

DEPARTMENT OF THE CAPITAL TERRITORY  
CONSERVATION & AGRICULTURE BRANCH  
NO.

22.3.76

Director  
Conservation & Agriculture

STOCK MOVEMENT ROYALLA - SUTTON ROAD

On Thursday 26.2.76 Mr E Glowrey, Senior Inspector advised me that Mr Boyds' cattle could be returning from Urila en route to Young NSW.

Inspector Glowrey asked me if I knew of any other way to get these cattle through other than along the busy Monaro Highway, I informed Mr Glowrey that I knew of a track on the southern side of Yerramberra Hills and I would check and see if it were possible to use this route.

I contacted the Queanbeyan City Ranger and we inspected this track and measured the distance on the utility speedo. Two miles from the old Cooma Road to the Tharwa road near the overhead railway bridge. This track would be suitable for strong dry cattle, but due to the scrubby and rocky nature of the area, would prove unsuitable for cows with young calves and others calving, new borne calves have very soft feet for the first few days.

On Wednesday I spoke to Mr Dave Carr the drover in charge of the cattle. I mentioned the alternate route to him and he said he would like to inspect before deciding, so I showed him the track and he said he would be reluctant to take his cattle on this track as he would have trouble with the calves. As Inspector Glowrey had instructed me to allow the cattle through along the highway, if no other way was available, I worked out an Itinerary with the head drover Mr Carr.

- 1) The cattle would cross over the railway line at Royalla into the ACT on Thursday the 4.3.76 and move down the highway to the lane boarded by blocks 11, 12 and 34 Lanyon.
- 2) Friday night 5.3.76 - TSR block 5 Woden. As the calves were sore footed, the head drover requested that he spend Saturday 6.3.76 on the above reserve to rest the cattle and allow the young calves to recover a bit. As Mr Glowrey had instructed me not to impose any rules that would impede or cause distress to the cattle, I agreed to the drovers request.

This extra day meant that the stock would cross over Canberra Avenue near the overhead bridge to Queanbeyan on Sunday 7.3.76. I arranged with the drover to have the cattle bunched up ready to cross over the road at 2 PM. Mr Glowrey had arranged with ACT Police to be there to control the traffic, I arranged for Ranger M. Fisher, L. Margules and C. Oldfield to be there to assist. The cattle would then camp overnight at the Sale Yards.

3) Monday 8.3.76 to Amurgulla TSR NSW

Rangers would again assist at crossings on Fairbairn Avenue.

SUMMARY

The movement of these cattle through ACT went off very smoothly; no disruption to traffic was caused. I would like to mention here (although I am sure all concerned are aware) that as time moves on, movement of stock by foot power, along Monaro Highway will become difficult and in fact, impossible as urban development proceeds and high density housing and unfenced front and back yards appear.

However, until this happens, I agree with the report of John Best Constable No. 597 (see folio 15) that a sign warning traffic would be sufficient warning for motorists.

*L. Morton*

L. Morton  
Assistant Inspector

*19/3/76*

*19/3/76*

*m. o'neill 25/3/76*

*an excellent job by all concerned.  
Please pass on my thanks to all  
workers*

*BVP  
22.3.76*