

LOG CABIN STATION

No one conducts legal business on the physical property, either land or stratum without the formal, written consent of the NSW Railways. No matter whether the business is commercial, such as shop, or industrial, such as a pipe, some formal of legal documentation is held by all parties. In some cases, formal documentation is lodged with the Land Titles Office for, say, an easement registered on the land title. In many cases, the other party would not be able to implement physical changes without the written permission of the NSW Railways.

In all documentation, the responsibilities for the maintenance of structures are clearly expressed. In all cases, there is a likely impact on the operation of trains or where people are at potential danger, the NSW Railways undertakes the works. If the work involved a structure that was not essential for or required by the NSW Railways, the NSW Railways would seek re-imbursement from the other party for the work undertaken.

In the case of the station at Log Cabin, there is no record of the external party being required to pay for the station but it can probably be assumed that "Mr. C. Hay", who desired the provision of the station, would have contributed financially to the station, unless the NSW also wanted a station in that location. It is possible that the Department of Railways was supported of a station on the bank of the Nepean River. After all, the Department itself had proposed the construction of a station on the immediate western bank of the River in 1937.

The Log Cabin hotel was situated near far from the rail corridor on the down side of the line.

William Beaver, Acting Chief Civil Engineer, gave formal approval was given in May, 1940, for a 40' long platform x 8' on the down side only on the eastern bank of the Nepean River. This was called log Cabin. Old rail was used as the frame and it had a timber deck with a two rail, timber fence at rear. Access was via a 5' wide stepway with a two-rail timber fence at the rear of the platform. There were four "bye-posts" at bottom of stairs. Bye posts were a set of posts that were positioned separate and subordinate to the newel posts. Strangely, no up platform was to be provided at the time. Was this intentional by Mr. Hay? He had no interest in providing a means of easy return transport from his hotel or was it something less suspicious.

In August, 1940, Beaver approved a similar platform for the up side. Mr. Hay was the "applicant" for the work and he was required to construct a five foot wide ash pathway from the boundary of the railway land to the bottom of the stepway on the up side.

The use of old sleepers for decks for stations had always been a selection for small platforms. Most of the time, the deck was positioned on a timber frame but from 1932 old railway lines started replacing timber frames. The widespread application of the old rail frame and timber deck followed after the construction of new platforms at Tascott in 1939. The NSW Railway engineers were impressed with the low cost of the structure and used the design over the next 25 years, it being known as the 'Tascott type' of platform. In 1939, East Richmond received the same treatment. In 1940, the same arrangement was applied to Hoskinstown on the Captains Flat line. In 1941, Kapooka, Hermits Peak, Chullora Junction and the not built Boolaroo Racecourse were all proposed with the combination of steel frames and timber decks.

Stuart Sharp

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