection of the plant, mains and house wiring of the Lockhart electricity supply. It also had a recording volt meter installed in the circuit at the Shire Hall. An endeavour was made to draw up a new agreement between Council and the contractor but no mutually satisfactory compromise could be reached.

On 1st September, 1927 Mr Harry Davies re-entered possession of the electric light plant and a revised franchise agreement with Mr Davies was signed on 28th March, 1928. At this time between 150 and 160 consumers in Lockhart were connected to electric power.

At the Council meeting on 9th October, 1933 a letter was received from Mr Davies notifying his intention to dispose of his electric light plant and his Electricity Trading Franchise within Lockhart Lighting District and offering the plant and appurtenances to Council. It was resolved that Mr Davies be thanked for granting the Council the first right of refusal and Mr Davies be advised that Council was not able to take any action in the matter.

In May, 1934 the Council resolved to ask Mr Davies to submit the price he is prepared to accept for the sale of his electric light plant. Mr Davies offered to dispose of his electric light and power plant, together with all buildings, appliances and land, for the sum of \$14,000 cash. The Council resolved to appoint a consulting engineer to furnish a detailed valuation of the plant and

also to contact the Department of Public Works to ascertain the period of time which would elapse before the town of Lockhart would be connected with one of the hydro electric schemes.

In July, 1934 the Public Works Department advised that the most economical supply of electricity for Lockhart for the next ten years would be by local generation as the cost of transmission lines from Wagga to Lockhart would be so high that the extension would be economically impracticable. After considerable discussion with Mr Davies, in August, 1934 Council unanimously resolved that the electricity and ice making plant be purchased from Mr Davies for \$12,500.

Before this purchase was made Council had the foresight to seek further information regarding the supply of bulk electricity from Burrinjuck to a sub-station just north of The Rock. The Council was advised that the scheme set out by the Council would require the raising of a loan of \$30,000 by the Shire.

The old electric generating plants at Lockhart and The Rock consisted of direct current generators driven by suction gas prime movers with stand-by batteries to provide a 24 hours service. Instead of maintaining this outdated service the Council decided to obtain a bulk supply of alternating current from Burrinjuck delivered to a sub-station just north of The Rock and to connect this to the existing reticulation at The Rock and Lockhart.

After protracted investigations and negotiations Council took over the electric plant at Lockhart from Davies in 1936 and paid him \$2530 for the erected electrical assets. Early in 1937, Mr Hugh Milne accepted Councils offer of \$800 for the purchase of the reticulation assets at The Rock. Both the original units continued the supply of direct current until the alternating current could be connected.

Mr W. Bertoli, who had managed Davies' plant for 8 years was placed in charge of the Lockhart plant as well as all the consumers' connections at both Lockhart and The Rock. Mr Hugh Milne was employed in connection with electricity at The Rock.

In February, 1936 the Shire Engineer, W. L. Hurd, was made responsible for the whole of the works in connection with the proposed electricity undertaking and in August, 1937 he was appointed Supervising Electrical Engineer at a salary of \$200 per annum in addition to his normal salary. In September, 1938, the Department of Works and Local Government advised the Council that in consequence of the income from the Electricity Undertaking exceeding \$8,000 per annum it was then obligatory for Council to appoint a certificated Electrical Engineer. As Mr Hurd had in

the meantime passed the necessary examination for qualification as an electrical engineer and gained two years experience in the design and construction of Lockhart Shire's electricity projects, he was able to obtain his certificate as Electrical Engineer and retained his position of Electrical Engineer as well as Shire Engineer for Lockhart Shire.

In November, 1936 Council resolved that the seal of Council be fixed to the agreement received from the Department of Works and Local Government for the supply of bulk electricity to be supplied from Burrinjuck to The Rock. At the same meeting the Council agreed to co-operate with Urana Shire in obtaining a grant to make possible the linking up of Boree Creek and Urana with the high voltage line being constructed by Lockhart Shire from The Rock to Lockhart.

In April, 1937 the Council accepted tenders for the supply of equipment and the construction of the Electricity Undertaking including the erection of a 22 K.V. line from The Rock to Lockhart and the reticulation of The Rock and Lockhart. It also obtained permission from the Government to make power available to rural consumers between The Rock and Lockhart and received a Government subsidy for this purpose. The actual connection with the supply of bulk A.C. electricity was made in September, 1937.

In February, 1938 Council resolved to proceed with a scheme proposed by the Boree Creek people and Urana Shire to extend electricity to Boree Creek providing a franchise was given by Urana Shire for this purpose. This agreement was signed in October, 1938 and the line, which also served rural consumers in Lockhart Shire, was officially opened in November, 1939.

In June, 1938 the Supervising Engineer of the Department of Works and Local Government visited Yerong Creek relative to Council's proposal to extend electricity to this township. In the following December the Minister advised that this proposal was to be held in abeyance pending a report on a major proposal for the extension of electricity south of Yerong Creek.

A major change was initiated in early 1939 when in March of that year Lockhart Shire Council resolved that it was prepared to delegate to the newly formed Southern Riverina County Council its powers relating to electricity provided that the whole of the assets and liabilities of the electricity undertakings were taken over by the County Council.

Lockhart Council did not wait for this change but proceeded with a request made in November, 1938 by Urana Shire Council that Lockhart make available a bulk supply of electricity for the town of Urana. The Council agreed to make available the services of Mr W. L. Hurd to assist the Urana Shire Engineer in the preparation of the high tension power line to Urana. An

agreement was duly signed on 25th September, 1939 by Lockhart and Urana Shires and the construction of the power line was carried out by Lockhart Shire Council. Lockhart Council also supervised the construction of the electrical reticulation at Urana at a charge of the cost of such supervision plus 10% to cover incidentals.

By 1941 the Shires of Holbrook and Urana had been added to the four foundation Shires which had formed the Southern Riverina County Council. At the request of the County Council, the Councils of all six Shires agreed to delegate their electricity powers to the S.R.C.C. and these powers were officially delegated to the County Council in the Government Gazette dated 3rd October, 1941. As the Shires had not received any prior intimation of the proclamation, the actual taking over of the control and management of the existing electricity undertakings of the Lockhart, Urana and Holbrook Shires was deferred until 1st January, 1942.

With this change, Lockhart Shire no longer had any control over electricity and from here onwards the developments in this field become part of the history of the Southern Riverina Council and not that of Lockhart Shire Council. It is worthy of note that of all the participating Shires, Lockhart was not only the first town to have electric power but the distribution of electricity by Lockhart Shire Council far exceeded the combined activities of all the other Shire Councils.

FORMATION OF SOUTHERN RIVERINA COUNTY COUNCIL

A major change which occurred during this period was the formation of the Southern Riverina County Council.

In an endeavour to provide a water supply for the towns south of Wagga Wagga, an organisation called the Southern Riverina Water Supply League was formed. This group of Councillors and citizens arranged a meeting at The Rock early in 1927 to discuss a proposal to construct a water pipe line from Wagga Wagga along the railway line as far as Henty and including a spur line to Lockhart.

A further meeting of representatives of Lockhart, Kyeamba, Mitchell and Culcairn Shires was held in The Rock on 13th February, 1929 to again discuss the proposal. However, apart from arranging for the Department of Works to carry out an investigation of the proposal, little progress was made until the middle of 1935 when a big gathering of Council representatives met at Temora. The Minister for Works and Local Government, Mr Eric Spooner, discussed his proposal

to offer Councils a fifty-fifty subsidy for work on roads and water supplies for which sufficient funds had not been available previously.

On 12th October, 1935 a meeting of representatives of Lockhart, Culcairn, Mitchell and Kyeamba was held at The Rock to discuss with Mr Spooner the proposals for supply of water and electricity to towns south of Wagga Wagga. The President of Lockhart Shire, J. J. Nolan, was elected chairman of the meeting and the Lockhart Shire Clerk, H. B. Moyle, was elected acting Secretary.

The Minister stated that he had requested Councillors of the Shires concerned to discuss with him a proposal to inaugurate a water supply for the towns on the southern railway line as far as Henty and on a branch line to Lockhart by pumping water from the Murrumbidgee River to feeder mains to the various towns where the water would be reticulated. He suggested that the Councils concerned, with the possible inclusion of Holbrook Shire, should consider forming a County Council to undertake the establishment and control of water for the areas concerned. There was no reason why bulk electricity could not be handled also. He added that the Public Works Department had already done a considerable amount of investigation into the proposed water supply scheme which in 1933 had been estimated to cost \$538,000.

The Minister recommended that the Councils concerned should appoint a Preliminary Investigation Committee to closely investigate all aspects of the proposal. This Committee was formed and J. J. Nolan was elected Chairman and H. B. Moyle acting Secretary. This Committee met regularly at The Rock and functioned in a very harmonious and, co-operative manner, with close liaison with the Department of Public Works.

The delegates to the Committee reported to Lockhart Shire Council on 12th April, 1937 that, although two thirds of the revenue of the proposed water supply scheme would be collected from consumers within Lockhart Shire, it was proposed that there be a uniform rate of 3.54 cents in the dollar of all U.C.V. of land within the water rating area. The Lockhart Councillors endorsed the Committee's proposal.

On the 10th May, 1937 Lockhart Shire Council endorsed the proposal to form a County Council for the purpose of proceeding with the water supply scheme. The other three Councils involved also endorsed the proposal and a submission was then made to the Minister for the formation of the Southern Riverina County Council.

The Government Gazette of 11th March 1938 proclaimed the establishment of the Southern Riverina County Council and the delegation to the County Council of all the powers of participating Shire Councils under the Local Government Act as far as such powers relate to works of water supply and works incidental thereto. The participating areas were the whole of Lockhart and Kyeamba Shires, "A" Riding of Culcairn Shire and "B" Riding of Mitchell Shire.

There were to be two representatives from each of the four participating Councils and Councillor J. J. Nolan and Councillor C. Condon were appointed as Lockhart's representatives. The first meeting of the Southern Riverina County Council was held at The Rock on 12th May, 1938 and Councillor Nolan was elected as its first Chairman. This was a fitting tribute as Councillor Nolan had worked hard for years for the provision of an adequate supply of good water for all the towns in Lockhart Shire. Harold B. Moyle was appointed Acting Clerk at a salary of \$150 per annum. The Shire Office at Lockhart was selected as the official office of the County Council.

In 1939 the County Council began discussions with the constituent Councils of the possibility of delegating their electricity powers to the S.R.C.C. By 1941 the Shires of Holbrook and Urana had joined the County Council and all six Shire Councils had agreed to delegate their electricity powers to the County Council and the official delegation of such powers was notified in the Government Gazette dated 3rd October, 1941. As the Shires had not received any prior intimation of the proclamation, the actual taking over of the electricity undertakings of Lockhart, Urana and Holbrook Shires was deferred until 1st January, 1942.

The onset of war in 1939 had dire effects on the fledgling County Council and its aspirations were severely curtailed. However, Lockhart finally obtained its reticulated water supply in 1945 and in the fifteen years after the war ended grid electricity had been extended to practically every farm throughout the Shire.

ROADS

A major change in funding of roads occurred when the Main Roads Act was passed in mid - 1924. As a result of this Act a Main Roads Board was established and became responsible for all grants made for main roads as well as having a supervisory roll for all work carried out on such roads. The more important roads of the state were divided into four categories as follows.

- (a) The most important roads were classified as "highways" and the Board paid full costs of all approved works on such roads.

- (b) The second category, main connecting roads, were classified as “trunk roads” for which the Board paid two thirds and the Council one third.
- (c) The third category, lesser connecting roads, were classified as “main roads” and the Board paid three fifths and the Council paid two fifths of the cost.
- (d) Roads of only local importance could be named as “Developmental roads” and the Council was only required to pay interest at 3.3% on half the grant for a period of twenty years. Availability of money for this category was much more restricted.

When Councils were invited in February 1925 to make submissions to the Board for classification of roads in their areas, the Lockhart Councillors were certainly not backward in their claims. They requested classification of nine roads within the Shire with a combined length of about 350 kilometres in addition to the Bullenbong - Lockhart - Urana Road and the Wagga - The Rock - Henty roads which had already been classified by the Public Works Department. When the Board had completed its review of the classifications the only benefit to Lockhart Shire was that Bullenbong - Urana Road became a Trunk Road and the Wagga - Henty Road remained as a main road. Several other roads became main roads in later years and the Wagga - Henty road became a trunk road. Grants continued to be received for the Soldier Settlement Road which had been previously classified as a developmental road. When gravelling of this road was completed the Bidgeemia - Urana road was made a developmental road and the first grant for work on this road was received in December, 1929.

The formation of the Main Roads Board took some of the burden off Council as larger grants of money were made available for work on the classified roads. Progress was still slow and as late as 1928 there were still three gates across the Lockhart - Urana road, the section of the Lockhart - Bullenbong road ten kilometres east of Lockhart was impassable after rain due to several bog holes. As late as 1930 the black soil section on the Lockhart - Albury Road across Wallandool Plain had not even been formed and a section 17 kilometres south of Lockhart was not constructed until 1949.

Largely due to the initiative of Shire Engineer Hurd, in the years from 1925 onwards the Council took action to update their road construction methods by purchasing modern mechanical plant. In November, 1925 a Ruwolt portable stone crushing plant complete with transport, elevator, revolving screen, bins, driving gear and spoils elevator was purchased for \$1740.

In July, 1926 Council purchased an Imperial Super-Diesel Road Roller for \$2800 and in July, 1929 obtained a "Spearwell" Crawler Type Heavy Motor Scarifier Grader. In March, 1930 tenders were invited for supply of a "rooter" to drag behind the grader in lieu of the plough and man normally employed.

In April, 1930 Council purchased two additional power graders - one a single unit and one a double unit. These machines were financed by a hire-purchase agreement.

Owing to manufactured concrete pipes not being available, on the Engineer's recommendation, Council purchased moulds for the manufacture of concrete pipes of 375, 450 and 600mm diameter. These pipes were manufactured in the Shire depot and, although they were only in lengths of 600mm, these inadequate culverts had to do until commercial pipes came on the market some years later.

At the end of 1925 the Main Roads Board proposed to deviate Trunk Road 59 (Bullenbong - Lockhart -Urana) through Boree Creek in order to avoid the bad ground on Brookong Plain. Council emphatically objected to the proposal and in June, 1926 the Board advised that it did not intend to proceed with the deviation.

In May, 1930 Council submitted plans for the deviation of Trunk Road 59 on the eastern approach to Lockhart so as to connect directly with Green Street instead of entering the town via Galore Street.

In June 1926 the Lockhart Urban Committee approached the Council with a proposal for the construction of Green Street, Lockhart between Matthews and Halliday Street (the main shopping block) in penetration bitumen macadam. This work was duly carried out in 1928 and, although it has had a number of surface bitumen reseals since then, it is still in good condition in 1988 despite the major increase in both volume and weight of traffic.

During 1927 the Council let a total of 45 contracts for roadworks ranging in cost from \$50 to \$2248. The majority were for amounts of less than \$500 with some larger contracts in connection with M.R.B. grants. There were fourteen different contractors of whom the main ones were M. J. Moroney, J. Carson, G. Watson, I. Dixon, A. C. Smith, J. D. Glascott, C. Wynach and T. Swansborough.

As a result of the Council halving the rate income for 1932 and discharging most of the outdoor staff, there was rapid deterioration of roads and many applications were made at each meeting for repairs to washouts and the gravelling of sections of roads. The Council response in

many cases was that no funds were available for the desired works. In other cases approval was given for expenditure not exceeding anything from one dollar to thirty dollars. Quite often Council made arrangements with local farmers to carry out essential works. A number of the Progress and Farmers Associations organised working bees to carry out works free of cost to Council, sometimes with the assistance of a tip dray or horse drawn grader loaned by Council.

In September, 1934 the Council resolved to purchase a motor truck for use on roadworks. The vehicle purchased was a Dodge 1½ tonne truck fitted with a hand power tipping body of wooden construction with floor lined with sheet metal.

After many applications by the Council, in 1937 the Kywong - Lockhart - Walbundrie Road was proclaimed Main Road 370 and in the following year the Wagga - The Rock - Albury Road was elevated in status from being a Main Road to become Trunk Road 57. These two proclamations were a substantial financial gain for the Council as it meant that the bulk of finance for work on these two most important north-south roads in the Shire would come from the Main Roads Board.

As a consequence of the upgrading of T.R. 57, Lockhart and Kyeamba Shires were expected to make arrangements for bitumen surfacing of their sections as soon as possible and to construct a deviation to eliminate two railway crossings and some sharp bends just north of The Rock.

In September, 1938 Council made application to the Department of Main Roads for provision to be made for the bitumen surfacing of the whole of T.R. 57 within the Shire during 1939. In February, 1939 Council made an application for approval to raising a \$16,000 loan to finance Council's share of bitumen sealing the whole of T.R. 57 within Lockhart Shire and an application to the Department of Main Roads for a special construction programme to cover the work. However, shortage of funds available to the Department due to the onset of the 1939/45 war delayed any progress until the late nineteen forties.

By May, 1938 the Council had purchased another two trucks, making a total of three. The use of horses on rural roads for rural maintenance was then phased out. However, both The Rock and Lockhart continued to use a horse and dray for town maintenance until well into the nineteen fifties.

Due to the depressed conditions throughout the nineteen thirties very few major works were carried out apart from considerable improvements on the classified roads.

CHAPTER FOUR

1941 - 1949

Councillor J. J. Nolan continued as Shire President until 6th December, 1941 when he retired from Local Government. He was succeeded by W. K. Day. Apart from one short period from 10th December, 1945 to 15th December 1947 when Councillor A. D. Finlayson was President, Councillor Day held the position continuously until the end of 1963.

Early in this period Council had changes in its senior staff. H. B. Moyle had been Shire Clerk since 1934 and had been County Clerk for the Southern Riverina County Council as well since 1938. He resigned from Lockhart Shire Council in March 1941 to take up full time duties for the County Council. C. R. Macdonald was appointed Shire Clerk in his place. However, Mr Macdonald only remained two years and he was succeeded by R. B. Selleck on 12th April, 1943.

The Shire Engineer, W. L. Hurd, had also held the position of Electrical Engineer to Lockhart Shire since August, 1937. When the Southern Riverina County Council became responsible for the control and development of electricity undertakings within Lockhart Shire Council on 3rd October, 1941, Mr Hurd was appointed Electrical Engineer to the County Council while retaining his position of Lockhart Shire Engineer.

Early in 1942, Council gave approval to Mr Hurd's request that he be permitted to offer his services to the Department of Defence. Within a few weeks he was called up by State War Effort Co-ordination Committee to do electrical engineering work for the R.A.A.F. After considering a special report by Mr Hurd regarding possible arrangements for the supervision of roadworks during his absence, and consultation with Urana Shire Council, it was agreed in May, 1942 that the services of the Urana Shire Engineer, Mr H. Lauder, be made available to Lockhart Shire for one day a week at a cost of \$400 per annum plus travelling expenses. Council also arranged for Mr E. F. Cameron, Kyeamba Shire Engineer, to act as a consulting engineer in connection with some works on the eastern part of the Shire.

Being available for only one day a week, Engineer Lauder was unable to inspect all roads requiring attention. It was resolved at the July, 1942 meeting that any Councillor be authorised to expend the sum of \$20 on any roadwork in each month and in the event of any necessary work exceeding that amount the matter be referred to the Shire President.

In November, 1945, Mr W. L. Hurd was discharged from the R.A.A.F. and resumed work with Lockhart Shire Council. It appears that Mr Hurd indicated that he would be leaving Lockhart in the near future and arrangements were made for Mr Lauder to continue as Acting Engineer whilst Mr Hurd attended to some of the engineering matters that had been outstanding for some time owing to the war and the fact that Mr Lauder only had limited time to deal with matters in Lockhart Shire. At the Council Meeting on 10th December, 1945 Mr Hurd tendered his resignation as Engineer to take up the position of Water Supply Engineer for the Southern Riverina County Council early in January, 1946. Arrangements were then made for Mr Lauder to continue as Acting Engineer until a new Lockhart Shire Engineer could commence duty. In February, 1946 Council appointed E. A. Coulson to the vacant position of Shire Engineer. Apparently Coulson did not take up the position as at the meeting on 8th April, 1946 Council appointed G. C. Page as Shire Engineer. Mr Page commenced duties a few weeks later and continued as Lockhart Shire Engineer for the next four years. Mr Lauder was thanked by the Councillors for his work on behalf of the Council for the previous four years.

The General Rate remained constant during the war years at 0.88 cents in the dollar but as a result of increased cost of materials and a rise in wages the Council was forced to gradually increase the rate in the post war years. It was increased to 1.04 cents in 1946 and 1.25 cents in both 1947 and 1948 and became 1.36 cents in 1949. In November 1949 the Shire Clerk submitted estimates for 1950 which would have required a rate of 1.66 cents but the Councillors voted to reduce this to 1.36 cents. Subsequently, the Councillors decided to consider the List of Improvement Works on Shire Roads for 1950 but the Clerk pointed out that they had just completely eliminated the proposed allocation for such works. On second thoughts, at the following Council meeting in December, 1949 the Councillors resolved to increase the rate to 1.56 cents in the dollar so as to provide an amount of \$8,000 for the 1950 List of Works. (Interesting to note that roadworks totaling \$40,000 had been placed on the List of Works for consideration - most urgently needed works!).

In 1947 the Council constructed a residence for renting by the Shire Engineer. As a result of the shortage of rental housing in Lockhart, Council decided in October, 1948 to build an extra three houses in Lockhart and one in Yerong Creek for members of the outdoor staff. Plans were prepared and tenders were called for construction of four houses. However Council considered the tendered price too high and no further action was taken until July, 1949 when two old farm houses were purchased and moved into Lockhart and in 1950 another old house in Lockhart was purchased.

With increased numbers of personnel being employed on the administrative staff, more office accommodation was also necessary. In 1948 a skillion addition was constructed at the rear of the main office to provide a further three offices.

In 1949 the Department of Local Government recommended that Council give consideration to alteration of Riding boundaries to give a more equal distribution of electors. It was resolved to transfer the Lockhart Urban Area and a small area of farm land from B Riding to A Riding. The number of electors in each Riding before and after the change are shown below.

<u>RIDING</u>	<u>ELECTORS BEFORE CHANGE</u>	<u>ELECTORS AFTER CHANGE</u>
A	389	989
B	1850	1250
C	922	922

This alteration also made a more even distribution of the centres of population as Lockhart would be in A Riding, The Rock in B Riding and Yerong Creek and Pleasant Hills in C Riding.

There had been frequent complaints from ratepayers in C Riding about the bad condition of roads in their area and the need for extensive improvements. In October, 1949 a questionnaire was sent to all C Riding ratepayers seeking their response to the suggestion of raising a special rate in C Riding for extra work in that area.

The result was:	In favour	15
	Against	150
	Informal	6
	Not returned	<u>126</u>
	TOTAL	<u>297</u>

In the covering letter sent out with the questionnaire it was stated that it would be concluded that any ratepayer who did not reply was not opposed to the proposal. Even after taking this rather strange conclusion into consideration, there was still a majority against the proposal and Council resolved that no action be taken to levy a local rate in C Riding.

On the 5th December, 1949 Mrs J. McEwan resigned after twenty four years service with the Council as a member of the clerical staff. On a number of occasions she had filled the role of Acting Shire Clerk during the absence of the Shire Clerk on leave.

A joyous occasion in August, 1944 was the turning on of the water reticulation at Lockhart. Water had been made available at The Rock by the end of 1942. Although the Southern Riverina County Council had accepted tenders for the extension from The Rock to Lockhart in November, 1941, owing to war shortages of materials, machinery and manpower, it took almost another three years before water flowed from the pipes at Lockhart. Although the County Council was finally responsible for this project, much credit must go to the Councillors of Lockhart Shire who had devoted much time and energy towards the achievement of this object. Commendation is due especially to Councillors Nolan, Finlayson, W. K. Day and Condon who were the early representatives of Lockhart Shire on the County Council.

At the Council meeting in February, 1945 a letter was received from the Murrumbidgee Regional Development Committee seeking information of any localities in the Region considered suitable for industrial expansion. The Council resolved that a flour mill, a bacon factory, cordial factory and freezing works should be established in the Shire for the reason that it is the centre of a highly productive wheat growing area and that approximately 1000 pigs are sent to Albury or Wagga every three weeks. If these industries were established there would be a considerable saving in petrol and transport. However, none of these industries were ever established except for a private cordial factory and ice plant which began operation in 1947.

It is interesting to note that included in the correspondence at the July, 1945 meeting was a letter from the "Australian Communist Party, The Rock Branch" asking for provision of a play centre at The Rock. Probably few people are aware that at one time there was a branch of the Communist Party established in Lockhart Shire.

HEALTH INSPECTOR

Ever since Lockhart Shire was formed a doctor from Lockhart had acted as Health Inspector for Lockhart and Milbrulong areas and the doctor from The Rock had acted as Health Inspector for The Rock and Yerong Creek. In 1946 the Board of Health advised that when any future appointment was made it would be necessary for the appointee to hold one of the certificates required by regulations under the Public Health Act, together with the Certificate required under the Local Government Ordinance. Dr Conlan of Lockhart studied and obtained the necessary certificates. However, when there was a change in doctors at The Rock and Council recommended the appointment of the new doctor as Health Inspector for The Rock, the Board of Health declined to accept the new doctor for the position.

The Board said the time has come when Council must give serious consideration to employing a full time qualified Health Inspector ~~as a satisfactory condition to employing a full time qualified Health Inspector~~ as a satisfactory condition cannot be maintained without the services of a full time Health Inspector. In February, 1947 the Council resolved to ask the Doctor from The Rock if he would take steps to become qualified and at the same time to investigate the possibility of making a joint appointment of a qualified Inspector for Kyeamba and Lockhart Shires.

In May, 1947 the Council resolved to approach Culcairn and Urana Shires with a proposal for the joint appointment of a Health Inspector for the three shires. As no satisfactory joint appointment could be made, in March, 1948 Council advertised for the position of Health Inspector for Lockhart Shire. No applications were received and Council wrote to the Department of Local Government and the Public Health Department advising of the lack of response to its advertisement and pointing out that Councils generally were experiencing extreme difficulty in obtaining Health Inspectors. The Council therefore requested that the existing arrangements be allowed to continue for the time being. At the request of the two Government Departments, Council placed further advertisements in newspapers in June/July, 1948 for a Health Inspector but there was again no applicant. The Department of Public Health then gave permission for the existing arrangement to continue for a period of six months. In February, 1949 the Department requested the Council to again advertise the position. Council resolved to invite applications for the position of Health Inspector, his duties to include the supervision of noxious weeds and impounding and the duties of Building Inspector. On this occasion there were several applicants but subsequently both withdrew their applications when suitable housing could not be made available in Lockhart.

WAR TIME ACTIVITIES

The Councillors took a very active part in all matters pertaining to the war effort. After the Japanese entered the war, the National Emergency Services approached the Councils in the rural areas as to what accommodation could be available for children evacuated from the City in the event of such action being necessary. In December, 1941 Lockhart Council resolved that each Councillor call a meeting in his district to ascertain what accommodation could be available and that such information be forwarded to the Shire Clerk for transmission to the Controller of National Emergency Services. The Council also supported Government campaigns for the supply of scrap iron, aluminium and paper to assist with shortages due to the War. At the Council

meeting in August, 1941 on the recommendation of the Shire Clerk, it was resolved that all vouchers for payment of accounts over six years old and all correspondence over ten years old be disposed as War salvage. The destruction of these early papers caused some problems with the compilation of this history of Lockhart Shire Council.

Early in 1942 the Council resolved that no unmarried man of military age was to be employed by Council during the war. In July, 1942 the Liquid Fuel Control Board advised Council that in future the Council should only permit contractors to use vehicles which are operated on a substitute fuel as petrol ration tickets will be no longer made available for such vehicles. The Board also directed that, if the continued use of the Acting Shire Engineer's car is necessary, urgent steps should be taken for the conversion of the vehicle to operate on a substitute fuel.

A special meeting of the council was held on 25th August, 1942 to consider a circular from the Military Authorities stating that all Civil Authorities will be responsible for the compilation of plans and the necessary preparations for the removal or destruction of civil facilities to enable a "Scorched Earth Policy" being carried out should it be necessary owing to enemy invasion. An Army Officer addressed the meeting explaining in detail the requirements of the Military Authorities. It was resolved that the necessary questionnaire for circularisation to all householders in the Shire be printed immediately and that an advertisement be placed in the paper requesting the co-operation of householders in forwarding the required information immediately on receipt of the questionnaire. It was also resolved "that the Military Authorities be informed that in the opinion of the Council the removal of sheep from property in the Shire in the event of invasion would be impracticable, as the number is far too great for available manpower to handle and would also constitute hindrance to military operations and to the movements of the civilian population. Furthermore, it was the opinion of the Council that in case of invasion all available Manpower should be utilised in fighting the invaders!

By mid-1942 most of Council's plant and equipment and most of the outdoor staff had been impressed by the Allied Works Council for urgent work on defense roads, aerodromes, etc. Some were sent to the Northern Territory, and some to Queensland as well as various works in NSW. Only a few years previously Council had purchased a pneumatic tyred heavy power grader. This machine was one of those taken over and many years later (in the 1960's) Council was informed that this machine had been found in New Guinea, covered by a new growth of jungle. The Lockhart Shire plaque, which was still affixed to it, was sent to Council as a souvenir.

AERODROME FOR LOCKHART

At the end of 1946 the Council again considered the establishment of an aerodrome to serve Lockhart and arranged for an officer of the Civil Aviation Department to inspect the proposed site (2½ km. west of Lockhart on property owned by Mrs L. Goldsmith). In January 1947 the Shire Engineer advised that the amount of work required to have the field licensed as an A Class Aerodrome in accordance with the Civil Aviation Department's requirements would cost \$1300. At the March, 1947 Meeting, the Council agreed to offer Mrs Goldsmith \$53.00 per hectare for the 80 hectares of land required for the aerodrome.

In May, 1947 the Council resolved to ask Ansett Airways, Australian National Airways and Butler Air Transport if the Council constructed the aerodrome would they run a service in the immediate future or what prospects are there in this connection. The following month Butler advised that they have no plans for southern NSW. Both A.N.A. and Ansett pointed out that no service can be inaugurated without very protracted negotiations with the Department of Civil Aviation. Ansett requested further information as to the population of the Shire and towns therein and the number of people to whom the service would be an advantage. In October, 1947 Ansett advised that there did not appear to be any immediate prospect of providing an air service to Lockhart even should an aerodrome be available. Council then resolved that the matter be postponed for the time being.

SEWERAGE

One of the higher priorities of the Government at this time was sewerage for country towns and the Government announced that it was prepared to subsidise approved schemes for up to 50% of the cost. Both the Lockhart and The Rock Urban Committees pressured the Council to make an application for the construction of sewerage in their centres. However, The Rock Committee stipulated that a request for a 75% subsidy be made for sewerage at The Rock. Council lodged an application with the Minister of Works and Local Government in late 1946 for a subsidy for both projects.

In due course the Minister advised that the request of The Rock Urban Committee for a 75% subsidy could not be considered and in any case the small number of houses at The Rock made a sewerage scheme for The Rock impracticable at this stage.

Council requested the local Member of Parliament, E. J. Kendell, to support their application for Lockhart. In November, 1947, Mr Kendell forwarded a letter from the Minister

which stated that his staff is continuously engaged on approved post-war works and he regrets that it may be some time before the proposed sewerage scheme could be investigated. Despite Mr Kendell's constant efforts on behalf of the proposed sewerage, it was not until April, 1949 that the Minister advised that a subsidy of 50% of the cost of the Lockhart Sewerage had been approved subject to certain conditions. When a draft resolution was completed by Council and returned, the Department would proceed with the detailed survey and firm estimate as early as possible having regard to existing commitments.

The Council resolved that sewerage for Lockhart be proceeded with and the Minister be asked if the Council would be permitted to employ its own Consulting Engineers to proceed with the survey and design as the Council was keen to have the work put in hand as soon as possible. In June, 1949 the Minister raised no objections to the proposal and Council appointed consulting engineers, Gutteridge, Haskins and Davey to undertake the survey and design of the Lockhart Sewerage scheme. It was to be another fifteen years before the sewerage construction was completed due to delays in Departmental approvals and other matters but at least this progressive project was under way.

SWIMMING POOLS

In November, 1944 both the Lockhart Urban Committee and The Rock Swimming Pool Committee applied for construction of a full Olympic sized swimming pool in their respective areas.

The Council lodged an application for a Government Grant for both projects but it was many years before a pool was constructed in either centre. The pressure continued from ' residents of Lockhart and The Rock. However, the local member of the State Parliament advised in 1946 that it appeared that the Government had no intention of making grants available for swimming pools as they considered other matters had a higher priority.

SECTION OF PARAGRAPH MISSING – PHOTOCOPIED BADLY

citizens was introduced by the Chairman of the Lockhart Urban Committee. The deputation reopened the matter of a swimming pool for Lockhart and requested that Council construct a swimming pool at the southern end of Walter Day Park at an estimated cost of \$12,000 (complete with filtration plant). It suggested that \$4,000 be raised by the Swimming Pool Committee and the balance of \$8,000 be borrowed by Council and repaid by Council over a period of twenty to thirty

years. The annual deficiency in operating costs (estimated at between \$300 - \$400) would be met by the Lockhart Urban Committee.

Council resolved that a detailed estimate be prepared by the Shire Engineer within the next two months so that the proposal can receive further consideration. However, the Council did not appreciate how long it took to obtain the necessary data and how difficult it was for a Shire Engineer to find time for a specialised design when each month the Council gives the Engineer some dozens of matters to be investigated as well as routine work. It was not until the end of 1949 that Shire Engineer Page submitted a detailed estimate for a pool 33.5 metres by 12.8 metres with a separate wading pool 27.4 metres in diameter for a estimated cost of \$16,000. Council forwarded the estimate to the Lockhart Urban Committee.

ROADS

During the war years road construction activities were severely restricted as there was a reduction in Government grants, labour was scarce and most of the Council plant and equipment had been impressed by the Government for use by the defense forces and the Allied Works Council. Council even resolved in May, 1941 in reference of its tip drays “that in view of the further rationing of petrol the question of the sale of three tip drays be deferred indefinitely”.

During the war years there were the usual large number of requests for work on “impassable” lengths of road. As Council only had a few men employed and practically no plant it could not carry out any major works. Minor works were done by a few of the regular contractors or more frequently by some of the local farmers either in a voluntary capacity -or at an agreed price.

By the middle of 1944, when the allies were making advances on all fronts, the Council commenced planning for means to overcome the back log of essential road construction which had built up during the war years. Council had been informed that most of the trucks and road making equipment which had been impressed by the Allied Works Council and Defense Authorities be returned to Council. However, some surplus would be made available by both those bodies and also would not machinery the Department of Main Roads. Despite the reduced amount of money spent on roadwork the Council kept the rate constant at 0.73 cents in the dollar in order to have money available for increased roadworks and purchase of new plant when such becomes available.

The Council endeavoured to purchase a Caterpillar No. 12 motor grader but was advised that the Ministry of Munitions was impressing all machines as soon as they were assembled and no power graders would be available in 1945. It was not until 1946 that the Council was able to purchase a reasonable amount of plant. The purchases included a new Britstand Heavy Patrol Grader, a Caterpillar 12 Grader, a D4 Caterpillar Tractor with P.C.U. and dozer blade and various trucks. The largest of the trucks was a 3 - tonne tipping truck. Some of the plant was, new and some was used equipment purchased from the Disposals Commission and Department of Works. Additional staff were employed with preference given to ex-servicemen who had been previously employed by the Council.

With the conclusion of the war and the build up of Council plant and manpower it was possible to carry out some very much overdue major roadworks, particularly with classified main and Trunk roads. During the war period the Department of Main Roads made fairly substantial funds available to replace causeways with culverts and gravel most of Trunk Road 57 (Wagga - The Rock - Henty) and Trunk Road 59 (Collingullie – Lockhart – Urana) as well as substantial lengths of M.R. 370 (Kywong – Lockhart - Walbundrie). In the brief period from the summer of 1947/48 to the summer of 1949/50 the whole of the Lockhart Shire section of Trunk Road 57 had been bitumen sealed. As well, Trunk Road 59 had been bitumen sealed from the Shire boundary near Bullenbong through Lockhart to the junction with the Western Road and M.R. 370 had been bitumen surfaced for a few kilometres both north and south of Lockhart. In just three years a total of 62 kilometres of Trunk and Main Roads had been bitumen surfaced.

The Lockhart Urban Committee progressively bitumen sealed many of the streets in the area of Lockhart north of the railway line. Short lengths of bitumen were also laid in the main business areas of The Rock and Yerong Creek. No rural roads other than classified roads had been bitumen surfaced.

With the aid of developmental Grants from the Department of Main Roads substantial lengths of the Soldier Settlement Road, Western Road, Bidgeemia - Urana Road and County Boundary Road were formed and gravelled.

CHAPTER FIVE

1950 - 1960

Councillor Walter K. Day continued as Shire President for the whole of this period. It was a period in which some of the projects for which Council had devoted so much time reached fruition, for other projects which came closer to being achieved and for new ideas which were developed.

The Assistant Engineer, F. C. Smale, resigned as from 13th March, 1950 and the Shire Engineer, G. C. Page, resigned a few weeks later to complete duties on 1st April, 1950. F. A. Prichard was appointed to the vacant position of Shire Engineer and commenced duties on 24th April, 1950. He had intended to stay for only a few years but continued as Shire Engineer until he retired 31½ years later. R. B. Selleck continued to hold the position of Shire Clerk throughout this period and also continued in that role until he retired in 1970.

On 14th June, 1950, G. H. Cusack was appointed Assistant Engineer to the Council and on 10th July, 1950, M. C. Alchin was appointed Shire Overseer. Mr Alchin retained this position until his retirement nearly thirty years later. R. J. Brideoake was appointed Senior Clerk on 2nd January, 1951 and on 12th November, 1951 was made Deputy Shire Clerk. He continued in this position until his retirement in early 1984. On the resignation of Assistant Engineer G. H. Cusack, J. M. O'Connell commenced duty as Assistant Engineer on 25th July, 1955. He was subsequently made Deputy Shire Engineer and continued in that role until his retirement in 1988.

This was a period of great stability for Lockhart Shire as most of the senior staff had a long tenure of office, W. K. Day was Shire President for an unbroken period of sixteen years and changes in the Councillors were infrequent.

However, three very long serving Councillors retired in December, 1953. Councillor George Jones had served for 34 years with one term as President, Councillor A. Finlayson had served for 31 years with two terms as President and Councillor W. G. Drummond had served for 23 years with a number of years as Deputy President. In December, 1956, Councillor D. L. Browne retired after 19 years. All these Councillors had played a significant role in the development of the Shire.

During this period Councillors adopted a more realistic policy regarding the necessity to levy a rate which would enable worthwhile progress to be made in the improvement of Council roads. Councillors also made use of loans for road improvements and other worthwhile projects.

While using loan funds where desirable, Lockhart Shire Council never over-burdened itself with loans, the repayment of which could have placed it in an unsound financial position.

The rate for 1950 was 2.08 cents in the dollar and was raised to 2.81 cents in the dollar for 1953. This increase was only approved after the estimates had been closely examined by a Committee of Councillors. The Committee reported “that it was of the opinion, having gone through the estimates item by item and the proposed list of works, that, if the Council is going to proceed with a progressive programme as in the past, it has no alternative but to adopt the estimates based on a general rate of 2.81 cents in the dollar. Otherwise that the Council adopt rate of 2.08 cents in the dollar with no list of roadworks at all.” In the middle nineteen fifties there was an appreciable increase in the cost of wages and goods which required further rate increases.

Consideration had been given periodically ever since 1909 to the ceding of a small amount of territory from Lockhart Shire Council to Urana Shire Council so that the whole of the village of Boree Creek was under the control of one Local Government body. Ever since the Shires had been formed most of the houses, some building premises, the public hall and the hotel had been part of Urana Shire whereas the recreation grounds, most of the shops, the post office and the railway station were part of Lockhart Shire. Lockhart Shire raised the matter again in June, 1952 and following August the Councils of Lockhart and Urana had approved the transfer of a small parcel of land so that the whole of Boree Creek was in Urana Shire. The proposal was duly approved by the Minister and the transfer was gazetted on 29th May, 1953.

In December, 1952 the Council approved the request of the Lockhart Urban Committee to raise a loan of \$2000 on its behalf so that the horse and dray used by the town maintenance man could be replaced by a Ferguson tractor and suitable implements, so as to make the work of the maintenance man more efficient. The tractor was duly purchased in 1953 and a few years later the horse and dray used by the maintenance man at The Rock was also replaced with a tractor. Thus the Shire became fully mechanised and the old horse and dray days became part of history.

Another change made in 1953 was to move the Shire Depot from its original site on the corner of Day and Galore Streets to a much larger site in South Lockhart which fronted Albury Road. This not only provided room for extension of buildings, parking of plant and storage of goods but also removed the depot from a closely built on residential area.

At the end of 1953 there was a proposal by Railway authorities that The Rock - Lockhart - Oaklands railway line be closed. The Railway Superintendent from Junee addressed the Council on 18th January, 1954 and gave comparative figures of the usage of the line for the years 1921

and 1952. He said that the Chief Traffic Manager, Department of Railways, would attend a meeting in Lockhart “to discuss the whole matter frankly with the business and general interests served by this line.” The Council immediately contacted all farmers' organisations along The Rock to Oaklands line within Lockhart Shire and asked them to formulate a case against the closing of the line and appoint delegates to attend a preliminary meeting of delegates to be held in the Shire Hall on 13th August, 1954.

At the Council meeting in September, 1954, the Chief Traffic Manager of NSW Railways advised that, following his recent visit to Lockhart and the public meetings which were held, the rail motor would continue to run but to an altered time table to give the desired connection with the Riverina Express at The Rock. However, in November, 1954 the Minister for Transport stated that the volume of passenger and goods traffic on The Rock - Oaklands Line does not justify retention of services at their present level. Increased patronage of rail services was necessary to obviate consideration being given to further curtailments or suspension of services.

A daily bus service to and from Wagga had been introduced some years previously and even after the times for the rail motor were altered very few passengers from Lockhart used it, so it was not long before the rail motor ceased to run. However, the strong action by the Council and local residents kept the railway line open for the important wheat delivery.

In August, 1955 at the request of the Director of Civil Defence the Council appointed the Shire Clerk as the Council Civil Defence Liaison Officer. The Civil Defence Organisation was initiating action to prepare for evacuation of people from Sydney or any other area in case of military action or any major disaster. A committee of local citizens was formed to provide information as a result of a complete survey of accommodation, food, water and transport available in the area in case of emergency.

However, it was not until February, 1959 that the Council was able to appoint a Civil Defence Committee within Lockhart Shire with Commander N. Read appointed Civil Defence Controller.

Early in 1954 Council gave consideration to carrying out major additions and renovations to the Council Chambers. At the June meeting Architect S. J. O'Halloran submitted a tentative ground plan and front elevation of the proposed work. He also recommended that the construction be done in conjunction with extensions to the adjacent Memorial Hall which the Memorial Hall Committee proposed to carry out. Council adopted the suggested plan and instructed the architect to prepare complete plans and specifications. It was not until March, 1956 that Council accepted

the tender of F. R. Harris to carry out the work for the sum of \$18,908 and the alterations were officially opened by the Shire President, W. K. Day, on 12th October, 1957.

In May, 1954 the Lockhart Urban Committee requested Council to again raise with Aviation Authorities the matter of an Aerodrome for Lockhart. The Council appointed a committee to look into the matter and confer with the Urban Committee. However, no progress was made.

In May, 1951 the Lockhart Women's Hockey Club requested the assistance of Council in their efforts to obtain the vacant area of Crown land bounded by the Albury Road, Brookong Street and the railway for use as a hockey ground. The Council applied to the Department of Lands to have the area dedicated as a Reserve for Public Recreation and the area was gazetted as such on 14th November, 1956. However, in May 1957 the Hockey Club advised Council that a close inspection of the ground disclosed that due to the poor drainage and clay soil it would be very costly to develop the area into a satisfactory hockey field and no further action was taken. This area remained unused until 1987 when the Lockhart Rotary Club, with financial assistance from Council, fenced the area and planted it with trees and shrubs.

After receiving numerous requests to build public toilets in Walter Day Park, Council representatives conferred with members of the Lockhart Urban Committee. The Urban Committee advised that it considered the proposal desirable but it was not in a position to enter into further major financial commitments at that time. After full discussion of all aspects of the proposal at the Council Meeting in May, 1959, it was resolved that the matter be deferred indefinitely. In October, 1959, the Lockhart Rotary Club offered to construct two brick toilet blocks, including a septic tank, if the Council and the Urban Committee provided some funds towards the cost of materials. This offer was accepted and the Rotary Club constructed the toilets largely with the voluntary labour of the local Rotarians. These were the first public toilets established in Lockhart and have proved of considerable value not only to district residents but also to the travelling public.

HEALTH INSPECTOR

The saga of the appointment of a Health Inspector continued. At the meeting in June, 1950, The Department of Local Government advised that an examination for Health Inspectors had been held a few weeks previously and suggested that Council re-advertise for a full time qualified Health inspector as “despite accommodation difficulties suitable applicants are likely to apply.” The Council again advertised the position but there was no response. In October, 1950 the

Department of Local Government instructed the Council to again advertise the position - the result was the same as before - no applications.

Over the next three years the Department periodically called upon Council to advertise for a qualified Health Inspector but the result was always the same - no applicants. The role of the Health Inspector continued to be carried out by the doctors at Lockhart and The Rock. When the doctor at The Rock resigned from the position of Health Inspector at The Rock, Council was in a quandary. Previously the Council had approached Shires in the area to share a Health Inspector but with no success. On this occasion agreement was reached with Mitchell Shire for their Health Inspector to work one day a week for Lockhart Shire and Mr L. J. Friend commenced this work in July, 1953.

However in September, 1953 the Department of Health advised Council that it did not consider that one day a week was sufficient to adequately discharge health duties in the Shire. If the Council was prepared to enter into an agreement with Mitchell Shire for the joint appointment of Mr Friend to both Shires it would be acceptable to the Department. The Council resolved to inform the Department that Council had made a genuine endeavour to have the health work attended to by a qualified Health Surveyor and considers it unfair to condemn the arrangement without giving it a fair trial.

However, in October, 1953 the Department of Local Government advised that the arrangement with Mitchell Shire for the use of their Health Inspector in a consulting capacity was not considered satisfactory and cannot be regarded as a joint appointment under the Local Government Act. It would approve a joint appointment with Mitchell Shire. When approached again by Lockhart Shire, the Mitchell Shire advised in January, 1954 that it was not agreeable to release its Health Inspector for any longer period than already arranged and if the present arrangement cannot be continued it will not make its inspector available at all.

The passing of letters to and fro between the Lockhart Shire and the Departments of Local Government and of Health, as well as periodical advertisements for a Health Inspector, continued for several years. It was not until August, 1956 that Health Inspector F. Arneil commenced working for Lockhart Shire as a result of a joint appointment arranged with Mitchell Shire Council. Under this agreement the Health Surveyor spent half of his time with Mitchell Shire and the other half with Lockhart Shire.

SEWERAGE

A preliminary estimate from Gutteridge, Haskins and Davey for the construction of Lockhart Sewerage was received on the morning of the Council Meeting dated 17th April, 1950. It was deferred for consideration at the next meeting when it was resolved “that the preliminary report and estimate submitted by Gutteridge, Haskins and Davey with total cost of \$137,140, including Reid and Osborne Streets and Green Street West, be adopted and be referred to the Department of Public Works for approval on the basis of a subsidy of 50% of the capital cost.”

In November, 1950 the Minister for Public Works and Local Government advised that he approved the scheme as submitted subject to minor modifications. All plans and specifications must be submitted to him for approval prior to tenders being called and before tenders are accepted they must be forwarded to him for concurrence. He approved the granting of a subsidy of 50% of the estimated cost. In July, 1951 Gutteridge, Haskins and Davey advised a revised estimate of \$175,436 and in the following September the Minister for Public Works advised that he would provide a subsidy of 50% of the revised estimate.

The plans and specifications for the sewerage scheme were approved by the Department of Public Works in June, 1952 (subject to minor amendments). The Consulting Engineers advised Council that tenders should be called for the sewerage pipes and pumps as soon as possible as it would take about 18 months after a contract was let to supply the pipes and about 2½ years for the pumps.

They also advised that the Department would not approve any tender until loans had been arranged to finance the work. Extensive enquiries by the Council over a long period showed there was no possibility of obtaining a large loan over a long term at this stage and the proposal had to be deferred until such a loan could be arranged. Again in December, 1954 the President advised Council that enquiries he had made indicated that the possibility of raising a large loan for Council's share of cost of the sewerage scheme was very remote at present.

In February 1955 the Department of Public Works advised that the Lockhart Sewerage Scheme will not be due for a grant from Governments funds “for another few years” and commencement of construction could not be approved until grant funds are available. Council again raised the matter of a sewerage grant in early 1958 and in April, 1958 the Public Works Department advised that some time would elapse before the Lockhart Sewerage Scheme could be raised to the construction list.

SWIMMING BATHS

At the March, 1950 meeting the Lockhart Urban Committee forwarded a letter from the Swimming Baths Committee advising that, as the estimated cost of the baths had increased by one third, the Committee was prepared to increase the funds they would raise by one third and asked the Council if it was prepared to do likewise in respect of the proposition already placed before it.

The Council then resolved that the opinion of the ratepayers of the Lockhart Urban Area be obtained on the following question:

Are you in favour of the Council constructing a Swimming Pool in Lockhart to cost approximately \$16,000 and financed on the following basis:

- (a) One third of the capital cost to be raised by subscription from the public.
- (b) Two thirds of the capital cost to be provided by a loan raised by the Council, the repayment of principal and interest to be made from the general rates levied on the whole of the Shire.
- (c) The anticipated deficiency in conducting and maintaining the pool to be met from rating in the Lockhart Urban Area.
- (d) Any other deficiency to be met by rating in the Urban Area.

At the April, 1950 Meeting the result of the questionnaire submitted to ratepayers of the Lockhart Urban Area was tabled and showed 114 in favour and 47 against. The Council then resolved (a) that the Council approve the proposal (b) that the Local Government Department be asked if approval would be given for the proposed loan (c) that the Shire Engineer prepare the detailed plans and specifications and that tenders then be called. It was also resolved that the Council make application to the Government for a grant towards its share of the cost as a separate matter.

In June, 1950 the Lockhart Swimming Baths Committee advised that a Liaison Committee was being appointed comprising two members from the Council, two members from the Lockhart Urban Committee and three representatives from the public. The Council appointed Councillors W. K. Day and D. L. Browne as the council's representatives.

At the following meeting the Shire Engineer pointed out that he would be able to devote very little time to the design of the swimming pool as he was already working on most nights and weekends. At the previous Council meeting thirty nine matters were referred to him for

investigation and report where necessary. The Council resolved that consulting engineers be appointed and that Gutteridge, Haskins and Davey be asked if they would be available.

At the September, 1950 meeting, the consulting engineers provided an estimate (prior to design) of \$20,260 for the swimming pool and wading pool. The Council then resolved

- (a) That one third of the cost in cash and voluntary labour must be raised by public subscription.
- (b) That Council adopt in principle the layout plan submitted by the Shire Engineer.
- (c) That Council's Engineer be responsible for design and supervision of construction of dressing sheds, fencing, planting, etc adjacent to the pool and that as much of this work as possible be done by voluntary labour.
- (d) That the Consulting Engineers be asked to place an order immediately for the filtration plant and any other items in short supply.
- (e) That a strong case be prepared for a Government Grant and that the local member, Mr J. A. Lawson, be requested to press strongly for a Government grant on behalf of the Council.

At the Council meeting in August, 1951, Council resolved that, in order to save costs, the preparation of plans, specifications and estimates be placed in the Shire Engineer's hands rather than having the work done by consulting engineers.

After learning that, as a result of change in policy, the Government was prepared to make a grant of 25% of the cost of approved swimming pools, Council lodged an application for a grant. The Minister advised in November, 1951 that owing to limitation of funds he was unable to make a grant in that financial year but he would consider the application in the list for the following year.

In the meantime the Lockhart Swimming Pool Committee had been busy raising funds and in November, 1951 Council was advised that they had raised \$10,000 towards the project. They urged the Council to take whatever action was necessary to enable a start to be made as soon as possible. The Council resolved "that the Committee be advised that the Council had already taken up the matter of a loan and a grant and that the Engineer has the plans in hand as far as is practicable for him to do so."

However, loan funds were not readily available and despite constant efforts made by Council it was not until the end of 1953 that it was possible to raise a loan of \$10,000 and a Government Grant of \$12,750 was approved in June, 1954. The plans and specifications had been completed and approved by the Department of Public Works. Including the addition of construction of a house for the baths manager and several other modifications the estimated cost had risen to \$51,000. Tenders were called for construction of the baths and supply of equipment in October, 1954, but apparently no satisfactory tenders were received as in November Council resolved to call fresh tenders.

In January, 1955 Council awarded a contract for construction of the pool to Central Construction Company, for supply and installation of filtration plant to G. E. Todd and Company and for construction of the manager's cottage and dressing sheds to E. G. Smith. Council resolved that other items be carried out by day labour, quotation or tender as the work becomes necessary. It is interesting to note that the excavation for the pool and construction of the adjacent mound was carried out by a team of draught horses and scoops driven by local teamsman Albert Jones. This is the last occasion on which a team of horses was used for works within the Shire.

The construction of the pool proceeded relatively slowly but as part of a campaign to raise additional funds from the public, arrangements were made for the Governor of New South Wales, Lieutenant - General Sir John Northcott, to unveil a tablet to commemorate the establishment of the Lockhart Swimming Pool. The visit of the Governor on 19th August, 1955 was quite an event and Sir John in due course unveiled a suitably worded tablet affixed to a wishing well constructed in front of the pool.- At the conclusion of the ceremony, a "carnival and gala afternoon" was conducted by the Swimming Pool Committee.

The cost of the pool continued to rise largely due to additions to the project. These included kerbing, guttering and bitumen paving in front of the pool, purchase of a heavy duty mower and other equipment, purchase of lockers and seating and partitioning of the ladies dressing room. By October 1955 the estimated cost had risen to \$71,760 and Council applied for an additional grant of \$5,200.

Considerable delays were experienced in the supply and installation of the filtration plant by the contractor, G. E. Todd and Company. Council resolved in January, 1956 that, in view of the fact that the contract date of completion was 3rd October, 1955, no further payments be made until the contract was completed. The Council relented somewhat in the following March in view

of the good progress being made at that time and resolved that some payments would be made. The installation of the filtration plant was finally completed on 16th April, 1956.

The great day came on 27th October, 1956 when the swimming pool was officially opened by the Honourable J. F. McGrath, Minister for Public Works. As well as a number of important visitors, a very large gathering of local citizens were present to recognise the completion of a project for which they had devoted so much time and effort. In his remarks at the opening, the Shire President, W. K. Day, commended the local citizens for the major role they had played in raising a very substantial amount of money towards the cost of construction and in particular made reference to the part played by Mr Harold Hodgson and Mrs Dolly Peach.

The final cost of the pool and adjacent amenities was \$74,818 'and the cost was funded from the following sources:

Government Grant	\$17,950
Council loans	\$37,600
Council vote	\$ 3,040
Raised by public	\$16,228
TOTAL	<u>\$74,818</u>

It is worthy of note that the first swimming pool in Wagga Wagga was only opened in the same year as the Lockhart pool and no other small centre in the eastern Riverina had a swimming pool. In the early period the pool was very well patronised and became one of the main centres of social activities. A very large number of people were taught to swim in the Lockhart Pool, many of them travelling a long way to learn as swimming pools were so rare.

BUSHFIRE BRIGADES

Volunteer Bushfire Brigades had been formed many years previously by the joining together of the local farmers in groups throughout the Shire. There were no specific boundaries to the various brigades and the limited amount of fire fighting equipment they had was mostly owned by the individual farmers, as were all the vehicles. There were a few reasonably sized water tanks with a motorised pump and hoses but most vehicles arriving at a fire had several 200 litre drums with the top cut out and covered with a wet bag. No individual had the legal right to direct the fire fighting activities and they were only a group of men helping each other.

A Bush Fires Act passed in 1949 conferred on the Captain of a Bush Fire Brigade specific powers and immunities, provided for a Fire Control officer to have overall control over all Bush

Fire Brigades in the Shire, urged Councils to enforce fire-break regulations and set up a Bush Fire Committee in the Chief Secretary's Department. This Committee provided guidance and assistance to both Councils and individual brigades, stressed the need to enforce fire prevention activities and provided funds to subsidise the purchase of fire fighting equipment.

There were very extensive fires in the southern part of New South Wales early in 1951, including one which burnt from Boree Creek to Osborne and seriously threatened the town of Lockhart. These fires created a much greater awareness of the need to improve fire fighting facilities and to co-ordinate the activities of brigades. Ever since that date Lockhart Shire Council has played a very active role in developing a very efficient bush fire organisation within the Shire and in enforcing fire prevention measures. Council passed a resolution that all land owners must plough a firebreak on the northern and western boundaries of properties. A conference of representatives of all fire brigades within the Shire was held on 5th September, 1952 and all aspects of bush fire prevention and extinction were discussed. One result was the appointment of Shire Engineer Prichard as Fire Control Officer for Lockhart Shire and Fire Control Headquarters being established at the Shire Office. At this time, the only means of communication was by telephone which was a very ineffective means of obtaining specific information about the course of the fire. The Engineer was absent from the office for much of the time due to road inspections and meetings with ratepayers and often could not be contacted if there was a fire. Accordingly the role of Fire Control Officer was transferred to the Shire Clerk, R. B. Selleck, on 18th November, 1953. As a result of liaison between the Engineer and all Bush Fire Brigades, the boundaries of each brigade were fixed and a plan showing the boundaries was approved by Council in December, 1952.

The Council arranged for supply of more up to date fire-fighting equipment from Government Stores with the necessary funds being raised partly by money provided by the individual brigades and the balance by Government grants and Council funds. Initially most of the new equipment consisted of pumps, small trailer tanks and knapsack sprays. In 1958 a second-hand truck was purchased for the Bidgeemia Brigade and in 1959 two further trucks were obtained. This policy was continued in subsequent years until all brigades had their own trucks.

A major improvement in bushfire control was made following a Bush Fire Brigades Conference held at Lockhart on 24th October, 1960. All but one of the Bushfire Brigades within Lockhart Shire were represented and there were also representatives from Forestry Commission, the Railways, Police, Lockhart Civil Defense Organisation and Councillors from Lockhart, Urana

and Kyeamba Shires. Many matters pertaining to the prevention and fighting of fires were discussed. After a demonstration of the value of radio in fire fighting, the Conference unanimously requested the Council to proceed with the installation of radio equipment. One radio transceiver was to be allocated to each Bush Fire Brigade with a base station established at the Shire Office. As all radios were on the same wavelength, when Base sent a message to a Brigade all the other Brigades could hear what was said. All Brigades could listen in when there was a fire and readily respond to a call for further help and know when the fire was under control. This avoided a lot of unnecessary travelling. Very good co-operation was received from Wagga Radio 2WG. The first action of the person on Base Control on receiving word of a fire was to ring the Radio station with information of the location of the fire and what assistance was required. 2WG would immediately break into whatever it was broadcasting and issue the fire alarm. During bush-fire danger periods most farmers kept their private radio on 2WG and so the arrival of units at a fire was much quicker than had been the case previously.

Although the radio installation was an enormous improvement there were some limitations. From a few locations within the Shire it was sometimes difficult for Base Control to receive a clear message from the unit fitted in a Brigade vehicle. Direct communication from one Brigade to another was also restricted by location and distance. However, more effective radio communication was installed at a later date. The installation of this initial radio equipment was not completed until towards the end of 1961.

LIBRARY

Although some consideration had been given to establishment of a library in Lockhart no action had been taken in view of the high cost involved. At the meeting in October, 1952 it was resolved that an approach be made to Wagga City Council and to the Murray Valley Regional Library Committee as to the possibility of the Council becoming a subscriber to their libraries. It was considered that the best solution for a library would be the establishment of a regional library based on Wagga Wagga. At the December, 1952 meeting the Wagga City Council advised that if Lockhart Shire Council could induce two other Councils, preferably Mitchell and Kyeamba, to participate, the proposal appeared to be one which may receive favourable consideration. The President reported to the February, 1953 meeting that it would be necessary to form a Regional Library Committee in Wagga Wagga. Kyeamba Shire agreed to join the proposal and Mitchell Shire was considering the matter.

In November, 1954 the Library Board of NSW forwarded to Council copies of a report on proposed Central Murrumbidgee Regional Library. However, both Kyeamba and Mitchell Shires decided not to join in the Regional Library proposal leaving only Coolamon and Lockhart Shires in favour. Kyeamba Shire subsequently advised that it was prepared to join subject to certain conditions. The Wagga City Council advised in June, 1955 that it was not prepared to form the Regional Library unless all four Shire Councils participated.

The provision of a room suitable for use as a library was included in the alterations made to the Council Chambers in 1957. This caused the proposal for a regional library to be further investigated but no progress was made and Council resolved in October, 1957 to leave the matter in abeyance for the time being.

The Lockhart and Coolamon Shires made a further approach to Wagga City Council several years later and in October, 1959 the City Council advised that the City Librarian had been directed to investigate all aspects, including cost of a library service on a regional basis. In June, 1960 Wagga City Council informed Council, that this investigation showed that, providing the four Shire Councils concerned were agreeable to join a Regional Library, the additional cost to operate the Regional Library without prejudice to the existing standard would be for each Shire to make a contribution on a per capita basis. Lockhart Shire's share would be \$3674 per annum (inclusive of the Government subsidy of \$1470). The Albury City Council also invited Lockhart Shire Council to join the Upper Murray Regional Library at a cost of \$2940 per annum (including Government subsidy). After consideration of both offers, a petition by a group of ratepayers and a letter from the Yerong Creek Farmers and Settlers Association opposing the proposal, in August, 1960 the Council resolved "that the Council go no further with the proposal at the present time."

ROADS

In a lengthy submission to Council in 1934 the Shire Engineer at that time (W. L. Hurd) made the following comments:

"When it is considered that after twenty eight years of Local Government no two centres of population in this Shire have been linked by a road which is serviceable in all weathers, that is an indictment of either the system of Local Government or the administration of the powers under the Local Government Act. In wet weather, and not necessarily under flood conditions, the traveller is never sure of arriving at his destination unless he takes special precautions."

“Lockhart becomes difficult of access from Boree Creek, Osborne, Urana, Narrandera, Milbrulong and The Rock. In similar manner each centre is more or less cut off from its neighbouring centre as far as reliable and safe travel is concerned.”

Mr Hurd recommended that council restrict its road making activities to a system of arterial roads providing access to the main regions of the Shire. His suggested road system comprised the 159 kilometres of classified Main and Trunk Roads plus 542 kilometres of Shire roads, making a total of 701 kilometres of road.

Unfortunately in the ensuing sixteen years, Council did not follow this recommendation as far as it applied to the Shire road system and continued to construct small sections of road scattered all over the Shire. The depression and war years did restrict Council's activities but the fact remains that the conditions referred to by Engineer Hurd in 1934 still largely applied to the conditions in 1950. There were only two continuous lengths of road in good condition. These were The Rock to Henty Road and the road from Bullenbong Bridge to eight kilometres on the Urana side of Lockhart. Both these sections of road were classified Trunk Roads which had been bitumen surfaced in the preceding three years.

All other roads had some very good sections but included some slippery or boggy sections when wet and care had to be taken to avoid slipping into the table drains. There were very few culverts but many rough stone causeways which required constant maintenance and often blocked traffic after rain. It was necessary for the engineering department to have a four wheel drive Land Rover to ensure that the staff could carry out road inspections in winter.

For a number of years, Council had allocated a small amount of money to each Riding for the carrying out of minor improvement works. The Councillors of each Riding would decide on which roads this money would be expended. These combined improvements became known as the List of Works. When requests were made during the year for works which could not be carried out under the maintenance allocation, if the Council felt that the work was warranted, it would be referred for consideration when adopting the List of Works for the following year. In 1951 the practice was adopted of the Engineer submitting an estimate for all these works plus improvements he, or any of the Councillors, wished to have included. As a general rule the cost of the list for consideration was many times greater than the available funds and the Riding Councillors would be faced with task of eliminating urgently required works in order to remain within the allocated budget. In 1953, at the suggestion of the Engineer, the Councillors of each Riding were taken on an inspection of all proposed works in their respective Ridings so that they

could make a fair appreciation of the most urgent works. These annual inspections became a regular proceeding.

The policy of placing more emphasis on the construction of a better surface on the main connecting Shire roads was gradually developed in the nineteen fifties. In September, 1951 the Council adopted the recommendation of the President that a loan of \$20,000 be raised for major gravelling of the important roads and the loan was obtained in November, 1951. A Commonwealth Aid Grant of \$23,900 for 1951/52 was also expended on major works.

There were a considerable number of boundary roads where Lockhart Shire and the adjoining shire were jointly responsible for any roadworks. This often caused problems when one of the Councils wanted to spend money on a particular section of boundary road whereas the other Council wished to expend its available funds on other roads which it considered more important. To overcome this problem, arrangements were made in the middle nineteen fifties and early sixties for all boundary roads with Urana, Mitchell and Kyeamba Shires to be divided, with each Council having full responsibility for the cost of maintenance and construction on its half of the road.

The Department of Main Roads was also making somewhat larger grants for work on classified Main Roads. The estimates for 1954 show the following anticipated expenditure on roads:

Main & Trunk Roads Construction	\$ 12,000
Main & Trunk Roads Maintenance	\$ 39,680
Shire Roads List of Works	\$ 20,000
Shire Roads Maintenance	\$ 28,000
Shire Roads Commonwealth Grant	\$ 20,000
Shire Roads Bitumen Surfacing Loan	<u>\$ 20,000</u>
TOTAL	<u>\$139,680</u>

The amount allocated for construction on Main Roads for this year was spent on bitumen surfacing from the Urana Shire boundary towards Lockhart. At first the Department required this bitumen sealing to be only 3.2 metres wide but finally agreed to a minor increase to 3.66 metres wide. A substantial amount of the main Roads Maintenance grant was used to upgrade the unsealed lengths by installation of culverts and regravelling as a step towards subsequent bitumen sealing.

As well as the above progress, the Council plant was upgraded with the purchase of new graders and pneumatic tyred road rollers. In future, roads were only graded when there was moisture in the gravel and a roller followed immediately behind the grader so that there was good compaction of the surface. Instead of grading isolated sections of road scattered all over the Shire, the policy adopted was for the plant to grade the roads in a particular area and progressively move on, so that there was a minimum of wasted time in moving the plant from job to job.

Both 1955 and 1956 were very wet years with extensive flooding which caused considerable damage as well as a general deterioration of the whole road system. For much of 1955 very little construction work could be carried out and the saturated ground made it impossible to carry out much of the needed maintenance. Constant requests from various local organisations for immediate action were being received and the Shire Engineer became frustrated when one Progress Association sought action at a long list of locations and he reported to Council:

“The above lengthy list of questions has done nothing to improve any of the roads in question or to hasten the work being carried out. It should be obvious to members of the Association that it would be impossible to carry out most of the above when the ground is such that it would bog a duck. The members may not be aware that very frequent inspections are made of the whole Shire and works required are noted. It becomes tedious when Associations continuously write to Council regarding obvious matters which will receive attention as soon as practicable and much time is wasted writing unnecessary reports. I would not endeavour to restrict the right of Associations to make approaches to Council but, unless a more realistic approach is adopted and Council's staff are given some credit for using their eyes, in future I will only report on such matters as Council specifically requests me to report.”

Council resolved that the Progress Association be informed in terms of the Engineer's report.

1956 was another wet year with constant rain in the earlier part of the year. In the period from 2nd March to 12th May (a total of 72 days) rain was recorded in Lockhart on 32 days with a total registration of 242 millimetres. The ground became so saturated that in the middle of 1956 the Hume Highway was closed to all traffic in the Tarcutta area. This diverted all north-south traffic onto the Trunk Road between The Rock and Henty. The heavy transports very soon made driving on this road a very hazardous undertaking and practically the whole Shire staff were engaged in endeavouring to keep the road open to traffic. The ground underneath the bitumen pavement was so saturated that the only way the worst holes could be repaired was to excavate the

sodden soil to a depth of more than a metre, place railway sleepers on the bottom and fill up the hole with stones - a very slow process which could only be done manually.

After one long day supervising the work, the Shire Engineer reported to the Shire President that, despite the effort, the condition of the road continued to worsen, the work was costing a fortune and if the men were taken off the work the road would be closed within 24 hours. However persistence won and the road was kept open and was gradually restored to reasonable condition. At the Council Meeting on 20th August, 1956 Council resolved “that a letter of appreciation be sent to the Engineering staff and the outside staff commending them for their efforts in maintaining and restoring the Trunk Road during the continuous wet weather period.”

The move which really led to a dramatic development of a network of high standard connecting roads began at the meeting of Council on December, 1953. The Shire President submitted a Presidential minute, accompanied by a detailed report by the Shire Engineer, recommending that Council adopt a policy of bitumen surfacing of Shire roads as well as Classified Main and Trunk Roads. The recommendation was approved and Council endorsed an initial programme which involved the bitumen surfacing of the Lockhart-The Rock Road, Lockhart-Boree Creek Road and Henty-Pleasant Hills Road over the next five years.

At the meeting in January, 1954, Council approved the allocation of \$31,680 as a first step towards achieving this objective. These funds comprised loan funds \$20,000, Commonwealth Roads Grant \$9,240 and \$2,340 from Council funds. In the initial period the width of bitumen was only 3.6 metres with gravelled shoulders, as it was considered this was sufficient for the relatively small volume of traffic. Where the roads passed through towns or villages a greater width was surfaced. However, these narrow strips caused some maintenance problems and in February, 1956 it was agreed that all future roads be bitumen surfaced not less than 4.8 metres wide.

The first loan for bitumen surfacing was at an interest rate of 4.8% and was repayable over a period of eight years. Council showed foresight in raising this loan and further loans for bitumen surfacing in the following years as the interest rate was low and road construction costs at that time were also reasonably low.

When the first five year programme to surface three roads, totaling 78.65 kilometres in length, was adopted in December, 1953 some people commented that they agreed with the proposal but they did not expect to live to see the completion of bitumen surfacing of these three roads. However by the end of 1957 this programme was almost completed and the Shire Engineer recommended a further programme to be carried out over the next three to five years. He stressed

that it was far more cost effective to surface a long continuous section of road than scattered shorter lengths throughout the Shire. The roads selected were such as to provide a network of bitumen surfaced roads throughout the whole of the Shire.

The Councillors maintained this policy for the ensuing twenty years with only an occasional response to the frequent pressure to have short lengths of other roads bitumen sealed. The result was quite a contrast to that achieved by another Shire in the area where each Councillor was allocated one mile (1.6km) of bitumen surfacing each year!

In May, 1958 the Shire Engineer advised Council that he had adopted a policy of low cost bitumen surfacing with the object of extending the length of bitumen surfaced roads as rapidly as possible so as to provide a better service to the ratepayers, to reduce maintenance costs and to conserve the restricted availability of gravel. He considered that the bitumen surfacing standards specified by the Department of Main Roads were far in excess of what he considered necessary on the more lightly trafficked Shire roads. This applied particularly to the quality and depth of gravel and the size of culverts. He considered that it would be more economical to repair a few failed sections of road rather than to expend very large additional sums of money to provide an additional safeguard over the full length of surfaced roads. However, in the ensuing thirty years no length of this sealing work has required reconstruction due to pavement failure.

Another way in which savings were made so as to enable more improvements to be carried out was adopted on the recommendation of the Engineer in mid - 1957. At this date four trucks, each with three men were involved almost full time on gravel maintenance. It was agreed that truck maintenance would be restricted to patching dangerous or very bad locations. The saving in the cost of a truck gang for six weeks would enable an extra mile (1.6km) of road to be gravelled. A good gravel road does not pothole to any extent and rough sections of road can generally be rectified next time it is graded under suitable weather conditions. Many stone causeways were being eliminated by the construction of concrete causeways or installation of culverts. This also greatly reduced maintenance and improved riding quality of the road.

Due to a regular increase in Commonwealth Aid Roads Grants, generally larger grants from the Department of Main Roads and the loans which Council raised each year, the amount of money expended on works under the supervision of the Shire Engineer showed a rapid increase. For example, in 1956 the budgeted amount was \$162,414 and in 1958 it had increased to \$375,866. In the fourteen months between 22nd October, 1958 and 14th December, 1959. 67.5

kilometres of road was primed and bitumen surfaced and a further 44 kilometres was given a bitumen reseal. The amount of bituminous material sprayed was 1,150,000 litres.

One major work carried out during this period was the construction of a new concrete bridge across Burkes Creek and a deviation 4 kilometres long. This was on the Trunk Road to Wagga just north of The Rock. This new road eliminated two railway level crossings, a narrow timber bridge and a section of narrow bitumen road on a very poor alignment. Whereas the bridge on the old road was at times covered with flood waters 1.4 metres deep, the new bridge and road was flood free. The concrete bridge was constructed by a contractor and the roadworks by Council staff with the aid of gravel and bitumen contractors. The work was completed at the end of 1959.

Other larger works constructed by Council staff were Hunches. Crossing on the Western Road (major multi-cell box culvert), Tootool Crossing (low level multi-cell culvert), Sargeant's Crossing and several others. Funds did not permit making all these crossings flood free but they greatly decreased the times water crossed the road and reduced the time traffic was blocked to a few days.

The statistical return of roads supplied to the Government Statistician as at 30th June, 1951 and 30th June, 1960 show the dramatic improvement in the road system in this short period.

	30/6/51	30/6/60
Bitumen surface	73.5 km	236.4 km
Gravel surface	578.6 km	702.8 km
Earth formation	336.6 km	315.9 km
Unformed	547.1 km	439.0 km
	<u>1535.8 km</u>	<u>1694.1 km</u>

It will be noted that the length of bitumen surfaced roads increased in the nine years by 162.9 kilometres and the length of gravel and bitumen roads combined increased by 287.1 kilometres. The total of constructed roads in the Shire increased by 266.5 kilometres to a total of 1255.1 kilometres (equivalent almost to the distance from Lockhart to Brisbane). The length of unconstructed road remaining was practically all unused or only used for access to back paddocks. In the period from 1955 to 1960 131 kilometres of unclassified Shire roads had been bitumen surfaced - an average of about 25 kilometres per year. It is worthy of note that as at 30th June 1960 almost one fifth of all constructed roads within the Shire had a bitumen surface.

CHAPTER 6

1961 - 1970

On the opening day of this period word was received that the Shire President, W. K. Day, had been awarded the honour of member of the Order of the British Empire (M.B.E.) in the New Year Honours List. This award was made in recognition of a lifetime of community service, particularly in the field of Local Government. Mr Day was a Councillor of Lockhart Shire from 1914 to 1922 and has again been a Councillor ever since he rejoined the Council on 5th December, 1931. He became Shire President on 15th December 1941 and, apart from two years, held that onerous position until the end of 1963.

He was Lockhart Shire's representative on the Southern Riverina County Council from 1942 to 1965 and was chairman of that body from 1952 to 1955. In earlier days, Mr Day was a foundation member of the Lockhart Urban Committee. He was also a member of the executive of the NSW Shires Association from 1948 to 1954. As well as all his work for Local Government, Councillor Day took a part in many other local activities and was a worthy recipient of this award.

Councillor Day continued as Shire President until the end of 1963 when he signified he would not be standing for re-election. Councillor E. A. G. Goode was then appointed Shire President and continued in that role for the next five years. He was succeeded as President by Councillor O.E. Ingrey in December, 1968.

In December, 1965 Councillor Day retired from Council and E. E. Heckendorf and P. J. Amery took office as Councillors in place of Councillors Day and Gooden. In December 1968 J. H. Kendall filled the vacancy caused by the retirement of Councillor Uebergang.

At the meeting in July, 1964 the Lockhart Chamber of Commerce sought the Council's co-operation in approaching property owners in the main business area of Green Street to repair the verandahs and posts in front of their premises in order to improve the general appearance of the shopping area. The Council informed the Chamber that the matter had been discussed by Council on previous occasions and in March, 1959 legal opinion had been obtained that Council could not enforce the repair of the verandahs - it could only instruct that the verandahs be repaired or removed. As it did not wish the structures to be removed it could not take further action. This matter was discussed a number of times in subsequent years but it was not until 1989 that a concerted campaign resulted in practically all the verandahs being completely restored.

During the period the Council's range of activities had been spreading to a wider variety of matters. As well as having a delegate on the Southern Riverina County Council, Council also had delegates on the Murrumbidgee Regional Development Committee, the Riverina University Committee, the Riverina Tourist Authority and the Boomerang Way Committee. The Civil Defense Organisation within the Shire was gradually expanded and the heads of various sections of the organisation attended instructional courses. With much time being spent on matters like sewerage, swimming pools, library, etc, Council's activities were much wider than during the first thirty years when roads, water and electricity were the only matters which were given much attention.

As there was no likelihood of sewerage being available at The Rock or Yerong Creek in the foreseeable future, early in 1963 Council proposed a mass installation of septic tanks with the object of eliminating the need for a pan service in these two centres. A circular letter was sent to all home owners who did not already have a septic tank at their premises with an offer from Council to loan them money towards the cost of installation. The results were disappointing as only 8% of those contacted showed any interest.

There was a considerable length of public road within the Shire which had not been constructed and which was in many cases fenced in with the adjacent land. A complete survey was made of all these roads and they were classified, as those which had some present use for access to properties, those which had a possible future use and those which had no use as a public road. Those in the latter category were offered for sale to the adjacent owner and for those roads which had a present or possible future use and were enclosed within a property, the landowner was given the choice of leasing the road from Council or fencing it out from the property.

A good example of what can be achieved by co-operation between the Council and a local community group is shown by a series of projects organised by the Lockhart Rotary Club during this period. The Lockhart cemetery was in very poor condition with fences falling down, bad drainage and problems with vehicles becoming bogged in wet periods. In 1964 Rotary drew up a development plan and sought Council's assistance in executing it. Council provided some money to purchase materials and to provide some gravel. Rotary arranged for a group of farmers to erect new boundary fencing, a Council grader operator carried out formation of internal roads at weekends and ten members of Council outdoor staff installed seven small culverts at voluntary working bees. The Council gravelled the internal roads and parking area and Rotarians planted 304 trees to beautify the area. The trustees of the various sections of the cemetery were

encouraged to tidy around the graves. With the use of all these volunteers, what had been a desolate, untidy area had been transformed into a much more attractive area with all weather access at very little cost.

The Lockhart Rotary Club carried out a number of tree planting projects about this time. In 1962 the Rotarians erected fencing and planted 224 trees on the Lockhart-Albury Road, erected fencing and planted 342 trees on the Lockhart Cemetery Road and in 1972 did the same along the Lockhart-Narrandera Road. In all these cases the Rotarians did the work with the fencing materials and plants being financed by the Council, Department of Main Roads or Urana P.P. Board.

The Council had a similar policy with the Recreation Ground Committees. As a general rule, the Council would provide grant money or some of its own funds towards improving amenities providing the local organisation carried out the work by voluntary labour and sometimes make a financial contribution as well. This enabled considerable improvements to be made to recreation grounds without undue cost to Council.

The matter of formation of a regional library to include Lockhart came up for discussion periodically but no progress was made. Lockhart and Coolamon Shires were the only Councils in the region who were keen to see such a regional library established and the Wagga Wagga City Council was not prepared to take action unless other Councils were prepared to participate.

At the suggestion of the Shire Engineer, in November, 1962 he and the Deputy Engineer carried out an aerial inspection of firebreaks using a small three seater high wing monoplane. In a period of two hours from take-off to landing a reasonable thorough coverage of the whole of the Shire was made - a much better coverage than could have been obtained in a week by road transport. Twenty notices were sent to landholders who had not complied with the regulations. The aerial inspection of firebreaks became an annual event. As a matter of interest, the aeroplane was chartered from Mr Don Kendell who was also the pilot. In 1989, Mr Kendell is proprietor of a major airline with flying routes in Victoria, South Australia, Northern Territory and NSW.

Council followed its practice to equip each Brigade with its own fire truck and four new vehicles were obtained during 1964. At harvest and sowing times farmer's trucks were in regular use and there was appreciable delay in unloading the truck, loading a water tank and proceeding to the fire. The supply of the Brigades' own fire trucks meant that a truck loaded with a tank filled with water was available at a moments notice to answer a fire call. Most of these early trucks were

ex-army four wheel drive 3 tonne trucks which cost about \$800 of which the brigade provided \$200 from its own funds and the balance was provided from the Government Bush Fire Fund.

Councillor Heckendorf made a detailed submission at the Council meeting on 21st March, 1966 on the possible effect on Lockhart of the Hospital Services Committee Report (known as the Starr Report). This report included the view that a hospital in the accepted sense must provide at least two doctors, nursing supervision for 24 hours per day for at least twenty inpatients. The report also states that a preliminary treatment centre is envisaged to provide emergency treatment only. It would exist as a rule in a town which had only one doctor and there would be no regular beds or operation theatre. Councillor Heckendorf said that one must assume that Lockhart, The Rock, Urana, Henty and dozens of small town hospitals may come within this latter category. The report makes mention of the cost of small hospitals and the Minister has not given an assurance that the status of a small hospital would be maintained at a level comparative to its present status.

The Council resolved that a protest be made to the Premier, the Minister for Health and the three State members in the area by telegram and letter and that a copy of the protest be sent to all Shires in "G" Division requesting them to co-operate on similar lines. The Council also requested the local Member of Parliament to arrange a deputation to the Minister for Health, such deputation to consist of representatives of the Council, the Urban Committee, the Chamber of Commerce and other bodies. The Minister for Health received the deputation on 15th April, 1966 and assured the deputation that "at this juncture there is no implication as far as the Lockhart Hospital is concerned in any shape or form, other than to improve it in any way we possibly can so it will continue to discharge its obligation to the Lockhart district."

As this ten year period of Lockhart Shire Council history drew to a close there was a change in the administration of the Council. Mr R. B. Selleck had held the position of Shire Clerk ever since April, 1943 and, after several extensions of his appointment beyond the normal retiring age, he resigned on 31st July, 1970 and retired to live on the South Coast. Mr Selleck had carried out his duties in a capable manner and was largely responsible for maintaining Council finances in a sound condition. He was also active in many community affairs. Mr H. C. (Ric) Roberts was appointed Shire Clerk and commenced duties on 17th August, 1970.

LOCKHART SEWERAGE

When no offer of grant for the Lockhart Sewerage Scheme had been announced by November, 1961, the Shire President and Shire Engineer, supported by the two local members of Parliament, formed a deputation to the Minister for Public Works in Sydney. They stressed the long period which had elapsed since the original grant application had been made and urged that Government assistance be provided in the near future. The Minister said that Lockhart was on the priority list and that this priority list would not be changed. When pressed, he said that Lockhart was “not less than number six on the list nor more than number ten” and that a grant should become available in about five years time.

At long last it appeared that progress was being made. In September, 1963 a letter was received from the Department of Public Works advising that the Lockhart sewerage scheme had been included in the Department's construction programme for 1965. However, the Department stated that this is subject to the availability of government funds.

In March, 1964 the Lockhart Chamber of Commerce advised Council that the Chamber along with other town residents and ratepayers were concerned that the proposed sewerage scheme could impose an undue burden on the ratepayers of the town. It enquired if Council had considered as an alternative the installation of individual septic systems financed by way of loans from the Council. The Council advised the Chamber that the private septic system scheme had been considered but did not think it advisable if sewerage could be constructed at a reasonable cost.

At the meeting on 18th May, 1964 Gutteridge, Haskins and Davey advised that, based on the 1951 survey and design, the total cost of the sewerage scheme would be \$361,000. The original design was not now acceptable to the Department and a redesign would be necessary. If Council desired to proceed, the first requirement would be to bring the detail sheets up to date and this would give a more reliable estimate of what the final cost would be. Council resolved that the matter be considered by the Health Committee and the Lockhart Urban Committee and that a report be made to next Council meeting.

As a result of the report of the above conference, the Council resolved as follows:

1. That in general principle the installation of sewerage for Lockhart be proceeded with.

2. That the finalisation of the survey, design and estimate for Lockhart north of the railway line be completed by the consulting engineers and at the same they submit an estimate for the area south of the line and that the Council and Urban Committee then decide whether it is economical to sewer South Lockhart.
3. That lest there be any false impressions as to when the Lockhart sewerage scheme will be available for use, it be pointed out that it will be at least three years before the scheme could be completed and it could be appreciably longer.
4. That at the appropriate time Council give consideration to raising a loan to make advances to ratepayers towards the cost of connecting their premises to the sewer, such advance to be repaid in five years.
5. That the Department of Public Works be advised that Council proposes to proceed with sewerage for Lockhart.

A special committee meeting consisting of Councillors, Urban Committeemen and Council Officers was held 3rd February, 1965 to consider the Consulting Engineers' report and estimate for the construction of sewerage in South Lockhart. Due to the small amount of development in this area and the high cost of connection of sewers to the scattered houses, the Committee recommended to Council that South Lockhart be not sewered at the present stage. Council endorsed this action and instructed the Shire Clerk to make enquiries about raising a loan of about \$160,000.

Gutteridge, Haskins and Davey on 21st June, 1965 provided a revised estimate after redesign and elimination of the South Lockhart area. The total cost was estimated to be \$275,108 of which 50% would be provided by Government subsidy. Council resolved that at this stage Council raise a loan of \$130,000 for the sewerage installation and if necessary a further loan be raised later on for any balance.

At the meeting held on 18th October, 1965 came the advice which Council had been working towards for twenty long years. The Department of Public Works advised that the revised plans and specifications provided by the consultants had been approved, that the Government would make available a subsidy of \$135,860 (being 50% of the final revised estimate) and that tenders could now be called for the work. Tenders were immediately called for the various contracts involved in different aspects of the sewerage installation and on 20th December, 1965 Council awarded contracts to the successful tenderers. The actual construction of the sewerage

treatment works and reticulation commenced in February, 1966 and by the end of that year the first connections had been made to the sewerage system. Although it was twenty years since Lockhart Shire Council had first approved this progressive move, it was only due to constant pressure by Council that the project was completed as soon as it was.

THE ROCK SEWERAGE

In July 1969, Council requested the Department of Public Works to carry out a preliminary investigation of the possibility of installing a sewerage scheme in The Rock. The next information Council obtained was an article in a district paper that the Department had approved sewerage for The Rock and was offering a subsidy of 50% of cost. The Council wrote to the Department for further information and in October, 1969 the Department advised that a preliminary investigation indicated that installation of a sewerage scheme to include most of The Rock, excluding the area east of the railway line, at a total cost of \$236,900 was feasible and the Department would be prepared to provide a subsidy of 50% of the cost. If a submission was made now the work would be placed on the priority list and it was anticipated that a grant could be made available in seven years time.

Council then resolved "That Council accept the offer of a subsidy; the matter be reviewed in three years time or earlier and that no expense for survey or design be incurred in the meantime. At the time of review Council will decide the feasibility of proceeding with the project."

GALORE HILL RESERVE

At the Council meeting on 19th October, 1964 the Lockhart Rotary Club advised that the Club was endeavouring to obtain permission to construct a suitable picnic area at Galore Hill State Forest. An approach to the Forestry Commission indicated that the scheme finds favour but the commission is seeking advice of the Department of Lands on the eventual fate of the State Forest from a land usage point of view. The Club suggested that Council write to the Department of Lands and request that if the area ceases to be a State Forest that it be declared a recreation reserve. Council resolved to take the requested action.

The dedication of Galore Hill State Forest was revoked and an area of 376 hectares was proclaimed a Recreation Reserve under the care, control and management of Lockhart Shire Council in the Government Gazette of 15th March, 1968. In the same gazette a smaller area of 180 hectares was proclaimed a quarry reserve. Some years later this area of 180 hectares was added to the Recreation Reserve making a total area of 556 hectares. Council immediately took action to ban all stock from the area so as to encourage the regeneration of native plants.

At the Council meeting in August, 1968 the Lockhart Rotary Club advised that it had been interested for some time in the potential of Galore Hill Reserve as a scenic tourist attraction and picnic area. It wishes to participate in developing the area, subject to Council's approval. It suggested that initially concentration should be made on a general clean up of proposed picnic areas at the Summit and Saddle areas, the installation of picnic tables, fireplaces, and toilets and the construction of walking tracks and possibly the introduction of some native shrubs. At the same meeting the Shire Engineer submitted a detailed report recommending that Council consider its future policy regarding the development of the Galore Hill Reserve and suggesting a number of objectives which could be achieved over a period of years. The Council agreed in principle with the general recommendations resolved and resolved that it would give further consideration after an inspection made in company with representatives of Lockhart Rotary Club.

This inspection was carried out on 1st October, 1968. In his report the Shire Engineer summed up the general feeling - "It could fairly be said that the more this area is investigated the greater its potential appears to be." He recommended that initial development be in two stages. The first stage would include the development of picnic facilities at The Saddle (clean up and burning of all dead and fallen timber, provision of four picnic tables and seats, fire places and barbecues, construction of toilets, shelter shed and concrete tanks) and the construction of an access road to the top of the hill. The second stage would include the provision of the same picnic

facilities on the Summit, construction of walking tracks and steps to Morgan's Caves and improvement of tracks to the Summit and Saddle.

The Council resolved that Stage 1 be approved and \$100 be voted for initial expenses and that application be made for a grant for the whole of the programme in the Engineer's Report and the Department be informed that the work would be completed as expeditiously as possible. The members of Rotary completed the clean up at The Saddle area and installed four picnic tables which had been prefabricated by Council staff.

In January, 1969 the Minister for Local Government advised Council that he had approved a grant of \$1325 for Galore Hill Recreation Reserve subject to Council contributing a similar amount from its own funds. In March, 1969 a further grant of \$750 was received from the Minister for Public Works on a similar dollar for dollar basis.

Great difficulty was experienced in locating a well graded road to the summit due to the presence of a number of steep, rocky areas. Early in February, 1969, on a day when the thermometer read 43°C, Deputy Engineer O'Connell climbed up and down the hill a number of times before at last he located a good grade which could be constructed without major problems. By the following April a trafficable road had been constructed to the summit and further improved in ensuing months when Council plant was not required elsewhere. By the same date members of Rotary, assisted by other citizens, had removed fallen debris and erected picnic tables at the summit.

SHIRE HOUSING SCHEME

There had been a shortage of available housing throughout the Shire for a considerable time. As a result of pressure from Council, the Housing Commission had erected about ten houses in Lockhart and a somewhat smaller number at The Rock for rental accommodation. The Council meeting on 15th May, 1967 adopted a recommendation of the Council Housing Committee that a Shire Housing Scheme be established. Under this project the Council would borrow money and re-loan it to private home builders at a marginally increased rate.

The loan could be repaid for a period of up to twenty years with equal fortnightly instalments which included interest, capital repayment and insurance. An advance would be made of up to \$8000 subject to the applicant having an equity at least equal to 10% of that amount and the advance could be further increased by \$4,000 subject to the applicant having a 20% equity in this additional amount. The interest rate at this period was 6 3/8% and a weekly instalment on a loan of \$10,000 was \$21.63. A landowner anywhere in the Shire - town or country - could make an application.

The first application for a loan under this Housing Scheme was made and approved in August, 1968 and a second one in January, 1969. Although the initial response to this housing scheme was slow, interest gradually increased and in due course a substantial number of houses were constructed under this scheme.

CEMETERIES

Prior to 1967 the care, control and management of public cemeteries was the responsibility of trustees appointed by the various religious denominations for their gazetted portion of the cemetery. As a result of a new Act of Parliament, from 1st October, 1967 the responsibility for all public cemeteries was transferred to the Local Government Authority. The cemeteries at Lockhart, The Rock, Yerong Creek and Pleasant Hills - Munyabla came under Lockhart Shire Council control but the private Lutheran cemeteries at Milbrulong, Pleasant Hills and Munyabla remained under the control of the Lutheran Church Authorities.

As necessary ordinances under the Act had to be proclaimed and it would take time to compile a register and plans for all cemeteries, arrangements were made for representatives of each denomination to continue to allot grave sites and collect money for an interim period. The Council resolved in November 1968 that the Health Inspector would be responsible for records, burials and monuments and the Shire Engineer be responsible for maintenance of the area.

Under Council control, the cemeteries were in general kept in tidier condition than had previously been the case and the cemetery records and burials were certainly much more effectively handled by the one centralised control.

AGED CARE

The Director of Social Services advised Council that the Aged Persons Homes Act was amended in 1967 to enable Local Government Bodies to participate more directly in the scheme. At the meeting in June, 1968 Council referred the matter to Council's Housing Committee for investigation and report after discussions with representatives of the Urban Committee. The basic idea was to construct small, self contained units which would be made available to elderly people at a small rental. These units were eligible for Government subsidy on the basis of two dollar subsidy for each one dollar of contributed funds. At the August meeting the Committee made its report to Council and it was resolved that a special appeal be launched at some suitable future date for a block of units to cost \$30,000 of which \$20,000 will be government subsidy and that Council make a contribution to the fund, the amount to be considered consequently.

At the Council meeting in February, 1969, it was resolved that a fund for construction of homes for the aged be opened and that Council contribute \$100. Although initial response was limited, as will be detailed in a later chapter this led in due course to construction of six attractive units for elderly citizens.

LOCKHART CARAVAN PARK

Consideration had been given for some time to the provision of a caravan park in Lockhart and in December, 1963 the Urban Committee wrote to Council advising that it had allocated \$1,000 from its own funds, anticipated raising \$1,000 from other sources and was applying for a Government Grant of \$2,000 towards the establishment of this amenity in Lockhart. The Council agreed to allocate \$400 to the project. The original proposed site was on the area of land between Brookong Creek and Urana Street north of the railway line.

In March, 1964 the Urban Committee recommended to Council that the Caravan Park be established in the southern end of Walter Day Park in lieu of the previous site. The Council approved the changed location and agreed to apply for a Government grant.

On receipt of advice that a grant of \$1400 had been allocated Council called tenders for construction of the Caravan Park. In May, 1965 it informed the Lockhart Chamber of Commerce and the Lockhart Rotary Club that the cost would be approximately \$6,000 towards which \$2800 was currently available. The two organisations were asked if they would be prepared to raise the balance of funds necessary by local effort. A deputation from the Lockhart Urban Committee advised Council that the Urban Committee was prepared to contribute an extra \$300 and requested Council to also allocate a further \$300 and make application for an additional government grant. Council agreed to both requests.

Before any action was taken to construct the Caravan Park in Walter Day Park the very wise decision was made to change the location to land east of Brookong creek and north of Green Street. This area had been portion of the holding area for the old saleyards and a much larger area of land was available. Council purchased this land and the first step towards the establishment of the Caravan Park took place in May, 1967 when members of the Lockhart Rotary Club prepared the site by removing old fencing and fallen timber. The amenities building was constructed by contractors, a number of coin-operated power outlets installed and the Lockhart Caravan Park was opened for business. This additional amenity in Lockhart not only made provision for tourists but provided on site facilities for long stay residents who were working in the area.

DOCTOR FOR LOCKHART

At the Council meeting on 21st February, 1966 Council, was advised that Dr. W. Atkinson would be leaving Lockhart in six weeks time and had been unable to dispose of his practice to another doctor. A public meeting, attended by several Council representatives, was held and appointed a Doctor's Committee. At the following meeting this Committee advised that contacts had been made in NSW through every source without success and it was now endeavouring to get a doctor from overseas. They had arranged for a doctor to act in Lockhart until an appointment could be made. Council voted \$100 towards the initial expenses of the Committee and agreed to give them every assistance possible.

The Doctor's Committee, after extensive enquiries extending over several months, was finally successful in arranging for Dr. F. Banks to set up practice in Lockhart. Then came the problem of a suitable residence for the doctor. Temporary rental accommodation had been obtained but a public meeting held on 15th July, 1966 elected a Doctor's Residence Committee. A deputation from this committee addressed the Council with a proposal to purchase a house for the doctor. The Doctors Residence Committee offered to raise \$4,000 by public subscription and requested the Council to contribute \$6,000. It recommended that the Council take over trusteeship and management of the residence. The Council adopted all the recommendations of the Committee.

On 21st August, 1967 the Doctor's Residence Committee advised Council that it had raised \$6,700 towards the cost of purchasing a house for renting by the Doctor. At their request the Council raised a loan of \$3,000 to enable purchase of Dr. Atkinson's house and agreed to take over the assets and liabilities of the Doctor's Residence Committee. The Council also agreed to the Committee's recommendation that it give consideration to construction of a new doctor's home with surgery attached.

There was another Doctor crisis in Lockhart early in 1968 when Dr. Banks departed from Lockhart and sold the practice to Dr. Gerlach, who had been in practice at The Rock. For reasons unspecified, many people in Lockhart were not satisfied with Dr. Gerlach as the only doctor in Lockhart. The Council, at the suggestion of the Lockhart Doctor's Liaison Committee, requested Dr. Gerlach to consider having an assistant doctor in the Practice with a view to providing a medical service for The Rock and district as well as Lockhart. Dr. Gerlach had been appointed as Honorary Medical Officer to Lockhart Hospital (unless the appointment had been made the Hospital would have ceased to function as a Public Hospital). As there was no chance of obtaining

another Doctor under these conditions Council had no choice but to rent the doctor's house and surgery to Dr. Gerlach.

At the end of 1968 Council expressed concern that the surrounds of the Doctor's residence had not been kept in good order as required by terms of the lease.

By February, 1969 the relations between Dr. Gerlach and the Council, the Hospital Board and citizens in general became extremely strained. The Council resolved that Council's solicitors be instructed to serve notice on Dr. Gerlach that unless he complies with terms of the lease of the doctor's residence, action will be taken for Council to obtain possession of the premises. It also resolved to support the Hospital Board in its efforts to obtain the services of an additional medical practitioner. At the June meeting, after hearing the requests of a deputation of citizens, Council resolved to call a public meeting to seek a solution to the problem, voted up to \$500 towards expenses of a committee to be formed and agreed to give consideration to provide a surgery and residence for a second doctor either by leasing or by erection of a new building.

The Public Meeting held on 9th July 1969 was attended by 62 people. The main resolution was that a Lockhart Medical Services Committee be formed with the purpose of ensuring continuous, adequate medical services for Lockhart and district. At the following Council meeting it was resolved to send a deputation of representatives of Council and the Committee to discuss the matter with the Minister for Health.

Early in September, 1969 the Minister for Health advised Council that the recently introduced scheme was to provide assistance to medical practitioners to commence activities in country towns where an adequate alternate medical service is not available. As Lockhart already has one doctor the scheme does not extend to the provision of financial inducements to attract a second medical practitioner. It was apparent that if anything was to be done to attract a new doctor, it had to be done by the local people. At the Council meeting on 15th September a deputation from the Lockhart Medical Services Committee addressed the Council which then approved the actions of the Committee and endorsed its intention to proceed with advertising for a doctor throughout Australia with costs involved being met from the \$500 previously allocated by Council.

On 17th November, 1969 the Lockhart Medical Services Committee advised Council that it had arranged for Dr. Thangavelu from India to travel to Lockhart to fill the role of Resident Medical Practitioner and Surgeon for Lockhart and district. The Committee had already arranged approval of his medical registration and immigration requirements and was beginning to raise

\$1000 by public appeal to pay for the travel costs of Dr. Thangavelu and his family from India to Lockhart. The Council assured the Committee of its full support, accepted responsibility for the leasing or renting of suitable premises and resolved that consideration regarding building a residence and surgery be deferred until arrival of the doctor.

The Council arranged for temporary rental of a residence and surgery for the new doctor and purchased land next to the hospital for erection of a new residence and surgery. Dr. Thangavelu and his family arrived in Lockhart on 25th March, 1970. At the Council meeting on 20th April the Medical Services Committee advised Council that a total of \$7,000 had been raised by public subscription and Council resolved that plans and specifications for the new buildings be completed. A contract for construction for the sum of \$28,648 was let on 22nd June and at the end of October Dr. Thangavelu moved into the new premises.

At the end of September Dr. Gerlach departed from Lockhart and Council resolved to retain the residence formerly occupied by him for rental by a Shire employee. For the time being the doctor problems for Lockhart had been resolved as Dr. Thangavelu proved to be an excellent doctor and a good citizen.

LOCKHART LANDING STRIP

In 1965 the Council gave consideration to the investigation of the area adjacent to Lockhart with a view to selecting the best site for a landing strip suitable for light aircraft. Permission was obtained from M. J. Hardie to use his property, just north of Lockhart and east of the Narrandera Road, providing his permission is first obtained. However farming activities could limit the availability of this paddock. Council decided to contact the Department of Civil Aviation to ascertain their standards for an authorised landing strip before further investigation was made.

In October, 1965 the Shire Engineer advised that, after a close investigation of the whole area adjacent to Lockhart, he considered that the most suitable location for a landing strip for light aircraft was on the western side of Portion 63 Parish of Osborne on the northern side of Spanish Avenue: This area had adequate length, was well drained, had satisfactory approach conditions (subject to removal of a few trees) and had good road access. Council appointed a committee to consider all aspects of the proposal. An officer of the Department of Civil Aviation inspected the area and gave approval for its use as a Category 2 strip which could be used for all types of Cessna, Piper Comanche and most light aircraft.

The owner of the land, C. H. Bender, agreed to lease the land for an initial period of ten years for a rental of \$112 per annum. The terms of the lease were approved by Council on the 18th July, 1966. In 1968 a number of additional trees were removed, a windsock was erected and white painted strip markers were installed at both ends and at 100 metre intervals along each side. This raised the landing strip to comply with the Department of Civil Aviation requirements for Category 2 Aircraft. This site proved to be very satisfactory and is still in use today.

THE ROCK SWIMMING POOL

The Rock Memorial Swimming Pool Committee approached Council on 18th November, 1963 regarding construction of a swimming pool at The Rock. A delegation from this Committee addressed Council in February, 1964 and said that they did not wish to apply for a Government Grant as this would take up to three years to be approved. The proposed pool would be 21.33 metres long and 9.14 metres wide and there would also be a wading pool, dressing sheds and kiosk. They estimated the total cost as a little over \$12,000 and the balance was to be provided by voluntary labour. It was anticipated the pool could be completed in 10 to 14 weeks. They had already raised the sum of \$4,030 as well as a further \$1860 in promises.

The Council referred the matter for consideration by The Rock Urban Committee which advised that the Urban Committee could not see its way to accept any responsibility for the pool either financially or otherwise. The Council suggested that the Urban Committee investigate with the Swimming Pool Committee the possibility of constructing a pool in conjunction with the Education Department.

In April, 1964 the Shire Engineer made a detailed report on his inspection of a swimming pool at Binalong which had been substantially constructed by local volunteers and was similar in size to the pool proposed to be constructed at The Rock. This construction took two years to complete and, during the final year, working bees were held nearly every weekend with other work being done during the week. The Engineer stressed that it would be vital to have someone experienced in building and concrete construction who was prepared to devote a great deal of time to take charge of the work. It would be necessary to have a group of people who were sufficiently interested to give up their time week after week as the job would require thousands of hours of voluntary work.

In May 1964 The Rock Urban Committee reiterated its decision to have nothing to do with the pool and that it was a matter between the Swimming Pool Committee and the Council. At the same meeting, the Minister for Public Works advised that, as a result of representations made by Mr Wal Fife (Parliamentary member for the area), The Rock pool was entered on the Department's priority list and if, Council so desired the first instalment of a grant may be made in the 1964/65 year.

A conference was held at The Rock in July, 1964 with representatives from Lockhart Shire, The Rock Urban Committee, the Swimming Pool Committee and the Education Department. The

main purpose was to consider the possibility of constructing a swimming pool in conjunction with the Education Department. The policy of the Education Department was found to be that the pool must be constructed free of cost to the Department. It would be then handed over to the Education Department which would meet all maintenance costs including labour, chemicals, water, electricity, etc. It would be available for use by the public outside school hours and perhaps partly within school hours by agreement between the Education Department and a reputable local Organisation.

Such Organisation would be responsible for having a qualified person in charge during such use.

General matters in connection with pool construction were discussed and it was left to the Swimming Pool Committee to advise Council of its decision arising from the conference through The Rock Urban Committee.

At the Council meeting on 28th September, 1964 the Education Department advised that it would not be interested in taking over control of a swimming pool at The Rock. After considering letters from the Swimming Pool and Urban Committees Council resolved to conduct a poll of ratepayers in The Rock Urban area on the following questions:

1. Are you in favour of establishing a swimming pool at The Rock?
2. Are you in favour of an increase in rating in The Rock Urban Area to meet any deficiency in running and maintaining such a swimming pool?

At the following meeting the result of the poll was announced. Of the 217 questionnaires sent out only 110 valid votes were returned. Of these 64 (58.2%) were in favour of building a swimming pool and only 38 (34.6%) were in favour of an increase in rating to meet any deficiency in running costs.

In April, 1965 Council considered a letter from the Department of Public Works asking if Council still wishes to be considered for a grant for a swimming pool at The Rock. At the same meeting it considered a letter from The Rock Urban Committee stating that it cannot accept any responsibility for the application for a grant but if Council decides to apply on behalf of the Swimming Pool Committee the Urban Committee will raise no objections. The Council resolved that the Department be informed of the result of the questionnaire and in view of the result and that the Urban Committee will not accept any responsibility for any deficiency in maintenance

and running costs the Council cannot see its way clear to pursue the application for a grant at the present stage.

In September, 1965 Council resolved that, after considering a President's Minute and the President's recommendations, the following suggestions be made to The Rock Urban Committee and the Pool Committee:

1. The pool to be constructed from funds raised by the Pool Committee and Government Grant.
2. The Council to provide the necessary engineering assistance and supervision.
3. That Council provide \$400 per annum towards maintenance and running costs subject to the Swimming Pool Committee meeting the balance of such costs.
4. The Swimming Pool Committee to receive all entrance fees and other income from the pool and to be responsible for all costs.

In due course both the Pool Committee and the Urban Committee approved this proposal. The Pool Committee continued to raise funds but it was not until December 1966 that Council considered a proposal by the Pool Committee to purchase land in Davidson Street for the pool and also a petition from 52 residents of The Rock protesting at the proposed site in Davidson Street and requesting the site be on the recreation ground. Council referred both the above plus a joint report by the Shire Engineer and Health Inspector to The Rock Urban Area for its recommendation.

In July, 1967 The Rock Swimming Pool Committee advised that it had raised a total of \$10,837 towards the cost of the pool but no decision had been reached as to the location of the pool. In the following month the Committee requested Council to "take a postal vote of people within ten miles radius of The Rock as to the location of the pool". Council informed the Committee that it could see no reason for a poll as the pool would be in the Urban Area and Council would abide by the decision of the Urban Committee as to the location of the pool. The Urban Committee subsequently advised that it concurred with Council's recommendation that the pool be located on the south eastern corner of the recreation ground.

A Conference was held at The Rock on 1st November, 1967 with representatives of the Lockhart Shire Council, The Rock Urban Committee and the Swimming Pool Committee. This conference discussed all aspects of the pool construction in a very harmonious way and, after

consideration of plans and detailed report submitted by the Shire Engineer, reached agreement on a plan which could lead to construction of the pool in the near future. At the Council meeting on 20th November, 1967 Council endorsed the recommendations of the Conference which included the following:

1. The plan submitted by the Shire Engineer be adopted.
2. The Swimming Pool Committee agreed to raise \$15,000 and to provide as much voluntary labour as practicable. It also agreed to accept responsibility for running, maintenance and operation of the pool.
3. That application be made for a Government Grant of 25% of the capital cost.
4. That the Council would provide the balance of the cost by loan repayable by Council.
5. That detailed plans, specifications and estimates be prepared and works to commence as soon as all funds were available.

The Swimming Pool Committee wasted no time in raising the additional funds they had promised and in March, 1968 advised Council that as a result of a successful door-knock appeal which raised an extra \$2,364 they were now able to provide the promised \$15,000 immediately. The Council then advised the local member that the Council was now prepared to proceed with the construction of the pool if it is assured by the Government that a grant for the pool will be forthcoming.

At long last Council was advised in December, 1968 that the Government had authorised a grant of 25% of the cost of The Rock Pool. Tenders for supply of filtration equipment had been forwarded to the Department of Public Works on 19th November for approval of the Shire Engineer's recommendation and a period of over eleven weeks elapsed before such approval was obtained. This is an indication of the delays experienced in finalising projects such as this. Once the type of filtration had been decided the plans for the pool could be finalised and forwarded to the Department of Public Works for approval. After a further delay the Department advised that a number of alterations to the plans were required (despite the fact that the design had been based on plans and information supplied by the Department). The plans were altered as required but, rather than forward them again by post with possible further delays, the Deputy Shire Engineer flew to Sydney on 9th April and delivered the plans personally. After discussion he was able to gain verbal approval subject to one further amendment to the plans. On 18th May, 1970 the

Council awarded the contract for construction of the pool to Siebels Concrete Constructions, Ltd., subject to the approval of the Public Works Department.

Construction of the pool proceeded smoothly and The Rock Swimming Pool Committee, in accordance with their promise, provided a substantial amount of voluntary labour in connection with the construction of the amenities buildings. At the Council meeting on 14th September, The Rock Swimming Pool Committee extended an invitation “to the President, Councillors and Administrative Officers to be present at the Official Luncheon and Opening of The Rock War Memorial Swimming Pool on Saturday 5th December, 1970”. However the Committee was a little too anxious as, although the pool was in use from January, 1971, the official opening did not take place until 13th March, 1971. The people of The Rock are to be congratulated on the completion of this project for which they worked so hard.

ROADS

The bitumen surfacing continued with additional roads being sealed each year. No new loans for bitumen sealing had been taken up since 1958 but the Commonwealth Aid Roads Grants had been gradually increasing each year and the bulk of this money was expended on bitumen surfacing of Shire roads. Much of the early sealing works had been for a pavement width of 4.9 metres but it was decided at the end of 1961 that all future sealing would be to a minimum of 5.5 metres.

At the end of 1964 the whole of Main Road 543 (The Rock–Collingullie Road) was bitumen surfaced which meant that all the classified Main and Trunk Roads within the Shire now had a bitumen surface. Construction funds from the Department of Main Roads were then used to reconstruct and widen to 6.1 metres the narrow section of bitumen on the Trunk Road between Lockhart and Urana.

The second programme of bitumen surfacing was completed at the end of 1964 apart from two short lengths and a third programme was adopted. This comprised:

- (i) Western Road - 7km to complete surfacing of this road.
- (ii) Bidgeemia - Urana - 17.6km, full length.
- (iii) Yerong Creek - Mangoplah - 7.75 km to complete surfacing to Shire boundary.
- (iv) Henty-Munyabla - 6.4km, Shire boundary to Ryan Stock route.

This programme was in line with the policy of providing a network of bitumen roads to serve all parts of the Shire.

The bitumen content of a sealed road after a number of years oxidises, loses its elasticity and the road tends to unravel. The normal policy was to spray further bitumen on the sealed road and cover it with fine aggregate. As Council now had a long length of sealed road and the reseal should be carried out about every seventh year and was quite costly, the need for reseals would have substantially reduced the length of new road which could be bitumen surfaced. In 1961 the Shire Engineer introduced a new process which had never been used in NSW before although it had been used in Western Australia for several years. This process involved spraying a mixture of bitumen emulsion and water onto the pavement without any cover aggregate. A trial period of two years, established the value of this process which became known as bitumen enrichment as it effectively revitalised the existing bitumen in the pavement. In 1964 a total length of 65

kilometres was given the enrichment process at a cost of only \$19,000 whereas if the normal bitumen reseal had been used the cost would have been \$69,000. The reduction in cost by use of this process enabled a greater length of new road to be bitumen surfaced and it proved to give such excellent results that it continues to be used today,

In November, 1966 the Engineer advised the “five year plan” for bituminous work was completed except for one 6.4km section and recommended that a new plan should be adopted.

He recommended that the bitumen sealing of the Bidgeemia-Pleasant Hills Road and the Woodend-Fiveways Road would complete a bitumen network connecting all major centres of population and major regions in the Shire. He noted some other roads which would be of benefit to the people in the local areas concerned but commented that the needs of the Shire as a whole should receive first priority: He said that the 30.7 kilometres of Shire road which had been bitumen surfaced prior to 1956 were only sealed 3.6 metres wide which was not adequate for today's traffic. He recommended that the reconstruction and widening of these roads should be the next priority. With the addition of the sealing of Boree Creek-Kywong Road and Yerong Creek-Mittagong Road, the Council adopted the above recommendations.

During this period a large number of causeways had been eliminated by installation of concrete pipes or box culverts.

A number of timber bridges had been replaced with concrete structures and in October, 1969 tenders were let for two concrete bridges. Both bridges replaced old timber bridges with three span pre-stressed concrete structures. One was the Egan Creek Bridge on the Yerong Creek - Mangoplah Road and the second was Morey's Bridge over Urangeline Creek on the Bidgeemia - Urangeline East Road. With the completion of these two bridges all but two timber bridges had been replaced with concrete structures. Both these bridges were on classified main roads - over Brookong Creek on T.R. 59 and over Bourke's Creek on M.R. 543. Council had been pressing for some time for replacement of these two old timber bridges but the Department of Main Roads had not allocated the necessary funds.

CHAPTER 7

1971 - 1980

Council O. E. Ingrey continued as Shire President until September, 1974 when he did not stand for re-election to Council. He was succeeded as President by Councillor P. J. Amery who held the position until September, 1980 when he was followed by Councillor E. R. Schirmer. Both Councillor Ingrey and Councillor Amery served with distinction during their terms as President and directed Council through some difficult periods.

There were quite a number of changes in Councillors during this term. Councillor H. C. Yates died suddenly on 26th February, 1972. He had been a Councillor for 22 years and served with distinction. At the bi-election to fill the vacancy his son, R. J. Yates, was elected. Councillors O. E. Ingrey and J. H. Kendell did not nominate for the election in September, 1974 and N. C. Umback and B. G. Clancy filled the vacancies. At the following election in September, 1977, Councillors E. E. Heckendorf, E. N. Jones and J. Burchert did not stand for re-election. They had been Councillors for 12, 24 and 21 years respectively. The Shire President made the following comment - "It is my pleasure and privilege to place on record the appreciation of all for the outstanding contribution that these men have made towards the development and progress of the Shire through many years of untiring and dedicated service." These three vacancies were filled by E. C. Rockliff, J. T. McDonnell and O. E. Ingrey (the latter returning for a further period of service).

At the Council meeting on 21st May, 1973 the Health Surveyor, R. J. McPherson, submitted his resignation and, at the meeting on 18th June, 1973, Mr Ronald Johnstone was appointed to fill the vacancy. Mr McPherson was the first full time Health Surveyor employed by Lockhart Shire and held the position for seven years. He insisted on a strict compliance of the building regulations and was responsible for the demolition of many dilapidated buildings as well as improving the general health standards as laid down in the Local Government ordinances.

Council became dissatisfied with the performance of Health Surveyor Johnson and, for a number of reasons stated in the minutes, on 20th February, 1978 served him with notice of suspension pursuant to Section 99 of the Local Government Act. After the hearing by a Local Government enquiry and lengthy Departmental delays, on 15th August, 1978 Council terminated Mr Johnstone's services. Mr Brian M. O'Hara was then appointed to the position of Health Surveyor and commenced duties on 16th October, 1978. However, Mr O'Hara did not stay long

and departed for another position on 8th June, 1979. Pending the filling of the vacancy a retired Health Surveyor, Mr G. Hitchell, held the position in a temporary capacity for four months until G. C. Bates commenced duties as Health Surveyor on 18th October 1979.

M. C. Alchin retired from his position of overseer on 29th December, 1978. He had been an employee of Lockhart Shire for over thirty years and had held the position of Overseer for the last 27½ years. In recognition of his dedicated service the Council organised a public testimonial function in his honour. W. U. Tullberg was appointed to fill the vacancy.

For a number of years Council had had a Councillor as its representative on the Riverina Tourist Authority. At the Council Meeting in October, 1971 Council approved the proposal of the Shire Clerk to have printed 5,000 copies of a tourist brochure to publicise the matters of tourist interest in the area. Cr. Willis served for a time as President.

The Riverina Tourist Authority advised Council in February, 1973 that it would make available \$250 to the Council towards the cost of a two burner gas barbecue within the Shire. The Council accepted the offer of the Lockhart Apex Club to install the barbecue in a suitably designed picnic shelter in Walter Day Park and agreed to provide materials up to a maximum of \$250.

One important change made during this period was the dissolution of the Lockhart Urban Committee. At the Council Meeting on 15th February, 1971 the Urban Committee advised Council that it considered that the community of Lockhart could now be best served if the Urban Area come under direct control of the Shire Council instead of remaining under an Urban Committee. The Council resolved that it would be in favour of the dissolution providing that a majority of electors within the Urban Area were in agreement. The Shire Clerk was instructed to advertise the proposal and seek the opinion of electors.

At the following Council meeting the Shire Clerk advised that of the 58 electors who indicated their opinion 42 were in favour of dissolution and 16 in favour of retention of the Urban Committee. The Council then resolved that a petition be made to the Minister for Local Government to have the Lockhart Urban Committee dissolved. The Minister in due course advised the abolition of the Lockhart Urban Committee with effect from 2nd July, 1971.

In the 47 years that it had functioned, the elected members of the Lockhart Urban Committee had given wonderful service to the citizens of Lockhart. They had invariably adopted a

progressive attitude and played a major role in developing, in the town, most of the amenities which we enjoy today.

The Rock Urban Committee continued to function until 1977. When nominations for the triennial election of Urban Committeemen were invited in September, 1977 there were insufficient nominations for election. The Council resolved to recommend to the Minister that The Rock Urban Committee be abolished. In the Government Gazette of 4th November, 1977 notice was given that The Rock Urban Committee had been dissolved. As with Lockhart, those who served on The Rock Urban Committee had given sterling service, frequently under difficult circumstances.

In 1977 it was considered that the Lockhart Caravan Park required further development of the amenities provided. An application for a grant was made to the Minister for Tourism and on 19th October 1977 advice was received that a Government Grant of \$10,000 was made towards the cost of extending the caravan park, providing 12 additional powered sites and constructing a new amenities building. The estimated total, cost was \$34,200. This addition made the caravan park into a very pleasant place for tourists and, although it does not have heavy constant use, it is an asset to the town.

Lockhart people were fortunate that it was one of the few small towns which still retained a resident dentist in 1973. In this year, the dentist, Dr. G. F. Saggars, advised Council that the premises he had been renting were not suitable for a modern dental surgery and requested Council to assist in acquiring more suitable facilities. After due consideration and discussion, the Council agreed to purchase the modern building formerly occupied by the A.N.Z. Bank Ltd., to install the necessary partitioning and carry out minor repairs and to lease the premises as a Dental Clinic to Dr Saggars. As a result of this action there is still a resident dentist in Lockhart sixteen years later.

At the end of 1973 the Government announced that it intended to close the Motor Registries facilities at Lockhart and The Rock. Council immediately objected strongly and made representations through the local member of Parliament for the retention of those facilities. In January; 1974 the Minister for Transport advised Council that the proposal to close Police Motor Registries at Lockhart and The Rock had been withdrawn.

Another case in 1973 of action by Council which avoided loss of another facility for the town of Lockhart occurred when the Justice Department proposed to cancel the supply of Court facilities and the provision of office accommodation, for the Clerk of Petty Sessions at Lockhart. The old Court House - Police Station had been in very bad repair and at first it was proposed to

demolish the old building and construct residences for two police officers and a separate Court House. Then the Justice Department decided that the cost of a new Court House was not warranted and court facilities in Lockhart would no longer be provided. To avoid this happening, Council developed a plan under which some structural alterations and reorganisation of the Shire Offices would enable the Court to also use the Council meeting room and a room could be made available for the Clerk of Petty Sessions. The Shire President and Shire Clerk interviewed senior staff of the Justice Department and submitted its proposal to them in June, 1973. The Department was favourably impressed and suggested a ten year lease with renewable options of five years with rent to be fixed taking into account the annual costs associated with the office and that part of costs of renovations which can be attributed to the establishment of court facilities.

At the August, 1973 Meeting all matters in connection with the facility were approved by both organisations and Council resolved to prepare the lease and to have the alterations carried out as soon as practicable. The alterations and supply of Court facilities were duly opened on 25th March, 1974. The Minister for Justice sent a letter apologising for being unable to be present. In his letter the Minister acknowledged the co-operation which existed between Council and his Department during the negotiations leading to the joint use of Council's premises and extended to both Councillors and staff his thanks for the initiation of a concept which it seems can only be of benefit to both Council and the Department.

In 1971 a group of local citizens formed the Lockhart and District Historical Society with the aim of preserving the history of Lockhart. Lockhart Shire Council supported the Association by making available a loan of \$3,000 to enable the Society to purchase a property on the corner of Green and Urana Streets in Lockhart. This provided the Society with a building and yard in which historical records, artifacts and machinery could be stored. In June, 1977 the Society wrote to the Council requesting favourable consideration to the initiation of steps aimed at obtaining appropriate information to enable an adequate record to be prepared of the history of Lockhart. The Council resolved that a special committee consisting of two Councillors and two members of the Lockhart and District Historical Society be appointed to investigate the proposal and in due course present a detailed report and appropriate recommendations to Council.

This Committee reported to Council in September, 1977 with the recommendation that Mr A. W. (Bill) Bayley (a well known author/historian) be commissioned to write a history of the settlement and development of the whole of the Shire and appropriate adjoining areas. It was to be

a history of the area and its people, not a history of the Lockhart Shire organisation. The Council resolved to adopt the recommendations of the Committee.

Council appointed a special committee to assist with compiling the history and in reviewing the draft manuscript. This committee consisted of five Councillors, three representatives of the Historical Society and a representative from The Rock. The Committee reviewed the first draft of the book on 3rd October, 1978. They compiled a list of corrections, deletions, and requests for additional information or expansion of the text. This summary was submitted to the author, W. A. Bailey, for his guidance and, where appropriate, his further research.

The Committee met with Bayley in February, 1979 and suggested further alterations to the revised draft of the book. Unfortunately the author did not submit the final version of the book for comment before giving it to the printer for publishing. Although the resulting book does contain a number of errors and has other shortcomings, it provides the only detailed record of the history of Lockhart and district. In December, 1979 the 3,000 copies of the book called "Land Galore" arrived and the official launching took place at a ceremony held at the Historical Society Museum. The Council provided all the funds for writing and publishing of the book but these costs about \$11,500 have been reimbursed in full through sales of the publication.

In 1977, the Council resolved to name the parklands on the western side of the Caravan Park the "Hodgson Park" and in December 1977 a brass plaque attached to a large rock was unveiled. The wording on the plaque is as follows:

"To commemorate a son of Lockhart, Harold W. Hodgson, 1904-1974, a man of ideas and vision who made a major contribution to the betterment and advancement of Lockhart town and district".

In October, 1980 Council recognised another outstanding citizen, Wallace Sproule Alexander, when it named the new park on the corner of Green and Day Streets the "Wal Alexander Park":

At the beginning of 1979, the Lockhart Rotary Club suggested to Council that an aviary be constructed in Hodgson Park and advised that the Club would accept responsibility for the design and construction as well as provide \$3,000 towards the cost of materials. The Council endorsed the proposal and granted \$1900 to supplement the funds provided by Rotary.

The aviary was designed to be as vandal proof as practicable and was of all steel construction. As a result of a series of working bees, Rotarians, with assistance from a few other

citizens, carried out all the fabrication and erection and supplied a range of birds to inhabit the aviary. At the request of Rotary, the aviary was named the Curly Heckendorf Aviary and a commemorative plaque was unveiled in December, 1981. Inscribed on the plaque were the following words:

“The Curly Heckendorf Aviary Erected by the Rotary Club of Lockhart and Lockhart Shire Council in recognition of dedicated service to Lockhart and district by E.E. “Curly” Heckendorf.”

In February 1978 the National Trust of Australia (New South Wales) advised Council that the central business area of Lockhart had been given a classified listing in the Trust's Urban Conservation Register. The reasons given for listing were the continuous lines of verandah posts on both sides of the wide main street. Listing by the Trust does not have legal force but is widely recognised as an authoritative statement of the significance of an area. Many of the verandahs were in a very bad state of repair but Council was not able to force the necessary repairs as by law it was required to give the option of repair or demolition and it did not wish to see them demolished.

PROPOSED BOUNDARY ALTERATIONS

In 1973 the State government set up a Commission of Enquiry into Local Government Administration and Boundaries. In April, 1973 Council advised the Commission that it offered to formally present its written submission to the Committee by the Shire President or Shire Clerk and it also authorised the Shire President, Clerk and Engineer to attend any sittings of the Committee held in Council's area.

The report of the Committee of Enquiry was tabled at the Council Meeting on 21st January, 1974. This Committee of Enquiry apparently came to the conclusion "that big is beautiful and more effective" as it recommended wholesale amalgamations throughout the State. To the Councillors' horror it recommended the amalgamation of Lockhart and Urana Shires. The Council resolved that a protest be made to the Minister of Local Government through the local member to the proposed amalgamation of Lockhart and Urana Shires and "that the Minister be advised that Council is preparing a full submission on the proposals and recommendations contained in the report." It also authorised the Shire President and Shire Clerk to confer with Urana Shire on the proposals affecting the two areas.

The Shires Association advised that a Special Conference to consider the report of the Committee of Inquiry into Local Government Areas and Administration was being called in Sydney on 20th March, 1974. Council authorised the President, Deputy President and Shire Clerk to attend this conference.

The Annual Shires Conference held in June, 1974 was addressed by the Minister for Local Government, Sir Charles Cutler. He said that although the suggested amalgamations under the "Barnett Report" had been rejected it was believed that there were many cases where amalgamations were warranted. The Minister urged councils to review their attitudes towards review of boundaries and sought co-operation with the newly appointed Boundaries Commission in the task it had been set. The first task of the Commission was to examine the areas of several designated provincial centres and the areas surrounding those cities. The Commission is aiming to enlarge the city areas and consolidate the areas surrounding the cities by common agreement. It would also deal with other councils which had requested amalgamations.

On 24th June, 1974 Council resolved that it will not cede any territory to other councils but would be agreeable to have that part of Mitchell Shire generally to the Murrumbidgee River and that part of Kyeamba Shire west of the Wagga-Mangoplah Road added to Lockhart Shire. A

meeting to discuss the forthcoming examination of councils by the Boundaries Commission was held in Urana at the end of June, 1974. Representatives of Corowa, Culcairn, Coolamon, Holbrook, Urana and Lockhart were in attendance. After considerable discussion this meeting resolved “That if the Boundaries Commission contemplated changes to the boundaries of provincial cities which would result in adjacent Shires being rendered of uneconomic size, then the remainder of the areas not required for the enlargement of municipal areas should be added to adjacent Shires, headquartered in neighbouring country towns.” The meeting also resolved “that this motion be referred to the six Councils present for consideration and a decision be forwarded to Urana Shire by 5th July, after which those in favour would sign a joint letter to the Boundaries Commission submitting the above motion.”

At a Special Council Meeting on 1st July, 1974, Lockhart Councillors resolved to support the recommendation and sign the joint letter. It also resolved that, failing an agreement by the group, a submission be prepared immediately in conjunction with Coolamon Shire along the lines of the resolution carried at the Lockhart Shire Council Meeting on 24th June, 1974.

Mitchell Shire Council wrote to Lockhart Shire Council expressing its deep concern that neighbouring areas have it in mind to approach the Boundaries Commission with a view to possible elimination of Mitchell Shire. It advised that Mitchell Shire is not seeking any additional territory and would prefer to remain as a separate Shire.

In reply Lockhart resolved at the August, 1974 Meeting “that Mitchell Shire be advised that should this Council be placed in a situation where it is forced to consider probable boundary changes, the wishes of Mitchell Shire Council and the ratepayers thereof would be kept in mind.”

At the Council Meeting on 12th November, 1974 the Boundaries Commission advised that the Commission would be visiting Wagga Wagga during the period 19th to 21st November to hold preliminary discussions with Wagga Wagga City and Mitchell and Kyeamba Shire Councils and any private individuals and organisations who may wish to convey their views to the Commission. The Commission also invited Junee Municipal and Coolamon, Illabo, Gundagai, Urana, Lockhart and Narrandera Shire Councils to attend and participate in the discussions if they so desired.

The Council resolved “that the Commission be informed that if there is to be any alteration of boundaries of existing Local Government areas then this Council strongly supports the principle of building up the areas of existing Councils headquartered in country towns, rather than developing large new areas centered on the provincial cities. As the changes to Wagga City

boundaries contemplated by the Wagga City Council will undoubtedly make inroads into adjoining Shires, then if these proposed changes are approved the residue of the adjoining Shires not required for City Urban development should be added to adjacent Shires headquartered in neighbouring country towns.”

At the hearing by the Boundaries Commission in November, 1974, the Wagga City Council made a submission to extend its boundaries so as to absorb a substantial area of both Mitchell and Kyeamba Shires. The loss of this area would obviously make both Mitchell and Kyeamba Shires unviable as separate areas. The Mayor of Wagga Wagga, Mr. R. Gorman, suggested that the residues of the two Shires and the whole of Lockhart Shire be combined to form one Shire. The Lockhart representatives vigorously opposed this suggestion and the Commission Chairman asked the Mayor and representatives of the three Shires to go into a separate room and discuss the proposal. The Mayor continued to press the proposal and said that the change would have little adverse effect on Lockhart. The Lockhart representatives pointed out that the combined areas would be too large for one Shire and that the town of Lockhart was reasonably close to the centre of the existing Shire. If the proposal was adopted the obvious headquarters for the new Council would be in Wagga Wagga and the loss of the Shire headquarters would mean a considerable transfer of staff from Lockhart to Wagga Wagga as well as having a severe effect on Lockhart as a business and community centre. The Commission then left the matter in abeyance until a later date.

At the following Council Meeting, Council resolved “that as this Council rejects consideration of amalgamation with Shires having city based headquarters, it considers that any enquiry into amalgamation would be an unwarranted and unnecessary expense and that the Boundaries Commission and the Minister for Local Government be informed accordingly.” The Council also resolved to convene a special Council meeting to be held on 2nd January for the purpose of discussing alternatives to the Boundaries Commission and to call a joint meeting of Shire Councils in the Wagga - Albury region in mid to late January, 1975.

At the Special Council Meeting on 2nd January, 1975 it was resolved “that Council considers the Lockhart Shire as presently constituted is a viable unit. Further, the Council recognises that some expansion of the Wagga Wagga City area is probably desirable - therefore should such expansion render Mitchell or Kyeamba Shires non viable thus necessitating some form of reorganisation Council is adamant in reaffirming its previously stated policy that any such reorganisation must be designed to promote and reinforce the stability of country towns having

Shire headquarters and providing services to country people. Further, the Council strongly objects to the proposed creation by amalgamation of Lockhart, Mitchell and Kyeamba Shires of a large new Local Government area headquartered in the City of Wagga Wagga.”

In May, 1975, the Boundaries Commission advised that an officer of the Commission would be in the area carrying out financial studies on the Commission's proposals in the week commencing 26th June. It sought permission to have its officer visit the Council to obtain financial information in connection with the Commission's proposal to amalgamate Lockhart, Mitchell and Kyeamba Shires and to a subsequent proposal to amalgamate Lockhart and Urana Shires. The Council reaffirmed its previously expressed opinion that it considers Lockhart to be an effective and efficient unit of Local Government and is therefore opposed to amalgamation with any other area. Further it does not concede the necessity for any costs structure - financial study along these lines, considering such to be a waste of public money.

In September, 1975 the Boundaries Commission advised that its officer had completed his financial examination into the suggested boundary changes affecting the City of Wagga Wagga and Shires of Mitchell, Kyeamba, Lockhart, Urana, Gundagai and Tumut and enclosing four copies of his report for comments which the Council may care to make. Council merely resolved “that the report be received and that consideration thereof be deferred until a later date.”

After lengthy consideration the Boundaries Commission finally decided to amalgamate the whole of the Shire of Mitchell and Kyeamba Shires with Wagga Wagga City Council. The boundaries of Lockhart Shire would remain unaltered. If it had not been for the strong action taken by Lockhart Councillors the town of Lockhart would have ceased to be Shire headquarters.

In July, 1976 the Department of Local Government advised Council of a petition from electors of the Shire of Narrandera to add a small portion of that Shire to Lockhart Shire and invited Council to furnish its comments on the proposal. Council resolved “That the Department be informed that Council as a matter of principle will not seek to have portion of any adjoining Shire added to Lockhart Shire but will raise no objection to the proposed alteration if, as a consequence of mutual consideration by the electors and Council of Narrandera Shire, it is decided that the area concerned would be better served if added to Lockhart Shire.” Several months later, the Minister for Local Government advised that he had decided not to proceed with the proposal to transfer certain land from the Shire of Narrandera to Lockhart Shire.

LIBRARY

The Library Board of NSW forwarded to Council a copy of a report by W. J. Weedon on the review of Public Library Services in NSW and the Shire Clerk was instructed to compile a report on the various alternatives for the supply of library services for Lockhart Shire residents. In September, 1973 the Shire Clerk submitted a comprehensive report in which he advised that a Regional Service to include Wagga Wagga and adjacent areas was the most feasible and the alternative was a Joint Service with Wagga Wagga, with possible inclusion of a Bookmobile. The Council resolved that a decision be deferred until a later date.

In January, 1974 the Murrumbidgee Regional Advisory Council advised Council that it had held a meeting with representatives of Carathool, Leeton, Murrumbidgee, Narrandera and Wade Shires with a view to having the Library Board of NSW conduct a survey into the possibility of forming a Regional Library to serve those five Shires. As a result of the success of that meeting the Advisory Council resolved to call together all other Councils in the eastern part of the region. This meeting was held on 4th February, 1974 with representatives from eleven Councils as well as several members of the Regional Advisory Council and the Secretary of the Library Board of NSW, Miss Woodward.

Miss Woodward explained the advantages of a Regional Library and the steps to be taken in the establishment of such a system. After questions and discussion, the meeting resolved "That no objections be raised to the Library Board of NSW carrying out a survey into the possibility of establishing a Regional Library in the eastern end of Region 6 and discussing with each Council the proposals put forward." The Library Board of NSW agreed to meet all costs of the survey and it was made clear that the acceptance of the result of such survey would not be mandatory or binding on any Council.

Mr Gordon Bower, Senior Inspecting Librarian of the Library Board of NSW addressed the Council at its meeting on 14th October, 1974. He was currently carrying out the survey mentioned in the previous paragraph. He spoke at length on the benefits to be obtained from a Regional Library, as well as the ways and means of operating the library. Council expressed appreciation for the information supplied.

In September 1975 the Committee of Enquiry into Public Libraries requested advice from the Council as to its current thinking concerning the establishment of a Library Service. Council resolved "that whilst Council has for many years been keen to provide a library service to the

Shire, and remains willing to do so, it would at this stage be very reluctant to press on with such a proposal due to the present economic uncertainties and the resultant pressures on council's financial resources.”

At the end of 1976 the Library Council of NSW advised Council that the Government had made a special allocation of \$2,500,000 for additional financial assistance to public library services in NSW. In reply, the Council suggested that portion of this money might be used to establish a Regional Library Service in the eastern Riverina. At the Council meeting in December 1976 Council resolved that an approach be made to other councils within the Region suggesting the making of submissions for the provision of finance to establish a regional library service.

A joint meeting of the Councils was held in Wagga Wagga on 21st July, 1977 at which a proposal for the formation of a Regional Library was presented by the Library Council of NSW. A general discussion followed on all aspects of the proposal and it was referred to the respective councils for their comments. At the August, 1977 meeting Council resolved "That Council agree in principle to join the proposed Regional Library Service and that the Shire President and Shire Clerk as delegates do all possible to negotiate the most favourable terms available."

The Shire President reported to the Council meeting on 12th September, 1977 that the Regional Library Service proposal had advanced a stage further with the agreement (at a joint meeting of Councils held at Wagga Wagga on 8th September) of Wagga Wagga City and Coolamon and Lockhart Shires to proceed with the implementation of such a service and the likelihood that other councils would join the Service at its inception. A Regional Library Service Interim Steering Committee was formed to work out details and this Committee was to meet monthly. In February, 1978 members of this Committee (including representatives of Lockhart Shire) inspected the Central Western Co-operative Library Service in Orange. They were impressed with the Bookmobile Service for rural areas and obtained useful information which would assist in finalization of terms of the required formal joint agreement.

In April 1978 the Wagga Wagga City Council forwarded to Council a copy of a draft agreement drawn up by the Library Steering Committee for consideration by Council. It was resolved “that the terms and conditions of the draft agreement for an integrated regional Library Service be agreed to.” At the Council meeting on 19th June, 1978 Council approved the execution of the joint Library Service agreement under Common Seal of Council. The NSW Government made a grant of \$70,000 as an establishment grant for the Riverina Community Library Service and the first meeting of the Library Service Committee was held on 13 July 1978. Lockhart Shire

would have two Councillors as its representatives on this Committee. This meeting appointed executive members and officers, adopted a preliminary budget and agreed to pursue investigations into the acquisition of suitable "Bookmobile" vehicles. It agreed that the eastern region would be serviced from branches with the remaining area being served by two mobile units.

In March, 1979 Riverina Community Library Service commenced giving a direct service to various centres within Lockhart, Milbrulong, Yerong Creek, The Rock and Pleasant Hills on a regular basis. In addition Lockhart shire residents had free use of all the facilities of the base library in Wagga Wagga. The service has been very effective and has

GALORE HILL RESERVE

In 1971, picnic facilities at both the Saddle and the Summit were improved by the construction at both locations of a substantial shelter shed fitted with three picnic tables and a concrete water tank. Separate toilets were also constructed for males and females. All the buildings were made from local stone so that they would blend into the landscape.

At the meeting in October, 1971 the Council adopted the following by-laws:

- (a) that the picking or destruction of any flower, shrub or tree is forbidden,
- (b) that the removal of any soil, gravel, stone, timber or other material is forbidden.

In December, 1971 the Electricity Commission of NSW sought Council's permission to install a high frequency radio repeater station on the top of Galore Hill. It was found that the Commission proposed to construct a power line from the southern side of the Reserve to the top of the hill over a length of nearly two kilometers and proposed to clear all timber for a width of 40 metres along this line. The application was refused.

The Department of Lands advised Council in August, 1972 that it was closing Gravel Reserve No 86661 at Galore Hill which immediately adjoined the Galore Hill Recreation Reserve and no more gravel could be removed from it. The Department wished to see the restoration of the large area from which gravel had been obtained by the Department of Main Roads and Narrandera, Mitchell, Urana and Lockhart Shires. Lockhart Council agreed to co-operate and allocated \$2,000 towards the work. A very large number of levee banks were constructed with Council's bulldozer and substantial restoration work was carried out by the Soil Conservation Service on behalf of other bodies as well as Lockhart Shire. The Gravel Reserve was deproclaimed on 28th April, 1978 and the two hectares involved was proclaimed as a Recreation Reserve under Lockhart Shire control as an addition to the existing Galore Hill Reserve.

In September, 1973 the Council received a further grant of \$1000 from the Department of Public works, with Council supplying an equivalent amount. This grant was used in part to construct a look-out tower on the top of the hill adjacent to the picnic area. This tower gives a full 360° panorama of the surrounding country side. Many years before the reserve came under Council control, a Lands Department geodetic station had been established adjacent to the location of the tower. This station (a brass rod set in concrete) was used as a reference point for surveying and military mapping. Three or four years before the Galore Hill Recreation Reserve was established the Lands Department was doing a lot of survey work in the flatter ground surrounding Galore Hill. In order to have a clear sight to the geodetic station all the trees on an

area of several hectares were cut off, one metre above the ground. In order to avoid this happening again adjustments were made for the Lands Department to transfer this geodetic station from the ground to the centre of the top of the look-out tower.

In May, 1976 a grant of \$1500 was received from the Department of Lands and this was used to construct one large and two small dams to provide water for birds, kangaroos and fire fighting purposes. Considerable improvements were also made to the road leading to the summit.

In 1977 one of the long range plans for the Reserve began to take place. This was the establishment of plantations of Australian native trees and shrubs which do not grow naturally on the Reserve. After erecting netting fencing and deep ripping the area, in April 1977, members of Lockhart Rotary Club planted over 3400 trees and shrubs in a area on the right of the road just inside the main entrance. Council staff planted a similar number of plants on the left hand side of the junction and Council staff also planted many more trees. In subsequent years further extension plantings were established between the main entrance and the picnic area at the Saddle.

The aim of the plantings was to establish as many different varieties of trees and shrubs as practicable. It is not proposed to plant any new varieties on the Hill proper so that the major part of the Reserve will remain as bush land native to the area.

Another improvement made in 1977 was the installation of a grid and the building of an ornamental entrance with local stone at the main entrance to the Reserve.

The Minister for Lands advised in February, 1978 of a grant of \$2,000 and a loan of \$1,600 towards the cost of further improvements to the Reserve on the condition that Council provide a further amount of \$1,600 from its own resources. This money was used for further major plantings, improvement to the road to the Summit, installation of culverts and improvement of the fire and access trails on the northern side of the Reserve and further conversation work on the old gravel pits.

In April, 1978 the Police Department sought Council approval for the erection of a 22.5 metre high steel tower on the summit to establish radio communication facilities to service Lockhart and surrounding police patrols. As solar power was to be used and the Police Department agreed to locate the tower on a site selected to cause minimum conflict with the environment, the Council gave approval to the project.

A year later the Southern Riverina County Council sought approval to share the use of the radio mast. It would found that power could be supplied by way of a line in one long span from

the eastern side of the crest to the bottom of the hill which required removal of only one tree. Council then approved the installation.

At the Council Meeting in August, 1980 a Galore Hill Reserve Advisory Committee was established. The people on this Committee were all citizens who had volunteered for this role. This Committee had no authority or responsibility for management of the Reserve but was purely an advisory body. It would investigate any matters referred to it by Council and make recommendations to Council on any matter pertaining to the Reserve. Members of the Committee were all appointed Honorary Rangers for the Reserve and were encouraged to make frequent visits to the area. In the ensuing years members of the Advisory Committee played an important role in the preservation and development of Galore Hill Reserve.

LOCKHART CENSUS

At the Council meeting in February, 1972 the question was raised as to why the Census for June 1971 showed a drop in population of the town of Lockhart of 100 people since the previous census. The Council resolved to request the Lockhart Rotary Club to conduct a census of the town of Lockhart which would show the various age groups living within the town and which might be repeated at future intervals.

Rotarians carried out this census in the following March by calling at every house in the Lockhart Urban Area and the total figure obtained was only three different to the Government Census of 1971. It was then realized that the reason the previous census showed a higher figure was because a large gang of men, often accompanied by their families, were living in tents and caravans in Lockhart while employed on the construction of the sewerage scheme and were included in the population figures.

However, Council considered that the Rotary census provided valuable information as to population trends and age groupings and requested the Club to prepare the census every two or three years. This was done and typical figures are as follows:

AGE GROUP	1972		1974		1978		1986		1988	
	Total	%	Total	%	Total	%	Total	%	Total	%
0-4	95	10.1	87	9.5	91	9.7	82	9.0	74	8.0
5-11	146	15.6	138	15.1	123	13.2	108	11.8	114	12.4
12-17	112	12.0	103	11.3	98	10.5	90	9.8	97	10.6
18-21	50	5.3	48	5.2	49	5.3	43	4.7	39	4.2
22-30	93	9.9	102	11.1	108	11.6	114	12.5	106	11.5
31-65	358	38.2	338	36.9	335	35.9	332	36.4	335	36.4
66 Plus	83	8.9	100	10.9	129	13.8	144	15.8	155	16.9
Total	937		916		933		913		920	

Although the total population has remained reasonably stable the age groupings have shown a dramatic change in the period from 1972 to 1988. The 0 – 21 years age group has

gradually lowered from 43% to 35%, the 22 – 65 group has remained stable and the 66 plus group has increased from 8.9% to 16.9%. In 1988 there were 155 people over 65 (more than 1 in 6 of the total population!) and of these 61 were males and 94 females. Apart from the fact that the general expectation of life has increased, the main reason for this increase is that more people appreciate the advantages of living in Lockhart and either move into Lockhart on retirement or remain in the town when they retire. Full credit must be given to Councillors of Lockhart Shire and the former Committee who worked so hard to provide the amenities which make Lockhart a pleasant town in which to live.

COUNCIL HOUSING SCHEME

By the end of 1971 seven families had availed themselves of the Scheme which Council had initiated in 1969 to provide housing loans at cheap rates for suitable people. Of the above seven, there were four new houses, two existing residences were purchased and one rural house was purchased and re-erected in Lockhart.

At the end of 1972, the Shire Clerk, recommended to Council that it initiate a housing scheme at The Rock to encourage people working in Wagga Wagga to build their homes in The Rock as the land was much cheaper and rates lower. He recommended that Council acquire land in the Rock suitable for subdivision and undertake a moderate advertising campaign promoting the scheme through the press. Council approved the proposal in principle and authorised negotiation for suitable lands in The Rock.

During the early part of 1973 Council purchased a number of scattered blocks of land in The Rock as well as a substantial area of land in King Street. This latter area was subdivided into housing allotments and the frontage kerbed and guttered. In March, 1973 Council authorised an advertising campaign to promote housing development at The Rock. Council's housing loan scheme was also made available to suitable applicants who wished to build or purchase houses at The Rock.

In July 1973 representatives of Lockhart Shire attended a meeting called by Wagga Wagga City Council to discuss the possibility of sub-regional development in centres within thirty to fifty kilometers of Wagga Wagga. It was suggested that a growth centre should be located adjacent to a major road and preferably on a main railway line. Provision of water and sewerage facilities should be economical and it should preferably be based on an existing town. Council resolved that The Rock should be the proposed growth centre for Lockhart Shire. While this proposal has not resulted in any industrial increase in The Rock, it probably did encourage people working in Wagga Wagga to live at The Rock.

At the Council meeting on 20 August, 1973 the Shire Clerk presented a report on proposals to update the Council Housing Scheme to cater for current increased housing costs and to provide for the extension of the scheme within The Rock. In order to encourage the construction of new buildings instead of purchasing existing homes, the conditions relating to the latter were tightened. The deposit required was increased to 20%, the maximum loan would be \$12,000 repayable over a maximum of fifteen years and the interest would be ½% higher than

Council's current borrowing rate plus the normal administrative charge. For new dwellings the deposit required would be only 15%, the maximum loan would be \$20,000, repayable over 20 to 25 years and the interest would be at Council's current borrowing rate plus only the normal administrative charge.

By September, 1974 the Council had financed thirty families to own their own homes in Lockhart, The Rock and Yerong Creek and three in rural areas. Some of these were for purchase of existing houses but many were for new buildings.

The Council continued to supply low interest loans for housing until 1977 when the Shire Clerk reported that the interest rate on housing loans by a number of the banks and building societies was at a lower rate than Council was able to borrow money for re-lending. The only advantage of the Council housing loan was that Council required a lower deposit. The Council resolved that, until altered circumstances warrant reconsideration of the matter, Council suspend further borrowing for the purposes of its housing finance scheme.

However, Council continued to purchase land which was subdivided into building blocks. In most cases, if available, sewerage was connected to the blocks and the frontage kerbed and guttered before sale. The land was sold at cost price and this played a major role in presenting the cost of land for housing from rapidly increasing. Included in the purchases was land in Ferrier and Galore Streets in Lockhart as well as other blocks at The Rock.

TOWN AND COUNTRY PLANNING

A special Council meeting was held on 10 July, 1973 to hear an address by Mr G Brooks, Regional Planner of the State Planning Authority. Mr Brooks stressed the desirability of adopting Town and Country Planning provisions in all Local Government areas. He explained the provisions and application of the standards relating to an Interim Development Order which is an interim planning scheme which does not go into any detail necessary for a large town or city. It covers only the more essential aspects for satisfactory planning control of land use and is suitable for a rural shire which does not include large towns. At the meeting on 13 July 1973 Council approved a resolution that “for the purpose of controlling the use of land and the purposes for which land may be used, this Council proposes to prepare a Town and Country Planning Scheme with respect to the whole of Lockhart Shire.” At a later stage of the meeting Council appointed the Shire Engineer, F A Prichard, to also hold the position of Planning Officer.

At the same Council meeting a joint submission by the Clerk and Engineer of a suggested Subdivision Code was adopted by Council. This Code made clear the requirements in connection with subdivision of land in Urban areas.

The Minister for Planning forwarded to Council in May, 1974 a suggested Interim Development Order and two Interim Development Control Maps. After discussion, Council suggested some minor alterations to the I.D.C. Maps and returned them to the State Planning Authority for further consideration.

On 7 November, 1975 the Interim Development Order was officially proclaimed in the Government Gazette. This planning order enabled Council to control proposed developments which may have had an adverse effect but in most cases Council's requirements under the planning code could be easily met.

In the “Rural Zones” the landowner could carry out normal farming activities without restriction. If it was proposed to construct a new house or major shed it would be necessary to first obtain development consent. Under normal circumstances it would not be necessary to supply detailed plans and a letter giving brief description of the proposed development and its location would be sufficient. Providing the area of land comprised at least forty hectares approval would be almost automatic and without delay. Subdivision of rural land into areas of less than forty hectares would only be permitted under special circumstances.

In the “Village Zones” (all urban areas) a building application is necessary for any new building or structural alteration and this will also be considered a development application. Special requirements apply to development of industry, service stations, transport depots, motels, flats and the like. Approval in principle to these types of activity should be sought before entering into definite commitments.

AGED CARE

The Lockhart and District elderly Citizens Homes Committee advised Council in September, 1974 that the Committee was investigating the establishment in Lockhart of accommodation for aged persons. It requested that the expenses incurred in preliminary survey and investigations be met from the "Aged Persons Fund" which was established by Council some years ago. Council agreed to meet up to \$100 of preliminary expenses.

The Committee advised Council in February, 1975 that as a result of a public meeting the Lockhart and District Elderly Citizens Home Committee has been disbanded and replaced by a new organization called "Lockhart Aged, Total Care and Health Association."

The Shire Clerk presented to Council on 5 April, 1976 a report on the possible provision of home units for the aged in Lockhart. He suggested that if Council was to adopt such a project units could be provided much sooner than might otherwise be the case. Substantial grants may be obtained from the Aged Persons Homes Subsidy Scheme. Subsidy funds were currently exhausted but there was a priority list of organizations awaiting subsidy as funds became available. Assuming Council applied shortly it was likely to be some considerable time before a building project could proceed. He suggested that the grant could be for about 60% of the cost and the balance would be provided by locally raised funds and a loan. This would make units available at a very low rental.

Council resolved that the provision of Aged Persons Home Units be accepted as a Council responsibility and a special committee of four Councillors was appointed to pursue the matter. Council also purchased a block of land in Green Street West which was suitable for such a project. The Shire President was officially invited to launch the appeal on 17 November 1976 by the Lockhart total Care for the Aged Committee for funds for the provision of Aged Persons accommodation. In August, 1977 the President advised Council that a recent public meeting had decided that it would not be practical to provide hostel and nursing care accommodation in Lockhart. The organisation then became known as Lockhart District Aged Care Association with the definite objective to provide a number of self contained home units for aged persons and a public appeal to raise \$25,000 for this purpose had been launched.

Several years later, in September, 1979, Council agreed to the request of the Lockhart District Aged Care Association to make available to that body part of the land acquired by Council in Green Street West for the location of Aged Care Units. Council also indicated that it

would be willing to become involved in care, control and management of the project in co-operation with the Association.

In September, 1980 the Lockhart Aged Care Association advised Council that it had already raised \$30,000 and requested Council to accept responsibility for the preparation of plans, application for subsidy and action generally necessary to ensure commencement of the project as quickly as possible and also to accept responsibility for general upkeep of the units. Council agreed to act as requested. In October, 1980 came good news that a Government Grant of \$72,600 has been authorised for the project, the subsidy being available in the 1982/83 year. Council immediately appointed an architect to draw up plans for six self contained units.

RECREATION GROUNDS & PUBLIC HALLS

The Council had always been supportive of proposals to upgrade the various playing fields. The Council was the Trustee of all these grounds but it delegated care, control and management of them to local committees. The general policy was that Council would seek Government grants for specific improvements and often support them with some Council funds but in all cases the local committee was required to also provide some finance as well as a considerable amount of voluntary labour. As a result of this policy and the excellent support given by the local citizens, a substantial improvement was made to all playing fields.

The Lockhart Recreation Ground was very badly drained and the fence around the oval was dilapidated. In the early nineteen seventies a comprehensive program of improvements was approved. It involved the supply of 900 cubic metres of earth filling and 1200 cubic metres of topsoil, removal of the old fence and replacement with galvanized posts and rails, the construction of a concrete dish drain on the western side of the oval and a considerable length of kerbing and guttering of adjacent streets to improve drainage. The total estimated cost was \$10,000 towards which a Government grant of \$3,000 was received, the Football Club provided \$1,000 and Council provided \$1,500.

It was decided to proceed with the project with the promise of substantial voluntary assistance. All the earth filling and topsoil (2100 cubic metres) was hauled by volunteers with trucks supplied by local farmers. To obtain suitable fill material, much of it had to be hauled 17 kilometres and up to 15 volunteer trucks were involved. The fill and topsoil was spread by Council graders to levels fixed by the Council engineering staff. Volunteers also assisted with the installation of the oval fence and the sowing of grass and the kerbing and guttering was installed by men under an Unemployed Relief grant. Several culverts were installed and the tracks were graveled as well as the area around the outside of the oval fence.

This project is typical of what has frequently been achieved as a result of the excellent support given by local citizens. The drainage has been very satisfactory and the whole area vastly improved for a cost to Council of only \$1,500. Projects at other Recreation Grounds have included lighting of tennis courts, provision of toilet facilities, provision of dressing rooms, construction of netball courts, etc and in each case the citizens made a major contribution.

Over a period of years, Council had become the Trustee of all public halls in both the rural areas and the towns. In each case the care, control and management was delegated to a local

committee. Whilst minor works were the full responsibility of the management committees, Council periodically allocated funds or applied for grants to subsidise the funds raised by local committees.

The Rock Recreation Reserve Management Committee wrote to Council in February 1979 outlining proposals for a new amenities/dressing rooms pavilion seeking Council approval and assistance in order that further planning could be carried out. Council resolved that more details would be required before Council would be in a position to consider making a definite commitment.

In July, 1979 Lockhart Recreation Reserve submitted a somewhat similar proposal. It submitted a conceptual proposal for development of a new building to incorporate dressing rooms, showers and toilets, kiosk and sports hall at an estimated cost of \$60,000. At the same meeting the Yerong Creek Recreation Ground Committee submitted a proposal to update the facilities and ground at an anticipated cost of \$37,000 and the Osborne Recreation Ground Committee also sought financial assistance for their ground.

In February, 1980 Council allocated \$1,000 towards the cost of improvements as Osborne. The Council also agreed to apply to the Department of Sport and Recreation for a 50% subsidy for the proposed new amenity building at The Rock Recreation Ground. In the following month Council allocated \$1,000 for improvements to the Yerong Creek Recreation Ground. As the Lockhart project was still only at the conceptual stage it was left in abeyance.

THE ROCK SEWERAGE

At the Council meeting on 18 January, 1971 the Minister for Public Works advised that The Rock sewerage had been placed on the Department's priority list awaiting funds. The survey and design would be deferred until shortly before funds become available.

In April, 1972 the Department of Public Works requested the payment of \$10,000 towards the cost of survey and investigation of The Rock Sewerage Scheme. The Council arranged a meeting at The Rock on 10 May of Shire Councillors, Council Officers, The Rock Urban Committee and 76 residents of The Rock. After full details, including costs, of the proposed scheme had been given and many questions answered, an informal vote was taken on the proposal to sewer the town. The result was:

	In favour	Against
Owners of land	14	18
Owners of land with septic tanks	4	13
Occupiers	<u>11</u>	<u>16</u>
Totals	29	47

At the May Council meeting it was resolved that The Rock Urban Committee be requested to conduct a door to door opinion poll of the proposed sewerage area of The Rock with regard sewerage in the area. The result of this poll was:

	In favour	Against
Ratepayers	25	78
Occupiers	<u>10</u>	<u>5</u>
Total	35	83

At the following Council meeting it was resolved that the proposal to construct sewerage works at The Rock be deferred for a period of three years. However, at the August 1973 Council meeting, after discussion of a joint recommendation of the Shire Clerk and the Shire Engineer, Council resolved "that the Department of Public Works be requested to place a proposal to install sewerage at The Rock on its list of priorities and to undertake the survey and design for the proposed sewerage at the earliest possible date." This departure from the 1972 resolution was

principally due to the decision to carry out a major promotion of home construction at The Rock. The Department of Public Works advised in November, 1973 that it appeared that construction of the scheme could commence in 4 to 5 years, depending on the availability of Government funds. On receipt of this advice Council authorised the Shire President, Shire Clerk and Shire Engineer to investigate the feasibility of Council proceeding with The Rock Sewerage Scheme without Government subsidy. Due to the housing at The Rock being scattered and the number of houses being small, the cost to Council with a 50% subsidy was relatively high and the cost with no subsidy would have been prohibitive.

In September, 1974 the Department of Works advised Council that the sewerage scheme could proceed in three to four years time and that it was now necessary to arrange for preliminary survey, design and acquisition of treatment works site. Council was requested to forward an advance of \$10,000 being a provisional estimate of the cost of this preliminary work. Council authorised this amount be forwarded. The design of the sewerage scheme was gradually being carried out by the Public works Department and in July, 1975 Council approved the location on the Bullenbong road selected for the treatment works and forwarded a further \$12,000 to the Department towards costs of survey and design.

The Public Works Department submitted a tentative layout plan of the reticulation system in June, 1976. this was carefully examined by the engineering staff and, with the advantage of local knowledge, a number of alterations to sewer lines was suggested as well as an area suggested to be included in the design but not constructed until further development has occurred.

In August, 1976 the Department of Public Works requested Council to consider financial and technical aspects of two proposals for the sewerage scheme. Scheme A for which the preliminary estimate is \$804,000 and Scheme B for which the preliminary estimate is \$705,000. Council resolved that the suggested Scheme A be proceeded with to pre-construction stage and that in the interim all possible ways to reduce the rating burden be explored. When it was announced that the Government would make a subsidy of up to 75% of cost of towns with a population of less than 100 people under certain conditions, Council made an application for a 75% subsidy for The Rock. However, In April, 1977 the Minister for Public Works advised that The Rock Sewerage Scheme did not meet all the conditions for an increased subsidy.

The Shire Clerk submitted a report to Council on 4 May, 1977 giving details of the financial aspects of the sewerage scheme. His figures showed that with only a 50% subsidy the required sewerage rate would be very high unless some form of Council subsidy by way of interest free

funds is provided. He suggested that part of the revenue sharing grants made to Council from the Federal Government could be used for this purpose. The Council resolved that the recommendations inherent in the report be adopted in principle. For the next few years Council put aside substantial amounts of money from the revenue sharing grant as an offset against the high cost of the sewerage scheme.

In 1979, the Department of Public Works adopted a new policy regarding the financing of its subsidy. Instead of paying 50% of the cost as work proceeded, the Department required Council to raise a loan for the total cost and then paid Council 50% of the principal and interest on the loan as such became due. This caused a problem as the agreement signed by the Department and Council only referred to 50% of the loan, not the total cost. As a result of a deputation to the Minister in June, 1980 this was clarified and Council was assured that the reserve funds put aside for the scheme would be subsidised as though such were borrowed funds.

BUSHFIRE BRIGADES

Figures supplied to the Council Bushfire Committee in March, 1973 showed that the Bush Fire Brigades within Lockhart Shire held a total of twenty fire trucks. Apart from three Leyland trucks purchased in 1971, these trucks were purchased second hand and were all between twenty and thirty years old. Council resolved that eight of these vehicles would no longer be maintained from the bushfire fund and offered them for purchase by the individual brigades at a nominal figure (from \$50 to \$120). It also approved the purchase of six later model trucks in 1973 and 1974.

After considerable discussions, the Council resolved in 1973 that new V.H.F. radio equipment be purchased. The new base radio was installed at the Shire Office and an antenna was fixed to the top of the Lockhart water tower. This action provided a much improved reception.

In the ensuing years, the upgrading of the fire fighting equipment continued and the policy was adopted of supplying new vehicles and having them completely fitted out as a very effective fire fighting unit.

In 1980, Council took a further step forward in supplying the best possible communications by arranging for the Council's radio communications transmitter to be moved to the top of the radio mast erected by the Police on the top of Galore Hill.

ROADS

As the reconstruction of the narrow section on Truck Road 59 (Lockhart/Urana) had then been completed with improved alignment and full width bitumen, the Main Roads Construction Grants were allocated to the reconstruction of Trunk Road 78 (The Rock/Yerong Creek/Henty). In October, 1971 Council was advised that the Department had approved a program to cost \$87,640 for the reconstruction of a 4.1 kilometre section southerly from The Rock and bitumen sealing for an increased width of 6.7 metres.

The Shire Engineer in May, 1972 submitted to Council a comprehensive list of desirable improvement works within the town of Lockhart. It covered drainage works, bitumen surfacing, kerbing and guttering, gravelling, culverts and beautification. After due consideration by a committee of Councillors, a total of thirteen items were approved at an estimated cost of \$14,360. Funds were derived from the Town Improvement Rate, an allocation from the A Riding List of works and a loan of \$7,000. As a result some much needed work was carried out.

The other main towns in the Shire, The Rock and Yerong Creek, also had their share of improvement works. However, as they were much smaller communities and the income from their Town Improvement Rate was much less, the volume of work was not as great.

In November, 1972 the Shire Engineer submitted a report regarding the problems caused in increased costs. He pointed out that in the past 8 years the average wage for outdoor staff had increased by 75% and the cost of materials and machinery had also escalated. In the same period total expenditure on roads had increased by only 51% and the expenditure on Shire roads from rates (List of Minor Works plus maintenance allocation) had increased by a mere 25%. The fact that the amount available for Minor Works and maintenance is not keeping up with costs was particularly serious. As there were only 22 men employed on the outdoor road staff (equivalent to one man for every 64 kilometres of road), the organization could not function efficiently if the number of employees was reduced. It also must be appreciated that modern traffic calls for a higher standard of construction and maintenance. He finished his report – “It is a problem which Council must face – either more funds must be made available or else roadwork can be done.” The Councillors increased the allocation from rates for roadworks in the following year by 25%.

In 1971/72 a further two trouble spots where traffic was periodically blocked with floodwaters were eliminated. The road between Henty and Pleasant Hills was crossed near the same location by the two main creeks which joined downstream to become Mundawaddery Creek.

There were only two causeways at this location, the main one being known as "Jordan". Any flow in the creeks put water across the road, moderate flows blocked cars and the larger floods covered the road over a length of 700 metres with water up to a depth of a metre. After a great deal of investigation the whole section of road was raised and three major culverts were installed. The one at the Jordan was an eighteen cell 1.8 x 1.2 metre pre-cast box culvert and the two to the west were a nine cell and a twelve cell 1.8 x 1.2 metre box culvert. A concrete bridge type desk was placed on the top of each culvert. No water has crossed the road since this work was carried out. Another bad spot in the same area was eliminated when an eight cell 3 x 1.5 metre box culvert was constructed at Driscoll's Crossing (where Mundawaddery Creek crossed the Woodend/Fiveways Road).

Until 1973 the crossing of Brookong Creek in Green Street West had consisted of a causeway. Water was often flowing over this causeway for months during winter and it only required a small flow in the creek to make the crossing impassable for cars. It was impossible to construct a high level bridge as the bridge itself and the necessary embankments would have caused major back up of water, causing flooding of many buildings upstream. In 1973 a seven cell 2.1m x 0/9m box culvert with a concrete deck was installed. This structure was not intended to provide a completely flood free crossing but the culvert would cope with smaller flows, water would only cross the road at infrequent intervals and traffic would rarely be blocked and then only for a short period.

Traffic has been blocked on many occasions where the Bullenbong Creek crossed the Lockhart/The Rock road near Tootool. At a time when funds were in short supply and bridge subsidy grants were not available, a low level multi cell box culvert had been constructed. This coped effectively with normal creek flow but, as expected, heavy rains periodically made it impassable. When this section of road was being reconstructed and widened further consideration was given to construction of a high level bridge. The Shire Engineer has heard of a new concept of bridge design based on the constant energy theory. He inspected bridges of this design and constructed in the Northern Territory and Queensland and discussed the design with engineers who had experience with it in those two states as well as the Brisbane University Professor who introduced the process.

Investigation showed that this design was suitable for Tootool crossing and could be constructed for half the cost of a standard design. Interim design plans, calculations and associated data were prepared by Deputy Engineer J.M.O'Connell and submitted to the Public

Works Department with application for a bridge subsidy grant. The Department approved the bridge design and made the following comment: “The Department makes special mention and extends congratulations to Council’s engineering staff on the initiative, ingenuity and painstaking effort that has been applied in the investigations associated with the structure in order to obtain substantial economy in cost and at the same time to provide an effective and functional design for the bridge.”

The Department advised that it was unlikely that funds would become available during the life of the current Commonwealth Aid Roads Act which would terminate in June, 1974. However consideration would be given to making a grant for this bridge if funds were provided under the new C.A.R. Legislation. Unfortunately when the Act was changed in 1974, the control and supervision of the Commonwealth Grants for rural roads was transferred from the Department of Public works to the Department of Main roads. The latter body was rather conservative in its approach to technical changes and the proposed design was not approved. No further action was taken and after another fifteen years, when the creek floods, the road at Tootool still becomes impassable.

By 1973 an extensive network of bitumen roads totaling 412.5 kilometres had been constructed. In addition, 30.7 kilometres originally sealed only 3.66 metres wide had been reconstructed and widened to 6 metres wide. There remained lengths totaling 89 kilometres which had been constructed in the early years only 4.8 metres wide. Council had already adopted the policy of widening these road to 6 metres was the Department would not allow Council to reseal any 4.8 metres wide roads from C.A.R. funds unless they were first widened to 6 metres. Until they were widened, the cost of resealing these roads would have to be met from rates. However, pressure was being placed on Council to bitumen seal various other roads.

In March 1973 the Shire Engineer submitted to Council a comprehensive report on bitumen roads. He stressed that Council must keep in view that, no matter how desirable further extension of bitumen surfaced may be, there is an economic limit to the length of bitumen roads which can be constructed. In other words it would be unsound to construct more bitumen roads than Council can afford to maintain and the economic limit is reached when all available funds are required to maintain the existing asset. The average annual cost of resealing as required existing bitumen surfaced Shire roads would be \$50,000 (At 1973 costs are rapidly increasing). In addition it is the cost of bitumen patching and attention to edges, grading shoulders and drainage. Provisions should also be made for reconstruction which may be necessary from time to time. It

cannot be stressed too much that if maintenance of a bitumen road is neglected for even a short period then the whole asset could be lost. (It is interesting to note that after a wet winter in 1989 a number of Councils in NSW are currently ripping up bitumen roads to revert them to gravel as they cannot afford to maintain them). The engineer recommended:

- (i) that Council confirm the policy of reconstructing the existing 4.8 metre pavements as rapidly as possible to modern standard 6 metre pavements.
- (ii) That the bulk of available construction funds be allocated for this purpose but an amount of \$20,000 be allocated each year from C.A.R. funds for an extension of bitumen sealing on other shire Roads.

After considering the above report as well as three letters requesting sealing of other roads, Council adopted the Engineer's recommendations.

On 4 January, 1970 extremely heavy rains caused flooding throughout the Shire, particularly on the western half. The flooding in Urangeline Creek and its tributaries was said to be the highest in living memory and Lockhart township was flooded by Brookong Creek to the highest level since 1939. Water entered about five houses and many others were surrounded with water. After further heavy rain, flooding occurred again on 10 January with somewhat higher levels on the eastern end of the shire. Water again entered several houses in Lockhart as well as several houses at The Rock. Damage was caused to most of the roads throughout the Shire but despite the extensive and repeated flooding no structures were destroyed or major damage caused. At the time of the flooding, practically all Council outdoor staff were on annual holidays both those who were in town readily agreed to return to work so that urgent repairs could be carried out and damaged roads kept open to traffic.

There was further flooding in August and September and a long wet period which made it impracticable to carry out any construction work for six months. The flooding caused a lot of gravel to be washed off roads and the wet period caused considerable deterioration in gravel roads. At the end of the year substantial Flood Damage Grants totaling \$175,000 were received. With the aid of these grants, some C.R.A. funds and Council allocation from rates a major program of gravel resheeting of roads began at the beginning of 1975. In the first twelve weeks a total of 65,807 cubic metres of gravel was hauled and spread on roads totaling 116.2 kilometres in length. By the beginning of September, 1974 a total length of 201 kilometres had been resheeted with gravel.

In addition to this work, reconstruction and widening of MR370 for a length of 1.0 kilometres north of Lockhart and 1.6 kilometres south of Lockhart had been completed. A length of 3.8 kilometres of Lockhart/The Rock Road each side of Milbrulong had been reconstructed and widened and major reconstruction carried out on the Lockhart/Boree Creek Road. A major concrete bridge was constructed over Egan Creek just north of Yerong Creek on Trunk Road 78. Traffic had been periodically blocked by floodwaters at this location and the construction of this bridge eliminated the problem the installation of an 8 cell 1800 x 900mm box culvert near Westblade's on the Lockhart/Boree creek Road eliminated another flooding problem.

In a special report to the Council Meeting in December, 1975, the Shire Engineer expressed concern at the steep increase in road construction costs which has occurred in the last few years. He quoted typical cost increases over the last two years as follows: Wages increased by 60.8%, bitumen sealing by 63.2%, petrol by 48.7%, concrete pipes by 70%, approved D.M.R. haulage rates by 55%. The average increase in costs over the two years would be at least 60% so that work which at the beginning of 1974 would have cost \$1,000 would at the end of 1975 cost \$1,600. It would not be possible to reduce road staff below the present nineteen men and still be an effective organization. Unfortunately the amount of grant money received has been reduced rather than increased to cope with increased costs. Both Councillors and ratepayers must clearly understand that lack of adequate funds means that the same service cannot be given. Unless increased funds are made available from some source, road maintenance must be reduced and only restricted improvement works could be constructed. The effect on the whole road system could be disastrous.

A year later, on 14 December, 1976, another report was made to Council on the need for more funds for essential bitumen reseals. Of the total length of 425 kilometres of bitumen surfaced road in the Shire, 152 kilometres are Trunk and Main Roads for which the D.M.R. is financially responsible. The remaining length of 273 kilometres is the sole responsibility of the Council. A close inspection of all bitumen roads disclosed that a total length of 143 kilometres had deteriorated to the extent that corrective treatment was urgently required. No rural local road had been resealed in the previous five years and there was accordingly a mounting back log of roads requiring resealing. This deterioration had been accentuated by the two very wet years followed by two generally dry years which had caused excessive ground movement which in turn led to pavement cracking.

The Engineer considered that, of the 143 kilometres requiring urgent attention, an application of bitumen enrichment on 74.6 kilometres would probably suffice for the time being but the more expensive bitumen reseal would be necessary for the balance of 68.4 kilometres. The total estimated cost was \$225,000. The Engineer recommended that for the next three years Council allocate the maximum amount practicable for bitumen reseal and enrichment of surfaced pavements. Specifically he recommended that Council raise a loan of \$100,000 in 1977 for this purpose and devote the whole of the C.A.R. Grant to this work. The Councillors appreciated the need for this action and adopted the Engineer's recommendations.

With the additional funds thus made available, a very extensive program of bitumen works was carried out during 1977. In April a total length of 87.2 kilometres of sealed road was treated with the bitumen enrichment process and in November an additional length of 46.7 kilometres was given a bitumen reseal.

The Council had been concerned for some time about the reductions in the amount of rural Local roads Grants received by Lockhart Shire. A deputation met the Commissioner for Main Roads on 9 March 1977 to press for an appropriate increase. The Commissioner stated the grants were made on the basis of needs and the last Road Needs Survey indicated that Lockhart Shire has already provided a superior local road system and this was why Lockhart Shire received the lowest grant made to Shires in the Department's Riverina Division.

When it came time to consider the List of works for 1978, the Shire Engineer recommended that, as the gravel pavements were now in reasonable good condition, opportunity should be taken to eliminate as many causeways as practicable so as to improve riding qualities and reduce maintenance. The approved List of works selected by the Councillors included the elimination of 29 causeways, mainly by installation of precast box culverts, and a further 19 causeways were eliminated in 1979.

The Council had been pressing the Department of Mai roads for thirty years for the provision of funds to enable replacement of the old timber bridge over Burkes Creek near the public school at The Rock. The old bridge was very narrow, had severely deteriorated in condition and traffic was blocked in high floods when water was up to a metre deep over the decking. At long last in 1979, the Department made funds available for replacement by a concrete structure which would be above flood level.

The new bridge was to be on an improved alignment slightly closer to the school and removal of a few trees would be necessary. The teachers at the school made a great fuss and

wanted the bridge located elsewhere, saying that the road would be dangerous for the school children. They wrote letters to the Department of Main Roads, Department of Local Government and Minister for Planning and Environment and organized a protest rally (with a T.V. camera crew present, of course). This caused some delay in the construction of the bridge but there was no other suitable alternative location and the responsible authorities could see no problem with the site. In due course work on the new bridge began and it was completed and opened for traffic in 1980.

Dramatic improvements in the road network were made in a period of a little over 30 years. The statistical return of roads within the shire as at June 1948 and June 1981 tell the story:

	Lengths of kilometers	
	June 1948	June 1981
Bitumen Surface	26	439
Gravel surface	499	849
Earth formation	309	143
Total constructed roads	834	1430
Number of culverts	245	1068

An analysis of these figures shows that during this period 600 kilometres of completely new road had been constructed, the length of bitumen pavement had increased from 26 kilometres to 439 kilometres and the length of surfaced pavement (gravel and bitumen combined) had increased by a massive 763 kilometres. In addition, the number of culverts had more than quadrupled (from 245 to 1068) and all but one of the timber bridges had been replaced with a concrete structure.

CHAPTER 8

1981 – 1990

Councillor E R Schirmer continued as Shire President until September 1983 when he did not stand for re-election as a Councillor. Councillor Schirmer had been a Councillor for 30 years and held the important role of President for the final three years. Councillors expressed thanks for his guidance and leadership during this period.

Councillor E C Rockliff was elected President on 4 October 1983 for held that position until 12 September 1988 when he did not stand for re-election as President. Lockhart Shire has been fortunate in that it had a long succession of Shire Presidents who were good leaders, were generous in the time they made available to discharge their onerous responsibilities and were well liked. Councillor Rockliff was a worthy successor to those who served before him. Councillor B G Clancy was elected Shire President on 12 September 1988 and has held that position to the end of this period.

In September 1985 Council lost one of its long serving members when Councillor Oliver E Ingrey died. Councillor Ingrey had served for a total of 22 years in two separate terms as well as holding the office of Shire President from 1968 to 1974. He was a strong debator but always fair and he gave good service to both the Council and the ratepayers.

There were a number of changes of Councillors during this period. G V Smith was elected to fill the vacancy caused by Councillor Schirmer's resignation on 24 September 1983 and Cr Wiese was elected to fill the vacancy caused by Councillor Ingrey's death. At the elections on 26 September 1987 W H Ziems filled the vacancy left by the resignation of Cr Wilson and R J Edwards was elected in lieu of Councillor J T Willis. Councillor Willis had served as Councillor for twenty eight years. A minute of appreciation was recorded for the excellent services rendered by councilor Willis over a very long period.

Early in 1981, Shire Engineer Prichard advised Council that he would be retiring on 5 October 1981 and proposed to commence undertaken holidays as from 1 July. He suggested that it would be desirable to arrange for his successor to commence duties in an acting capacity on 22 June 1981. In due course P N Ballard was appointed as Shire Engineer (Elect) and held the positions of Acting Shire Engineer until his predecessor's long term of 31 ½ years finally terminated on 5 October 1991. Mr Ballard has continued in the role of Shire Engineer since that date.

At a Civic Testimonial Dinner, the Shire President, Councillor E R Schirmer, presented to Mr Prichard an Illuminated address and unveiled a brass plaque proclaiming the plantations at Galore Hill Reserve to be known as “Frank Prichard Arboretum of Australian Native Plants”.

Another long serving senior officer of Council in the person of Deputy Clerk R J Brideoake retired on 2 January 1984. Mr Brideoake served Lockhart Shire Council for 33 years and had held the position of Deputy Clerk for almost the whole of that period. Mr G T Fankhauser was appointed to fill the vacancy and commenced work in October 1983 as Mr Brideoake was on leave for the last three months of his service. Tragedy occurred on 7 November 1986 when Mr Fankhauser died suddenly as a result of an asthma attack. He had been a good Council Officer and a good citizen. Mr N Thorley was appointed as Acting Deputy Shire Clerk until a replacement would be appointed. In February 1987 Mr A J Reichelt was selected to fill the vacancy and commenced duties on 27 April 1987.

On 2 February 1990 the Deputy Engineer J M O’Connell retired after almost 35 years service with the Council. This is the longest period served by any Council officer since Lockhart Shire was formed and Council was fortunate in retaining the service of such a dedicated and capable person for so long.

Considerable problems were experienced in filling the vacancy for a Deputy Engineer and a former Tumbarumba Shire Engineer Mr R H Renton was appointed on a temporary part time basis. Finally Steven Harding was appointed and commenced duty on 16 July 1990.

The fact that the Shire Engineer, Deputy Clerk and Deputy Engineer had all had over thirty years service with Lockhart Shire indicates the good relations which exist between Council and senior staff.

In January 1981 the Department of Local Government advised that as from 2 January 1981 each council must pay each member (or delegate) a fee of \$30 for each day on which he attends Councils or Committee Meetings, carries out inspections within the area or undertakes Council business outside the area in compliance with a Council resolution. The fees payable to each member cannot exceed \$1,000 for any period of 12 months commencing on the third Saturday in September in any year. The Council member or delegate may choose, by written notice to the clerk, not to receive all or part of the fees payable. Until this date no Lockhart Councillor received any payment whatsoever for the time he spent attending Council meetings or other Council activities but he was reimbursed for travel or other out of pocket expenses. The payment of this \$30 fee was only a nominal recognition of the appreciable amount of time devoted by

every Councillor to Council matters. Some years later the fee for attendance at a Council meeting or other duty involving more than hour hours was increased to \$45.

In April 1983 Council considered a letter from the Local Government Department requiring Council to either abolish the division of the Shire into ridings or to re-divide the area so that the number of electors in each riding is as nearly as practicable equal (i.e. within + or – 10% of the mean). Council resolved to maintain the boundaries of A Riding as existing by to re-divide the total area of B and C Ridings by a line running generally north and south so as to approximately even the electors in each riding. Another change in the election process came into force from September, 1983 when Councillors would be elected for a term of four years in lieu of the previous three year term.

LOCKHART SHIRE OFFICES

The Lockhart Shire office building had required regular maintenance due to cracking of walls as a result of inadequate foundations. There was also insufficient space to provide suitable accommodation for the administrative and professional staff. Council had periodically given consideration to the construction of a completely new building but the huge cost involved prevented action being taken. Suggestions were made to place some funds each year into a reserve to establish funds for a building in a future date. However, in view of financial stringencies it had not been possible to build up a substantial reserve and the high inflation rates led to an increasing cost for a new building.

Towards the end of 1987 a report to Council advised that it would not be practicable to embark on a major building project in the foreseeable future but it was not essential that repairs to the building and other improvements be made if possible. At the request of Council a joint report by the Shire Clerk and Health Surveyor was presented to Council. It was suggested that, if a new facility was constructed for the Council meeting room, Court and CPS, the space made available in the existing building could be used for general administrative purposes.

The options offered were either to erect a prefabricated building on land leased from the SRCC alongside the existing building or to purchase or lease the adjacent CWA building and convert it for use as Council Meeting room, Court and CPS. The Council adopted the latter alternative as it offered greater space at potentially less overall cost and less up front outlay if a terms arrangement or lease can be negotiated with the CWA.

In due course a lease was negotiated with CWA officials for a period of seven years with an option to extend for a further three years. Council to have the right to make, at its own cost, alterations and additions approved by the CWA and have the right to sublet any portion of the building. Council to have first option to purchase, in the event the owners decide to sell, at a mutually agreed price. The Council would accept responsibility for all outgoings including maintenance, insurance, electricity, cleaning, rates and gardens. The CWA Lockhart Branch to have access to meeting facilities on the second Friday of each month and on other occasions approved by Council, a room with a lockable cupboard to be made available to the CWA for storage of their paraphernalia.

The lease of the CWA property and the plans and specifications for the additions and alterations of existing buildings were approved by Council on 11 June 1989.

The alterations and additions to the CWA proceeded very quickly and the first Council Meeting was held in the new Council Chambers on 28 November 1989. This permitted the alterations and repairs to the old Council building to be carried out. An official opening of the alterations was made on 24 August, 1990 by the Hon David Hay, Minister for Local Government and Tourism.

The use of the Council Chambers as a Court and the provision of an office for the CPS in the CWA building were still made available to the Justice Department. The rent thus obtained helped to pay maintenance costs and was also much more convenient than when they were in the Shire Offices. Extensive landscaping of the whole of the area surrounding the two adjacent buildings will provide a very attractive background when the trees and shrubs have developed. The total cost of all the alterations was about \$162,000.

Whilst these alterations were being made, Council at the Meeting on 15 July, 1990 approved the installation of a much more comprehensive computer system. The cost of the whole complex would have exceeded \$90,000 but by renting the system rather than purchasing it the need to raise a further loan was obviated. Members of Council staff were sent to courses of instruction to make them efficient in use of the computers. More and more records have been processed into the computer and it now handles rates, the payroll, general costing of expenditure and receipts, data base, assets register, etc. Word processors are now attached to it and most typing is done on these machines.

EXPANSION OF COUNCIL ACTIVITIES

In the early days of Local Government Council was principally involved with road construction and water supply for the larger centres. At time passed, Council was gradually involved with a much wider range of activities – supply of electricity, sewerage, recreation grounds, health matters, bush fire brigades and others. By the end of the 1980's Council had seven Council Committees – Works Committee, Bushfire Committee, Plant Committee, Housing and Building Committee, Sports Recreation and Tourism, Environment, Planning and Development Committee and Library Committee.

As well, a Councillor was appointed as Council representative on the Southern Riverina County Council, Tourism Wagga Wagga, Riverina Community Library, Tidy Towns Committee, Magnolia Lodge Management Committee and Neighbourhood Watch Committee. In addition Council took a strong stand in connection with such matters as the proposal to transfer noxious weed control from Councils to the PP Board or County Councils, the closure of one man police stations, the proposed transfer of the District Agronomist and the Telecom maintenance gang from Lockhart. All these proposed changes were avoided as a result of action taken by Council and the strong support of local citizens and organisations.

At the end of 1984 the Traffic Authority advised Council that it was proposed to withdraw motor registry facilities from country Police Stations and in future all inspections for registration of cars and trucks must be made at Wagga, Narrandera or other distant facilities. Council took strong exception to this change and conveyed their objections to the Minister through local Members of Parliament. Council also offered to make its workshop available for periodical use by a visiting Inspection Officer if a permanent Inspection Station could not be established. As a result of strong support from other local organizations, the Traffic Authority subsequently agreed to send an Inspection officer to check trucks at Council's workshop on specified days. This largely overcame the problem of registering heavy motor vehicles.

Council supported the strong case prepared by the P & C and the Principal of the Lockhart Central School for the establishment of Years 11 and 12 at the local school. As a result of these presentations approval was granted for these classes to commence at the beginning of 1991.

A major controversy commenced in 1986 when the Government proposed to close most of the branch railway lines so that large quantities of grain, particularly wheat, would have to be hauled by road transport to receival points on main railways. Great concern was expressed by all

Shire Councils affected by the proposal of the damage to Shire roads which would be caused by a major increase in the number of heavy transports which would use normally lightly trafficked rural roads. Protest meetings were held throughout the State and Lockhart Council representatives attended many of these meetings. The proposed closures which would seriously affect Lockhart Shire were the Uranquinty-Kywong Line, The Rock-Lockhart-Urana Line and the Henty-Pleasant Hills-Rand Line. All Council's stressed that, if the changes did take place, the Council's should be fully compensated for any extra expenditure required on roads affected by the rail closures and that, wherever particular, grain haulage trucks be directed to travel on classified Main Roads.

In October 1987 the NSW Minister for Transport advised that railway services on twelve branch lines would be closed. The closed lines directly affecting Lockhart Shire were the Uranquinty-Kywong Line and the Henty-Pleasant Hills Line and the railway from Boree Creek to Urana. The line from The Rock to Lockhart and Boree Creek would continue in use. The Minister also advised that a fund would be established to enable special payments to be made to repair road damage which may occur due to additional haulage of wheat.

As a result of Government legislation, early in 1989 Council adopted a comprehensive Policy statement on Occupational Health and Safety. The aim of this policy was to ensure that every employee worked in an environment when direct efforts are made to prevent accidents, injury and disruption to health, arising out of or in the course of work by decreasing, so far as is reasonably practicable, hazards in the workplace. This policy would include:

1. Acceptance that the primary objective of all programs is prevention.
2. Developing in the workplace a spirit of joint commitment to promote occupational health, safety and rehabilitation.
3. The provision of appropriate forums which foster consultation and co-operation at all levels including establishment of an Occupational Health & Safety Workshop Committee.

This Committee was soon established. The Committee comprised Shire Clerk, Shire Engineer, two Councillors and four members of the outdoor staff. One of the latter was appointed Chairman. The Council sent several members of the Committee to attend seminars on the various aspects of occupational health and safety. The Committee meets regularly and all aspects of safety in the workplace are being closely watched.

Early in 1989 Council requested that all of Council's senior officers submit a joint report on a proposed Lockhart Development Plan and a comprehensive report was submitted to Council in June, 1989. This report was submitted to Council in June 1989. The report included not only the various aspects of town planning and future development of residential and business activities but also suggested improvements to drainage, recreation areas, tree planting and beautification, street improvements, etc. Council resolved that copies of the report be made available to local organizations and other interested people and they be invited to submit in writing their comments and/or additional items for consideration. Three organizations and eleven individuals made submissions involving a total of 46 comments or suggestions. Finalisation of this Plan was delayed by staff shortages and had been finalized by the end of 1990.

In early 1989 Council gave consideration to the appointment of a Tourist Officer with the object of attracting more tourists to Lockhart Shire and in September, 1989 appointed Miss Amanda Male as a part time Tourist Officer.

Another progressive move was the appointment of Mr Graeme Sly as Parks and Gardens Foreman in September 1989. This was the first occasion that anyone had a specific responsibility for the maintenance and improvement of all parks and gardens within the Shire.

Other matters to which Council devoted much time were the possible location within the Shire of an Intractable Waste Disposal Incinerator and a Naval Communications Base. It now seems unlikely that either would be established within the Shire. The Very Fast Train project is another matter which Council has been closely monitoring. As no firm decision has yet been made as to whether it would have an inland or coastal route, or the precise location of the alternative routes, Council has been unable to consider what adverse effects it may have for Council or Council residents.

For the past fifteen years Council played an important part in provision of low cost land for housing in both The Rock and Lockhart. As a result of promotion by Council many houses have been constructed at The Rock by people who work in Wagga Wagga. From time to time Council purchased land at The Rock and Lockhart, extended sewerage and water mains as required and subdivided the land into building blocks. Council's activities in the sphere of providing housing for the elderly and handicapped is detailed under a separate heading.

In 1990 Council pressed for provision of units for low income young single persons accommodation. These units were not intended for "homeless youths" as this is not a problem in Lockhart but for young single persons employed by banks, local businesses, the Council, etc. An

application was submitted for a grant under the Local Government Community Housing Program to provide four single bedroom units. The total cost would be about \$175,000 and Council would be required to provide \$35,000 and the balance by way of grants. The Council would be responsible for the care and maintenance of the units and this cost would be covered by rental fees. The plans have been approved by the Housing Department and it is anticipated that a grant will be received early in 1991.

In early 1990 the Wagga Gliding Club wished to relocate its gliding activities to Lockhart. The Council assisted the Club in negotiations with the owner of a strip of land adjacent to Lockhart just north of the Lockhart Community Forest. When the club had made a satisfactory agreement with the landowner, the Council agreed to lease to the Club an area of one hectare on the north eastern corner of the reserve for community forest. The care, control and management of this area was delegated to the Gliding Club and approval given to the Club to erect a storage shed and hanger thereon.

WATER SUPPLY

Although Lockhart Council was no longer responsible for water supply it continued to press for improvement to the water supply system. Due to an increasing number of farms being connected to the water mains and the additional use of water by townspeople, by the end of the 1970's it became necessary for the Southern Riverina County Council to impose water restrictions in Lockhart for several months during most summers. After representations were made by the Lockhart Shire Council, the County Council developed a scheme to provide extra water from a bore to be established near Bulgary. At the Council Meeting on 18 January 1981 it was resolved to request the County Council to expedite the Bulgary pipeline extension to alleviate the restricted water supply at Lockhart. However, it was not until April, 1983 that the pipeline connecting the bore at Bulgary to the balance tank at Milbrulong was completed. This work made the supply of adequate water for Lockhart secure and despite some hot, dry summers there have been no more water restrictions.

In October, 1982 Council referred to the Southern Riverina County Council for consideration and investigation the possibility of drilling a bore for provision of water for Pleasant Hills and adjacent rural areas. In September 1983 the SRCC advised that supply of water by main from Henty appeared to be too costly and further investigations would be made into prospects of a local source of supply.

The SRCC over the next few years carried out a detailed investigation of sources for a supply of water to Pleasant Hills including surface catchments and bores as well as the pipeline from Henty. With the Government approved subsidies of 50% for rural water supplies, the pipeline from Henty became feasible and the SRCC began construction in May 1989. ON 22 March 1990 the scheme serving 30 village and 60 rural consumers was officially opened.

SEWERAGE

The contract for The Rock Sewerage Scheme was let in 1980. Although the overall supervision of the work was a responsibility of the Shire Engineer, the Department of Works required that a member of its staff should be employed as Clerk of Works and that, for the duration of the work, he should reside in The Rock and be full time on the job as supervisor. As no suitable rental accommodation was available a ready build home was purchased and erected in The Rock. This building was against the works and when it was no longer required it was sold and the work credited with the price obtained.

The construction of the treatment works and a substantial amount of the reticulation was completed and handed over to Council on 21 July 1981. The plant was immediately activated and within the next fortnight the first seventeen connections had been made. The official opening of the completed scheme was performed by the Hon L J Ferguson, Minister for Public works, on 23 October 1981. Civic dignitaries, persons who were associated with the construction of the scheme, representatives of adjoining councils and residents of The Rock district were invited to the official opening and the Civic Luncheon which followed.

By January 1986 there were only two houses in The Rock and six in Yerong Creek which required a sanitary service. On the recommendation of the Health Surveyor, Council resolved that the eight land owners concerned be advised the Council would cease to make available a sanitary service after April 1987 and that septic tanks must be installed by that date. Council had been encouraging people in unsewered areas to install septic tanks for many years and had run several campaigns where it provided loan funds, repayable over a period of years, for this purpose. It became mandatory that, after the beginning of 1986, any new residence constructed outside sewerred areas must have a septic tank.

TOWN AND COUNTRY PLANNING

Ever since Council had introduced Town and Country Planning the Shire Engineer had also held the position of Town Planner. With the object of spreading the work load and with the approval of both the officers concerned, on 15 April, 1985 Council transferred responsibility for planning matters from the Shire Engineer to the Health Surveyor. The role of Planning Officer has been a responsibility of the Health Surveyor ever since that date.

Council's Planning Scheme was gazetted on 7 November 1975 and structured on a standard Interim Development Order (IDO) prepared by the Department of Planning and Environment. The IDO was intended as a basic, initially planning scheme which would subsequently be developed into a Local Environment Plan (LEP) which would be more specific.

At the Council Meeting on 8 June 1988 the Council adopted the recommendation of the shire Planning Officer that an LEP now be developed. In the following July, Council engaged the services of the Wagga Wagga City Council as Consultants, to prepare a LEP for the whole of Lockhart Shire. It has taken a considerable time to prepare the LEP as the consultants had their normal duties to perform but it is anticipated that the proposed LEP will be displayed for public comment early in 1991.

LAWN CEMETERY

Towards the end of the nineteen seventies consideration was given to the development of a lawn cemetery at Lockhart. There was considerable controversy as to whether it should be located adjacent to the existing cemetery or whether it should be closer to town. For this latter possibility the favoured site was east of the junction of Galore and East Streets. However, at the Council meeting on 16 March 1981 Council resolved that the lawn cemetery would be located adjacent to the northern side of the old cemetery.

Arrangements were made with the adjacent land owner to purchase 1.528 hectares of land on the northern side of the cemetery. The boundaries of this new area were fenced in 1981 and a number of trees and shrubs were planted to beautify the area. In the following year, a pipe line was installed connecting the SRCC water main at the Albury Road to the lawn cemetery area, a new ramp was installed near the entrance to the cemetery and the purchase of land was finalized.

Completion of the lawn cemetery was delayed partly by weather and partly by shortage of funds. Council staff constructed the graveled access road and the concrete edging for the gravel and sowed the lawn. The official opening of the Lawn Cemetery took place on 16 March 1986. As was to be expected, a number of burials continued in the old portion of the cemetery but this occurred only where graves had been reserved near relatives. However, the construction of the Lawn Cemetery has met with universal approval and now practically all burials are in this area.

AGED CARE

As stated in the previous chapter, advice had been received in 1980 that a Government Grant of \$72,600 would be available in the 1982/83 year for the construction of six self contained units for elderly people. Council, in co-operation with the Lockhart and District Aged Care Association had plans and specifications prepared by an architect. The Council agreed to contribute \$40,000 and the Aged Care Association \$55,000 which, with the Grant of \$72,000, made a total of \$167,000 available.

On 20 May 1982 Council approved the signing of a contract with PL & R Biscaya for construction of the units. At the Council meeting in November 1982 Council approved the name of the units to be "Magnolia Lodge" and appointed a "Magnolia Lodge Tenancy Committee" consisting of two Councillors and three members of the Aged Care Association. This committee was delegated responsibility for the selection of tenants for the units. The Council also allocated an additional amount of \$2,000 for gravelling of the access and the car parking area. The Council also agreed to accept responsibility for the management and maintenance of the units. These costs would be met from the low rental paid by tenants (20% of pension).

At last the dream became a reality and "Magnolia Lodge" was officially opened on 15 April 1983. At this function the President of the Aged Care Association made the following statement:

"The Association is committed to see the establishment of Geriatric Care in Lockhart which will alleviate the necessity for our senior citizens having to leave the town and district. Perseverance paid off in the "Magnolia Lodge" project and a great deal of work and perseverance will have to be applied towards meeting the challenge of providing this community with Geriatric Care. The Association pledges to meet this challenge head on."

Despite extensive representations to Government bodies, the Aged Care Association became disillusioned when they failed to convince the authorities that Hostel Care would be viable in Lockhart. In October, 1984 the Association presented a submission to Council for the provision of additional accommodation at "Magnolia Lodge" by construction of two two-bed units and offered to provide \$55,000 towards the cost of the project. However, two months later the Association requested that this project be shelved for the time being as another proposal had been put forward concerning the establishment of Hostel accommodation which, in the light of altered Departmental attitudes, the Association wished to pursue.

After long approaches to the Commonwealth Department of Community Services, NSW State Departments, Lockhart district Hospital and other bodies the break through came. A letter dated 29 September 1986 from the Department of Community Services advised the Aged Care Association that funds of up to \$264,440 had been allocated to its proposed twelve bed hostel with cooking and laundry facilities being shared with the Lockhart District Hospital. This was the first grant made by the Department for a small hostel with shared cooking facilities. Then came the search for a suitable land close to the hospital and, after considerable controversy, Lockhart Council closed a section of Day Street adjoining the hospital land and made it available for the hostel.

Then an architect was selected to design the building and after the plans and specifications had been approved by the Department tenders for construction were invited. When a satisfactory contract was let, a re-assessment showed that the total cost, including furnishings and landscaping, would be about \$560,000. To meet this cost the Association had the following funds in hand:

Government Grant	\$240,000.00
Woodchoppers donation	\$100,000.00
Royal Freemasons Benevolent Inst.	\$60,000.00
Aged Care Association Funds	<u>\$40,000.00</u>
	<u>\$440,000.00</u>

This left a shortage of \$120,000 on 3 May, 1988 an appeal was launched to raise this amount and by the end of June \$133,765 had been donated – quite a remarkable response!

Completion of the building was delayed due to adverse weather conditions but finally the great day came when everything was ready and the first tenants took up residence. The complex was given the name “Woodhaven” in recognition of the major financial help from “The Woodchoppers” - a group of men who provided their equipment and gave their time to cutting wood, selling it and donating all the proceeds to the Lockhart and District Aged Care Association.

“Woodhaven” was officially opened by the Member for Hume, Tim Fischer, MP, on 25 March 1990. The President of the Association, Mr I M McLeod, in thanking the vast number of people and organisations who had assisted in bringing this project to a successful conclusion made the following comments about the assistance given by Lockhart Shire Council and its staff:

“I must give particular praise to the Lockhart Shire Council. Firstly for giving us the site and secondly for the substantial financial donation to the project. Thirdly, for the use of the Council senior officers – the Health Surveyor who supervised the construction of the Hostel, the Shire Engineer for his design co-operation in regard to various aspects and the Shire Clerk for the time he devoted to the project. I would like to pay particular thanks to Council outdoor staff who worked so hard on their flexi-days and weekends to do so much preparatory work prior to the building constructions and also the ground works after its completion.”

The construction of “Woodhaven” is a wonderful example of what can be achieved in a small town if it is a real community effort. The driving force and persistence of the Lockhart and District Aged Care Association, the support of Lockhart Shire Council, the Government Grant, the generosity of the local people and assistance from many people and organizations have all shared in converting what seemed an impossible dream into reality.

In 1976 the United Protestant Association constructed three Aged Care Units in The Rock which were known as Knightleigh Aged Homes. In 1983 the Department of Social Security made funds available to the Association which enabled it to commence construction of four additional units at The Rock which would be suitable for both single and married pensioners. The occupants of the new units were required to make a \$6,000 donation and provide an interest free loan of \$4,000 prior to taking up residence. The loan is to be repaid to people who leave the units or to dependants upon death of the occupant. Subsequent occupants do not have to make any financial contribution other than payment of rent. Maintenance is provided to the local UPA Committee and funded by the rentals received (the rent is 20% of the occupants pension).

Early in 1984 the UPA advised Council that they had a shortfall of funds to complete the construction as, although a number of persons were keen to occupy the units, only one had indicated that he has the necessary finance. This left them \$30,000 or possibly \$40,000 short and financial assistance from Council was sought. At the meeting on 21 May 1984 Council resolved that it would provide a subsidy of \$30,000 to the UPA Aged Homes Centre at The Rock, with the proviso that should the present private option not to be taken up the subsidy be increased to \$40,000 and that the funds be obtained by Council raising a loan. The units were duly completed and the official opening took place on 14 July 1984. The contribution made by Council of \$10,000 per unit was approximately the same as it made to Magnolia Lodge in Lockhart.

In 1990 the UPA requested Council to financially support the construction of similar units at Henty. Whilst the buildings would be outside Lockhart Shire, the facilities could be of use to residents of the south eastern corner of the Shire and Council made a donation of \$10,000.

Council was giving consideration to the construction of further Retirement/Aged Housing and the Shire Clerk submitted a report to the July 1990 Council Meeting on the possible integration of a number of resident funded home units at Magnolia Lodge. The concept was that the major part of the construction costs of the units would be met by an interest free loan from the incoming resident. When the occupancy ceased a major part of this loan would be refunded to that person or to that person's estate in case of death. The residents would have self contained independent units and would pay a "rental" fee for maintenance of buildings and grounds, rates, etc which would be looked after by Council.

Whilst the market for "Resident Funded" units for district residents may be limited it is considered possible if units can be provided at attractive prices compared to retirement housing in larger centres that lenders/residents from outside the area may be attracted.

Council resolved that council staff be authorised to draw up a conceptual layout design for the long term development of the "Magnolia Lodge" area as a village arrangement and the cost thereof. Units of bedsitters of both one and two bedrooms also to be designed and costed to ascertain if a low price marketable package can be offered.

At the following meeting Council approved the construction of access road and associated services for Stage 2 of the "Magnolia Lodge" village development for three single bedroom units and a possible two bedroom cottage. An agreement for "Resident Funded" aged/retirement housing was also to be drawn up with a view to 10% donation and 90% interest loan.

Council also applied for a grant for provision of three single bedroom units at Magnolia Lodge under the Local Government Community Housing Program. Verbal advice was indicated that a grant will be made early in 1991 and these units should be completed by the end of 1991. Total cost is estimated to be \$182,999 of which a grant of \$127,000 is anticipated, the Lockhart Aged Care Association will provide \$30,000 and Council's contribution will be \$25,200.

THE VERANDAH TOWN

The verandahs in front of shops in the main business area has been in a very dilapidated condition for many years and Council had tried on a number of occasions to have them restored but without success. The main problem was that Council could only serve a notice to have the verandahs repaired or demolished. Council did not want them to be demolished and felt that many owners would take this action if notice was served. So the verandahs continue to deteriorate.

In March, 1987 Council received a grant of \$3,000 (to be matched from Council funds) under the 1986-87 National Estates Programme for NSW. This grant was for a study by experts to provide guidelines on the correct methods for the restoration of the verandahs in the business area of Lockhart and the colours the shops would have been painted. A Lockhart Progress Association was formed as the result of a public meeting on 27 April 1988 the Committee elected consisted of prominent business proprietors, farmers and citizens. Unlike some so called progress associations which spend most of their time complaining about a pothole in a road or similar minor matters, this Committee sought major projects to support. One of the first projects adopted was the reconstruction and painting of all the verandahs in the main shopping block.

At the request of the Progress Association, Council staff prepared a specification for each individual building restoration and called tenders for them all. The majority of owners accepted the price tendered by Lockhart builder, Peter Biscaya, but a few made their own arrangements. The contract price comprised complete reconstruction with all new materials and painting of the façade and verandah in heritage colours. The landowners made their own arrangements for the sign writing.

Lockhart Council obtained a Government Grant which enabled the Council to offer an incentive allocation of \$500 to each landowner who carried out the required restoration. Businessmen belonging to the Progress Association gave a lead to others by being the first to carry out the work and one member, whose premises had a cantilever, removed the awning and replaced it with a verandah. As a result of these activities plus the personal contacts made by members of the Progress Association and the Council, in due course every landowner in the business area agreed to carry out the restoration. On the northern side of Green Street there were four businesses which did not have a verandah, after some urging, they also erected verandahs in front of their residences.

The change in the appearance of the business area was most dramatic. Most of the shops were built between 1897 and 1910 and what had appeared to be a derelict row of shops had been transformed into a most attractive façade. Whilst many country towns have scattered shops which have verandahs, the complete row of verandahs on the southern side of Green Street is quite unique.

The restored façade proved of such interest the Council resolved that Lockhart would be known as “The Verandah Town” and this name was used for tourist promotion. ON Friday 24 August 1990 the Hon. David Hay, MP, Minister for Local Government and Planning, performed an official dedication of the streetscape before a large crowd of visitors and local citizens. It was proposed to organize a large street festival to mark the completion of the project but this was deferred until the middle of October when the weather was more suitable. A committee of citizens organized the festival which was an outstanding success.

BUSH FIRE BRIGADES

At the Council Meeting on 15 March 1982 the boundaries of all Bush fire Brigades were redefined. In most cases only small variations to the previous boundaries were made but several of the smaller brigade areas were amalgamated to form one brigade.

For a number of years Council had been sponsoring one or two Councillors or Bush fire officials to attend the Annual Bush Fire School. This school was conducted by the NSW Bushfire Council over a period of six days to give information on fire prevention, bush fire fighting and the facilities available for this purpose. The information gained from these schools was passed on to other Brigade members. Lockhart Shire Council was one of the few Shires which rigidly enforced the construction of firebreaks on the northern and western boundaries of all properties and completely surrounding all areas of crop.

A change in policy with regard to burning-off permits was made in 1988. Previously such permits could only be issued by Shire Councillors which meant that only nine men were available to issue permits for the whole of the shire. In lieu of this practice Council appointed one or more members of each Bush Fire Brigade with authority to issue burning-off permits subject to the approval of the Brigade Captain.

In the early stages of the provisions of fire tankers, Council purchased second-hand trucks (frequently ex-Army vehicles) and fitted them with large tanks, pumps, hoses and other equipment. In the mid 1980's this policy was changed and new trucks were purchased and fitted with all equipment to make them very efficient fire fighting units.

The radios fitted to both Council and Brigade trucks were changed to FM transmission via an antenna attached to a tower on the copy of Galore Hill. This provided much better communication from anywhere within Lockhart Shire.

As a result of all these improvements and the efficient service rendered by Brigade members and their ready response to any call for help, all Lockhart Bush Fire Brigades operated at a very high standard. It is worthy of note that there has not been any major fire within Lockhart Shire for over twenty years.

GALORE HILL

In January, 1981 the Forestry Commission of NSW sought Council's approval for an inspection tour of Galore Hill Reserve by a party of overseas botanists attending the 13th International Botanical Congress. This was the first occasion on which the Reserve, and especially the tree plantations, was used for educational purposes. In ensuing years the plantation of trees and shrubs had considerable use for educational purposes. Both Lockhart Central and Narrandera High Schools use Galore Hill Reserve for nature excursions – the local Girl Guides and Brownies use it for similar purposes. "Trees on Farms" seminars conducted by the Agriculture Department Forestry Department and Soil Conservation Service regularly include a visit to the arboretum in the program. It is used by students of the Charles Sturt University and some of the lecturers from both Charles Sturt University and Wagga TAFE for botanical studies. The plantations have also been of considerable use to both farmers and town residents in the selection of plants for both farms and gardens.

In 1983 a local citizen established the Galore Hill Trust and made a sum of money available to form the corpus of a fund. The Trustees were authorised to use the income from this fund for improvements and maintenance of Galore Hill Reserve with emphasis being placed on the tree plantations. With the exception of the Bicentennial Koala plantation, the cost of the substantial number of trees and shrubs added to plantations between 1983 and 1990 was met by the Galore Hill Trust. The Trustees have also provided funds for materials used by Rotarians for construction and erection of an additional six picnic tables at The Saddle. In 1987 the Rotary Club had a project to erect bird watering facilities in the Grevillia Plantation and the 1978 Rotary Plantation. The Trust paid the cost of two concrete tanks, the Council made available two damaged box culverts as a base and Rotarians poured the concrete foundations. These facilities provide water in a float controlled trough for bird life in the normal hot dry summers.

In 1986 & 1987 the Lockhart Apex Club also gave assistance with provision of additional facilities. They provided the materials and constructed two swings and a large slippery dip which have provide very popular.

The Galore Hill Reserve Advisory Committee submitted a nomination for the ABC Countrywide National Tree Care Award 1986. Galore Hill Reserve was judged to be one of the top ten sub missions made throughout Australia. It received a High Commendation Award and some photographs of the Reserve appeared on national television. Council submitted Galore Hill

Reserve for the NSW tidy towns Competition in 1987 and it was awarded first place for the best Native Bushland Area in Category B.

In 1987 the Council was responsible for a major new plantation as a Bicentennial project. Naturally growing box trees were thinned out over an area of two hectares, a netting fence was erected around the boundaries and the whole area deep ripped. A total of about 650 native trees were then planted. The vast majority of the trees planted were species of eucalypt which provided the favoured food of koalas. It is proposed to introduce koalas to this area when the trees are of suitable size so as to establish a koala colony. The total cost of the project was \$12,000 of which half was funded by Council and the balance of \$6,000 was a Bicentennial Grant.

Unfortunately Council has only been able to allocate limited funds for the development and maintenance of the Reserve. It has however always provided an employee to regularly clear the rubbish bins and check the toilets. As a result there has never been a litter problem and there has been very little vandalism. The majority of new plantings and maintenance of the plantations has been done by volunteers. In an endeavour to involve more people in this voluntary work, with the approval of Council the Lockhart Rotary Club organized a public meeting on 15 May 1990 to form an organization called "Friends of Galore Hill". The meeting was very well attended and a small committee was formed to organize volunteers into small groups, with each group being responsible for a particular plantation. Some of these groups have already done good work and it is hoped that even greater results will be achieved in the future.

TIDY TOWNS

For a number of years a competition had been held to select the tidiest towns in NSW. The competition had been divided into sections for towns of varying populations. In 1983 the village of Yerong Creek was awarded the prize for a town of less than 500 people. This award was gained largely due to the efforts of local citizen, Stan Galvin, but he was assisted by many other town residents. A Parks and Gardens Committee had been established in Yerong Creek for many years.

At the meeting on 20 February 1984, Council appointed a Councillor from Lockhart, The Rock and Yerong Creek plus a citizen representative from each centre to attend a "Tidy Towns" Seminar held in Wagga Wagga. As a result of this seminar, Council resolved to establish a Tidy Town Committee of local citizens in both Lockhart and The Rock. A public meeting held in Lockhart on 29 May 1984 resulted in the formation of a Lockhart Tidy Town Committee. This Committee has met regularly ever since and been active in pursuing its aims. A separate Tidy Towns Committee was not formed at The Rock but the local Progress Association also assumed this responsibility.

Council has continued to submit nominations for various categories in the Tidy Towns Competition. In 1987 the Galore Hill was awarded first prize for Native Bushland Area in Category B. In 1989 Lockhart gained a further award for recycling of papers by Lockhart Apex Club and of bottles by the Lockhart Scouts.

RECREATION GROUNDS

In September, 1981 advice was received that the Department of Sport and Recreation had made a grant of \$30,000 towards the cost of the proposed amenities complex at The Rock Recreation Ground. Council resolved that an architect be commissioned to prepare working plans, specifications and tender documents for the building. The provisional estimate for this work was \$65,000 of which the Government had made a grant of \$30,000 and the balance was to be provided by a contribution of \$17,500 from The Rock Recreation Ground Management Committee and \$17,500 from Council loan.

However when tenders were called for construction of the building, the lowest tender was double the original estimate. At a special Council Meeting on 20 May 1982 Council resolved that alterations be made to the project to reduce the cost to \$100,000 and that Council would only contribute \$17,500 to the cost but would be prepared to raise a loan of up to \$40,000 repayable by The Rock Recreation Ground Management Committee, to meet the balance of the cost. At a further special Council Meeting on 27 May 1982 Council agreed to fund the cost of preliminary expenses (\$5,000) and an additional amount of \$1,000 towards the cost of providing a sewerage line to serve existing toilets on the Reserve.

At the June 1982 meeting Council accepted a tender by The Rock Recreation Building Group for the construction of the revised design at a cost of \$65,000. This Building Group consisted of members of the recreation Ground Committee and much of the construction was done by volunteers under the supervision of an experienced builder. At last, after years of money raising, there was a modern amenities complex at The Rock Recreation Ground. The official opening took place on 6 November, 1983.

In 1980 Council engineering staff had made a close investigation of the possibility of providing a watering system for The Rock Recreation Ground so as to avoid the heavy cost of using water from the S.R.C.C. mains. A practicable project was designed to convey water from the large railway dam which was no longer used by the Rail Authority. However, when the Rail Authority was approached for approval to use the water from this dam, the Authority required a very high leasing charge which made the proposal impracticable.

In the mid 1980's The Rock Recreation Ground Committee solved the problem by drilling a bore close to the oval. This was done at a very low cost and an excellent supply of good quality of water was found at a depth of about 60 metres. An underground watering system for the whole

of the oval was then installed, A computer controlled pump was fitted to the bore. The bulk of this installation was done by local residents.

At the Council Meeting on 14 December 1981 a deputation from the Lockhart Australian Football Club addressed the meeting. They submitted a proposal to purchase a prefabricated building at Cooma, to dismantle it and re-erect it at the Lockhart Recreation Ground for use as dressing rooms, kiosk, functions room, store rooms, etc, with all necessary fittings such as toilets and showers at an estimated cost of \$46,000. The Club advised that it was prepared to find 50% of this cost and asked Council to make available 25% of the cost to be a grant from Council.

Council resolved, that subject to the building being deemed suitable for the purpose upon inspection by Council officers, the project be authorised to proceed that Council make a cash contribution of \$11,500 to be repayable by the Lockhart Australian Football Club.

The Council's Building Committee, Health Surveyor and Shire Engineer, together with representatives of the Football Club, travelled to Cooma dismantling the pre-fabricated building and loading it onto two transport trucks for delivery to Lockhart. The old amenities building was removed and, as a result of well attending working bees and the co-operation of the Council in making some plant and staff available, the building was re-erected in very short time and fitted with showers, toilets, kitchen, etc. At the opening ceremony the building was named "Blue Harper Pavilion" in recognition of Mr Harper who had been the driving force who made the project possible. This is another good example of how a valuable asset could be completed at relatively low cost by co-operation between the Council and a band of volunteers.

A further improvement to the Lockhart Recreation Ground was carried out in 1990. The Council obtained a Government Grant of \$8,300 on behalf of the Recreation Ground Management Committee to enable an underground watering scheme to be installed at the oval. At the same time a large quantity of loam was spread on the oval and grass seed grown. Again a considerable amount of voluntary work was involved.

Considerable improvements to the Osborne Recreation Ground were also carried out in the 1980's. At the end of 1982 the Management Committee submitted an application for assistance from Council towards the estimated cost of \$10,000 for the construction of a new shower block and umpires change room. Council made available a grant of \$2,000 and a loan of \$2,000. In 1985 Council allocated a Government Grant of \$11,000 towards the cost of improving the watering system, construction of ladies showers and toilets and an artificial cricket wicket. The

Management Committee was required to provide the balance of the cost by way of cash or voluntary labour.

Council also gave assistance to the Recreation Grounds at Yerong Creek, Pleasant Hills, Milbrulong and French Park.

In April 1990 Council obtained a grant of \$7,500 from the Department of Sport, Recreation and Racing to assist the Pleasant Hills Tennis Club with the construction of new amenities, seating and barbeque at the Recreation Ground.

ROADS

For many years it had been the custom for Council to allocate funds for what was known as the List of Minor works. However, in the years 1982 to 1984 no allocation at all had been made for these minor works. In the estimates approved for 1985 was an allocation of \$200,000 for gravel resheeting and other minor works on Shire roads. This enabled the lesser roads to be brought up to a reasonable standard.

The effect of the rapidly advancing cost of road construction was shown in the Shire Engineer's report dated 10 August 1983. In connection with a proposal to eliminate a causeway by installation of a box culvert the report said: "an investigation made in 1972 developed a proposal estimated to cost \$1,600 and the estimated cost of the same proposal is now \$5,200." The estimated cost had increased to more than three times the earlier estimate in only eleven years!

The number of unemployed people in Australia had increased rapidly in the early 1980's and Council received substantial grants under the Commonwealth/State Community Employment Program in the period 1981/87. These grants enabled a number of concrete causeways to be constructed as well as a substantial length of kerbing and guttering and some concrete footpaths.

Ever since 1975 when a reasonable good network of unclassified Shire roads had been given a bitumen surface, the limited amount of construction funds available had been used to upgrade existing sealed roads to a modern standard. Most of these roads had been constructed twenty to thirty years previously at a time when few trucks exceeded five tones and the volume of vehicles was much less. The old roads which had a bitumen seal only 3.7 metres wide had all been reconstructed and widened by 1971. In the ensuing years a considerable length of roads only sealed 4.9 metres wide had also been upgraded.

In 1983 the Federal Government decided to make additional funds available for road improvements by increasing the fuel tax for a limited period. These funds were to be made available as Australian Bicentennial Road Grants. Lockhart Council made submission for funds to reconstruct and bitumen seal the Pleasant Hills/Alma Park Road (11.47km), the County Boundary Road 59 (7.95km), and the balance to be used to seal as much as possible of the Yuluma Road.

There was a difference of opinion as to what width of road should be bitumen sealed and at the Council meeting in January 1984 the Shire Engineer submitted a report strongly

recommending that Pleasant Hills/Alma Park Road should be sealed only 3.7 metres wide, with the seal widened on crests and curves. A motion to seal the road 5.6 metres wide was moved but this was defeated by an amendment that the width be 3.7 metres wide. At a later stage a rescission motion was moved and carried and it was then resolved that the sealed width be 5.6 metres. All available grant funds were devoted to the reconstruction and bitumen surfacing of the Pleasant Hills/Alma Park Road and the whole length of 11.47 kilometres was completed in April, 1985. This was the first new section of bitumen road (other than a few town streets) which had been constructed since 1978.

The section of the County Boundary Road between Milbrulong and the Lockhart/Wagga road (7.95 kilometres) was reconstructed and bitumen sealed by the end of 1987. A start was made on the reconstruction and of the Yuluma Road in 1990 in preparation for bitumen sealing. By the end of 1990 an additional length of 9.2 kilometres of local bitumen roads was reconstructed or had the pavement width extended. An additional length of 31km of classified roads had been either reconstructed or had the bitumen surface widened.

For over thirty years approaches had been made to the Department of Main Roads for funds to be made available to replace the old timber bridge over Brookong Creek on the Urana Road adjacent to Lockhart. This bridge had been erected in about 1910 and was so narrow that it had been restricted to one way traffic for many years. It was in very poor condition and required constant maintenance. At last the Department agreed to provide necessary funds and tenders were invited for the construction of a new concrete bridge at the end of 1988. Council staff constructed the approaches and the new bridge was completed by a contractor and opened for traffic in 1990. With the construction of this bridge all timber bridges in the Shire had now been eliminated.

Many of the minor roads in the Shire had never been given an official name. This led to confusion as some roads were called several different names or the same name would be used for more than one road. In 1985 the Engineering staff drew a large scale map showing all roads in the Shire and suggested names for them. After some minor alterations, the Council adopted a specific name for each road.

In June, 1987 Council agreed to adopt a classification system of all roads in the Shire as a basis of expenditure of available funds.

The grading adopted was as follows:

- (a) Classified Main Roads (where Council carried out works as approved or directed by the Department of Main Roads and that Department meets the full cost).
- (b) Sealed Local roads (all other bitumen roads).
- (c) Class 1 Gravel Roads (those gravel roads which, as well as providing access to properties, form essential connecting links for “through traffic” or are otherwise of strategic importance – major access to silos or areas not served by alternative routes).
- (d) Class 2 Gravel Roads (all other gravel surfaced roads which generally are only necessary to provide access to a limited number of properties).
- (e) Earth Formed Roads (roads which provide a similar, although generally less important, level of service to the Class 2 Gravel Roads, but which have not been fully gravel surfaced).
- (f) Unformed Roads (being the balance of the roads for which Council is responsible but on which no significant improvements have been made).

It is said that “comparisons are odious” but it is interesting to compare the estimated income and expenditure for 1987 with the figures for 1907, eighty years previously when Lockhart Shire Council first levied a rate. In 1907 the rate was 0.42 cents in the dollar on the unimproved capital value of the land. The total income from this levy was \$8,500 and this was the total income of the Council as there were no Government Grants or loans.

In 1987 the estimated expenditure was \$3,079,040 and the income was \$3,063,520 in the General Fund and a further income and expenditure of almost \$200,000 in the Lockhart and the Rock Sewerage Funds. The general rate of 1.31 cents in the dollar would raise \$917,200 and there was a total of \$1,400,000 from various Government Grants (Revenue Sharing Grants \$461,300, various road Grants \$860,000 and some smaller Grants). The balance of income came from loans, plant hire charges, rents and contributions to works.

When comparing the above figures it must be kept in view that wages and salaries in 1987 were more than one hundred times what they were in 1907. There were relatively minor increases in inflation from 1907 to 1955 but from then onwards increase in costs due to inflation has reached major proportions. The cost of road works has increased at a much higher rate than inflation as a result of a big rise in the cost of machinery, bitumen, concrete products and haulage costs. As a result, although the funds made available for construction and maintenance of roads

have substantially increased, Council finds that the money available is inadequate to carry out desirable improvements and even to maintain roads to the standard necessary to provide for the increased traffic and much heavier vehicles now in use.

At the request of Council, the Shire Engineer submitted a report to the November 1988 Council Meeting on a proposed "Rural Local Roads Maintenance Policy". He pointed out that Lockhart shire had almost double the length of constructed roads as compared with most Shires with similar rate income, area, population and agricultural production. The amount of road funds available is inadequate to maintain all roads on a desirable condition. He then recommended that available funds be expended on the following priorities.

(a) Priorities for Federal Road Grants expenditure be

- (i) Firstly, the maximum percentage permitted from time to time be applied to the routine maintenance of sealed roads.
- (ii) Secondly, the execution of all reseals and/or enrichments deemed necessary to maintain sealed roads in good order the minimize reconstruction needs.
- (iii) Thirdly, the gravel resheeting of Class 1 Gravel Roads, bitumen sealing of additional roads, and/or reconstruction of existing bitumen and/or Class 1 Gravel roads may be determined by Council from year to year.

(b) That priorities for Council's own road maintenance allocation be:-

- (i) Firstly, any balance required to properly maintain the existing network of sealed roads.
- (ii) Secondly, the routine maintenance including regravelling of short sections of Class 1 Gravel Roads.
- (iii) Thirdly, the maintenance of the balance of the road system. Such activities as gravelling and culvert construction on Class 2 Gravel and earth formed roads be on the basis that the road user would pay half the cost. The upgrading of any unconstructed road only be undertaken when specifically directed, which will generally only occur when the person requesting such upgrading meets the full cost of such work.

The above priorities were approved by Council as a matter of policy.

Heavy rains in April, 1989 caused appreciable damage to roads in the eastern half of the shire. Council subsequently received grants of \$52,000 for restoration work on Main Roads and \$250,000 on local roads. The winter of 1990 was a very wet period and, although there was little flood damage there was major deterioration of bitumen roads due to subsoil moisture. Due to the heavy traffic on the Wagga/Albury Road, this road experienced major deterioration. A substantial grant from the Roads Authority enabled the work section 1.6km long to be reconstructed.

In 1989 the NSW Government introduced an Accelerated Road Improvement Program (known as 3 X 3 Plan). Under this plan an extra tax of 3 cents per litre of petrol was imposed for a period of three years. Of the \$600 million raised over three years \$90million was to be allocated to Local Government Councils. Of this amount Lockhart Shire would receive \$77,000 on each of the ensuing three years and substantial additional funds would be made available for reconstruction on classified main roads.

EPILOGUE

This history of Lockhart Shire Council has been compiled so as to have an accurate record of the gradual developments of Lockhart Shire. In the main it has been restricted to activities by Lockhart Shire Council and does not include actions by other organizations or individuals which have also been important in the development of the area.

The compilation has involved reading nearly 22,000 pages of Council minutes as well as numerous other Council records. Research of newspapers was essential for early information as no Council minutes could be allocated for the period prior to March 1907 and the early minutes provided scant information.

If the Council or any other body wishes to publish a history of Lockhart Shire at some time in the future a revision of this text would be desirable as well as inclusion of photographs, maps, etc.

PRESIDENTS OF LOCKHART SHIRE COUNCIL

16/03/1906	-	24/11/1906	E. LYNCH –Temporary Council
24/11/1906	-	10/02/1908	E. LYNCH
10/02/1908	-	07/02/1910	WALTER DAY (Senior)
07/02/1910	-	10/02/1911	ALBERT EULENSTEIN
10/02/1911	-	12/02/1912	ALEXANDER FRASER
12/02/1912	-	10/02/1913	W.S. BROWNE
10/02/1913	-	09/02/1914	WALTER DAY (Senior)
09/02/1914	-	06/04/1914	W. WEEDON
06/04/1914	-	08/06/1914	JOHN BUNYAN
08/06/1914	-	10/02/1919	W. WEEDON
10/02/1919	-	09/02/1920	W.S. BROWNE
09/02/1920	-	31/12/1921	H.B. NORMAN
01/01/1922	-	11/12/1922	A.I. SLOCUM
11/12/1922	-	10/12/1923	J.E. CARROLL
10/12/1923	-	12/12/1927	C. CONDON
12/12/1927	-	10/12/1928	G. JONES
10/12/1928	-	05/12/1931	H. HAZELWOOD
05/12/1931	-	09/12/1935	J.J. NOLAN
09/12/1935	-	08/09/1936	W.S. BROWNE
14/09/1936	-	06/12/1941	J.J. NOLAN
15/12/1941	-	10/12/1945	W.K. DAY
10/12/1945	-	15/12/1947	A.D. FINLAYSON
15/12/1947	-	16/12/1963	W.K. DAY
16/12/1963	-	07/12/1968	E.A.G. GOODE
07/12/1968	-	21/09/1974	O.E. INGREY
21/09/1974	-	29/09/1980	P.J. AMERY
29/09/1980	-	04/10/1983	E.R. SCHIRMER
04/10/1983	-	12/09/1988	E.C. ROCKLIFF
12/09/1988	-		B.G. CLANCY

NOMINATED COUNCILLORS FOR PROVINCIAL COUNCIL

16/03/1906 Walter Day (Sen.), W.D. Drummond, E Lynch, J B Martin and C.R. Smith.

ELECTED COUNCILLORS

CLAPPERTON, Norman Charles	24/11/1906 - 01/02/1908; 07/11/1911-27 /01/1917
DAY, Walter (Sen)	24/11/1906 - 00/12/1914
EULENSTEIN, Albert	24/11/1906 - 28/1/2911
KNOBEL, Peter	24/11/1906 – 01/02/1908
LYNCH, Edward	24/11/1906 – 28/01/1911
DRUMMOND, William Douglas	24/11/1906 – 07/01/1909
SLOCUM, Arthur Irving	01/02/1908 – 09/01/1928
GUEST, Thomas John	01/02/1908 – 09/10/1911
FRASER, Alexander	01/02/1908 - --/06/1914
BROWNE, Wallace Sproule	01/02/1908 - --/12/1922, 28/08/1926 – 08/09/1936
BUNYAN, John	01/02/1908 – 31/01/1920
NORMAN, Herbert Bently	03/02/1909 – 28/01/1911, --/06/1914 - --/12/1922
McGEOCH, Albert Atlee	28/01/1911 - --/12/1914
WEEDON, William	28/01/1911 – 31/01/1920, 09/01/1928 – 11/11/30
BELLING, William	28/01/1911 - --/12/1914
SLY, Samuel	--/12/1914 - --/12/1922
DAY, Walter Kennedy	--/12/1914 - --/12/1922, 05/12/1931 – 04/12/1965
O'NEILL, W.F.	27/01/1917 – 31/01/1920
SHARPLES, John	31/01/1920 – 14/02/1921
JONES, George	31/01/1920 – 04/12/1953
NOLAN, James Joseph John	31/01/1920 - --/12/1922, 05/12/1931 – 06/12/1941
CARROLL, John Edwin	09/04/1921 – 10/03/1924
HAZELWOOD, Harry	--/12/1922 – 05/12/1931
GOLLASCH, John Matthew	--/12/1922 – 05/12/1931
CONDON, Charles	--/12/1922 – 06/12/1941, 12/09/1942 – 02/12/1950
FINLAYSON, Alexander D.	--/12/1922 – 04/12/1953
HUTCHINGS, A.N	--/12/1922 – 14/05/1923

DEMPSEY, G	--/06/1923 – 01/12/1928
SCOTT, William John	--/11/1923 – 09/08/1926
EULENSTEIN, R O	--/12/1922 – 19/07/1923
JARVIS, Stephen Robert	--/4/1924 – 01/12/1928, 13/05/1929 – 04/12/1937
ANDERSON, W.F.	01/12/1928 – 00/03/1929
SLY, L.W.	01/12/1928 – 05/12/1931
DRUMMOND, W.G.	05/12/1930 – 04/12/1953
GOODEN, J.W.	05/12/1930 – 04/12/1953
RUTHERFORD, A.L.	10/10/1936 – 06/12/1947
BROWNE, D.L.	04/12/1937 - --/12/1956
GOODE, E.A.G.	06/12/1941 – 07/12/1968
RUSS, W.N.	06/12/1941 - 12/07/1942
LEWINGTON, J.S.	06/12/1947 - --/12/1959
YATES, H.C.	02/12/1950 – 26/02/1972
GOODEN, G	02/12/1950 – 04/12/1965
UEBERGANG, H.W.	05/12/1953 - --/12/1959
JONES, Eric Noel	05/12/1953 - --/09/1977
INGREY, Oliver Edwards	--/12/1959 – 20/09/1974, 17/9/1977 - --/09/1985
WILLIS, James Thomas	--/12/1959 – 26/09/1987
AMERY, Percival James	04/12/1965 – 20/09/1980
HECKENDORF, Erwin Ernest	04/12/1965 – 17/09/1977
KENDALL, John Henry	07/12/1968 – 20/09/1974
YATES, Robert James	29/04/1972 –
UMBACK, Norman Clifford	21/09/1974 –
CLANCY, Brian Gerard	21/09/1974 -
ROCKLIFF, Ernest Charles	17/09/1977 –
McDONNELL, James Thomas	17/09/1977 –
WILSON, Peter Thomas	20/09/1980 – 26/09/1987
SMITH, Geoffrey Vincent	24/09/1983 –
WIESE, Colin Richard	30/11/1985
ZIEMS, Warren Henry	26/09/1987 –
EDWARDS, Ross James	26/09/1987

SHIRE CLERKS

Early 1907 – 31/12/1907	W.T. McCORMACK
21/01/1908 – 11/12/1922	W.J. WALKER
01/02/1923 - --/07/1934	C.R. BARRETT
13/07/1934 – 15/03/1941	H.B.MOYLE
15/03/1941 – 29/03/1943	C.R. MACDONALD
12/04/1943 – 31/07/1970	R.B.SELLECK
17/08/1970 – 28/06/1974	H.C.ROBERTS
29/07/1974 -	L.R. CARTER

SHIRE ENGINEERS

Early 1907 – 31/12/1907	W.T. McCORMACK
01/01/1908 - --/01/1912	H.G.CONNELL
--/03/1912 – 09/09/1912	L.C. TUXEN
--/11/1912 – 30/06/1918	J. SELBY LUCK
09/09/1918 – 14/06/1919	R.J. HICKS
--/08/1919 – 07/11/1920	H.G.DEE
08/11/1920 – 01/03/1924	W.J. WALKER
01/04/1924 – 08/09/1924	H.S.S. HARVEY
--/11/1924 - --/12/1945	W.L. HURD
01/05/1942 - --/04/1946	H.H. LAUDER, Urana Shire Engineer Part Time Lockhart Engineer while Hurd on War Service
--/04/1946 - --/04/1950	C.G. PAGE
24/04/1950 – 05/10/1981	F.A. PRICHARD
01/07/1981 – 05/10/1981	P.N.BALLARD (Acting Engineer while Prichard on long service leave.)
05/10/1981 -	P.N.BALLARD

HEALTH SURVEYORS

1906 – 1953	Sundry doctors and other people responsible part time on health matters. No qualified health Surveyors employed.
01/07/1953 – 01/08/1956	L.J. FRIEND, Mitchell Health Inspector, employed one day per week.
01/08/1956 – 03/06/1966	F. ANEIL, joint appointment with Mitchell Shire (50% time with each Shire).
10/07/1966 – 11/05/1973	R.J. McPHERSON (First full time appointment).
02/07/1973 – 15/08/1978	R. JOHNSTONE
16/10/1978 – 08/06/1979	B.M.O'HARA
10/06/1979 – 17/10/1979	G. MITCHELL (Acting)
18/10/1979 – 09/11/1984	G.D. BATES
18/12/1984 – 07/05/1987	J.HOGAN
29/06/1987	K.T. McKEW