

VicRoads Association Newsletter No 182



Membership of the Association is available to all who have been members of VicRoads or forerunner organisations or the spouse of deceased members and bestows on them all the rights of the Rules of Association. Current cost of membership is a once only fee of \$30 plus a joining fee of \$5. Enquiries about membership or receipt of the Newsletter by e-mail should be directed to the Secretary at 60 Denmark Street Kew 3101 or by phone or e-mail as shown in the footer below. An application for membership of the Association can be found at the end of the Newsletter.

Dear Members,

Welcome to 2015! I am about to pack my camping gear and head off to our beloved Saltwater Creek in Southern NSW. All the family will be there as well as lots of other friends. We talk, walk, swim and some fish – while I, and two others, paint.

I first found this place when I was posted down to Orbest in 1974 and we have been going there ever since. I think I missed two years due to work requirements. Clara, my daughter, met a very handsome National Park ranger there – and he is now the father of two of my grandchildren. We have celebrated Christmas there, complete with roast turkey cooked in a ground oven.

Our tent has been blown over and we have been washed out. We watched the Tall Ships sail by in 1988 and have seen stragglers in the Sydney to Hobart race but they are usually too far out to sea to see. You see what I mean! We see snakes, goannas, bandicoots, lyrebirds, bowerbirds, kangaroos, wallabies, wombats – and there are often colonies of native mice under the floor of our tents when we come to pack up. Sometimes there are scorpions. A sea eagle perches on a dead tree a couple of kilometers up Woodburn Creek and we sometimes see the blue and teal streak of a kingfisher. Oh – and the possums carry away any food that is not locked away at night.

We read books and play cricket, cards, Trivial Pursuit, Dictionary and Scrabble. Some people cheat! My son Dugald met his partner, Clare, at a Scrabble tournament

and they both cheat. They know so many two-letter words with “Q” in them, they can’t possibly be right. In fact there is a card game called Cheat which actively encourages cheating. We sit around open fires (when it is not a fire ban day), cook on them and warm up in the morning just sitting around them. We have to take our own supply of fresh water and food. We camp under the dappled sunlight sprinkling through the angophora canopy and swim in the bend of Woodburn Creek – affectionately called the lagoon. My grandchildren climb on my shoulders as I crouch underwater and dive when I stand up – but this year I doubt if I could stand up with at least two of them. Still, I’ll try.

On the last day of our first year camping there (in 1974) we went down to the beach only to find two small boats rowing towards shore from a bigger boat standing out to sea. They were towing a net and when they got close enough we waded out and helped them pull the fish in. They estimated a catch of 40 tonnes. They gave us as many fish we could carry home.

At around 5.30 p.m. we have drinks and nibbles on the beach and solve the problems of the world and discuss the dinner menu. Often we combine our tables and eat together. At lunchtime there are often competition as to who can make the best jaffle. I like banana and cheese with lots of pepper. Morning and afternoon teas are unrecognized rituals. They turn out to be competitions on the quality of Christmas cakes – but this is never stated.

Who wants to go on a cruise when you can do this?

Dates For Your Diary

Our program dates for this year have been fixed as follows but you will see that some activities have yet to be decided. We will keep you informed of future events via the newsletter.

DATE	TIME	EVENT
February	Monday 9 Friday 27	Occasional Lunch, Shoppingtown Hotel Golf day at Green Acres Golf Club
March	Thursday 12 11 am	AGM, Theatrette – 12 noon buffet lunch in the cafeteria
April	Monday 13 Wednesday 22	Occasional Lunch, Shoppingtown Hotel Lunch in Geelong with local retirees
May	Monday 11 12 noon	Visit to a Metropolitan Road Project
June	Monday 15 6 pm	Occasional Lunch, Shoppingtown Hotel
July	Thursday 9 12 noon	Drinks and dinner at Waverley RSL
August	Monday 10	Occasional Lunch, Shoppingtown Hotel
September	17 – 18 12 noon	Delegation to visit Western Region (Ballarat and Horsham)
October	Monday 12 Thursday 29	Occasional Lunch, Shoppingtown Hotel Visit – yet to be decided
November	Monday 9 Thursday 12 12 noon	Occasional Lunch, Shoppingtown Hotel Visit Linking Melbourne Authority
December	Monday 7 12 noon	Christmas lunch at Head Office
February	Monday 8	Occasional lunch, Shoppingtown Hotel
2016		

Please remember too that family and friends are always welcome to attend our functions.



News From Our Members

John Glenn

John recently rang Peter Lowe to apologise for his failure to attend the Christmas Lunch. He had suffered a stroke and spent 10 days in hospital followed by a week or two recuperating with his son's family on the Peninsular. He is now home and recovering well with no long-term impact on his speech or general well-being. He is not allowed to drive and will need to have a VicRoads assessment before getting behind the wheel. He was not long back from India where he funds a charity along similar lines to Kevin Hadingham.

Tom Russell on Melbourne's Freeway Network

After reading Robin Underwood's story in the last newsletter, Tom decided to submit the following story to place on record road planning decisions that hitherto have not been aired before. He wrote:

"Robin Underwood's story in your last newsletter, about the environmental assessment of road proposals in the 1970s, reminded me of how the 1969 Transportation Study recommended freeway network was reduced in 1973. I have reservations about telling this story because it was confidential at the time. Over 40 years have elapsed, and most of the people who were involved are no longer alive. In any case the overall transportation situation has changed so much, that it is all just a bit of history. Remember that the Government of the day had only agreed "in principle" to the transportation plan.

The 1969 Transportation Plan included 490 km of freeway. It was undertaken by a USA firm, Wilbur Smith and Associates, and to say the least, was ambitious, and without much consideration as to where the finance to construct was going to come from. At the time only about 80km had been built or was in the course of construction.

In 1972 Premier Rupert Hamer was under a great deal of pressure to stop freeway construction in the metropolitan area – mainly because of opposition by the ALP, some Councils, and groups such as "Citizens Against Freeways". Although he was in support of the need for freeways, he had issued a policy statement in December 1972 which

included the statement that "no new freeways would be commenced in inner areas where their construction would involve substantial loss of housing and community disruption." Opposition continued apace, and at a cabinet meeting in March 1973, when faced with strong "anti-freeway" opinion he directed Minister Alan Hunt (Greg Hunt's father) to discuss with the Board of the CRB, proposals to reduce the 1969 freeway network. Only a substantial reduction would satisfy his requirements, and detailed proposals were to be submitted to Cabinet on the 28th March 1973.

On or about the 20th March 1973 there was a confidential meeting in the Board Room of the CRB with the following in attendance: Minister Alan Hunt, Board Members Ted Donaldson (Chairman) Jack Thorpe (Deputy Chairman) and Tom Russell (Member). The meeting lasted all day and late into the evening, and there was no consultation with staff, except for a couple of discussions with the Chief Engineer, Bill Brake. Two senior typists did all the typing of drafts and final documentation. Every section of the recommended freeway network was separately considered and from our detailed overall knowledge, a decision was made as to whether to delete or retain the section of proposed freeway under consideration. About 50% of the original network was recommended for deletion. A detailed report (which included Cabinet papers and press releases) was prepared and the entire submission was adopted by Cabinet on the 28th March 1973. I still have copies of some of those documents.

What remained was hardly an ideal network, but it is of interest that 40 years later not all of it has been built. At that time F2, north of the Eastern Freeway at Hoddle St to the ring road F5 remained, but was deleted in later years. I was concerned about the lack of consultation with expert staff, but this was a desperate situation on the principle of whether controlled access roads would be constructed in the urban areas of Melbourne, and I think all involved were grateful that the Premier and Minister were prepared to consult with the road authority in this major change to the freeway network."



Vale

Charles (Charlie) Pashula

Many members will remember Charlie. He passed away in December. He had been unwell for some time and his passing was not unexpected.

Charlie had most recently been working as the Manager - Asset Strategy in Strategy and Planning where his knowledge and gentle nature were highly valued. Charles' history with VicRoads goes back to 1968 when he commenced as a cadet. In the early 1970s he worked for a number of years in construction and maintenance in the metropolitan regions, followed by a short time in Contract Services. After leaving VicRoads to work in industry for 20 years or so, Charlie rejoined us in 2006, joining the M1 Upgrade in a project co-ordination and risk management role.

What's Coming Up

Occasional Lunches – Shoppingtown Hotel – Monday 9 February 2015

Bookings are not essential, but it would help with arrangements if you can let Kelvin York know on 9438 1028 if you can attend. We hope to see you there.

Golf Day at Green Acres Golf Club – Friday 27 February 2015

All golfers should note that the golf day will be held on the last Friday in February 2015. All those interested should contact Jim Webber for further details. His email address is jimwebber@optusnet.com.au


Annual General Meeting – Thursday 12th March 2015

The AGM will be held in the Theatrette at Head Office between 11 a.m. and 12 noon. It will be followed by a buffet lunch in the Cafeteria on the first floor.

At the AGM the General Committee for the next twelve months will be elected – six office bearers; president, vice president, hon. secretary, hon. asst secretary, hon. treasurer and hon. asst treasurer, and six ordinary members, half of the latter to be elected for a two-year period. Nominations are to be submitted in writing by the proposer, include the consent of the nominee, and lodged with the Secretary by Thursday 26th February. A nomination form is attached.

The business of the meeting will be to confirm the minutes of the 2014 Annual General Meeting, receive the Annual Report, receive the Financial Statement, consider any Notice of Motion, elect Committee members, appoint an Auditor, confirm or amend the joining fee and annual subscription, and any general business. Any Notice of Motion proposed is to be received in writing by the Hon. Secretary no later than Thursday 26th February. A form for this purpose is attached.

We are keen to find new committee members so if you are interested – or know of someone else who may be interested – please don't hesitate to fill out a nomination form.





New Member

I am delighted to welcome David Nash to our association. David graduated from University of Melbourne as a Civil Engineer in 1978 and attained a Graduate Diploma in Management in 2003. He joined the Country Roads Board in 1980 in the Traffic Engineering Division, headed by Ted Barton. He worked on the design and operation of traffic signals and some of the first SCATS installations in Melbourne.

In 2000, he changed direction and moved to Metro South East Region as the Business Services Manager. Then, in 2002, he moved back into traffic engineering by taking up the role of Principal Engineer, Traffic Management in

the Traffic & Transport Integration Department. David left VicRoads in 2012 from the position of Manager, Road & Traffic Standards. He represented VicRoads on several Australian Standards and Austroads committees.

A highlight of David's career was a secondment to Singapore in 1988 to oversee the implementation of SCATS in that city. He has remained special friends with some of his colleagues working on that project

David now operates as an independent consultant. He lectures at Swinburne University and undertakes projects for VicRoads, ARRB, Councils and interstate road authorities..

What's Been Happening

Visit to Linking Melbourne Authority 13 November 2014

About 25 members attended a briefing on the East-West Link at the office of the Linking Melbourne Authority (LMA) at 180 Lonsdale St on Thursday 13 November. The briefing which - with questions - lasted about 2 hours, was undertaken by Sebastian Motta, Project Director, and Steve Brown, Project Manager. The briefing covered the project's history, the planning/ procurement process, an overview of the project, and its design and construction.

The project was one of the two major projects in Rod Eddington's 2008 Melbourne Metropolitan Transport Report - the other was the Melbourne Metro Rail Project. The complete project, from the Eastern Freeway to the Western Ring Road, is 18 km, with the first stage from the Eastern Freeway to the Tullamarine Freeway being 6.6 km.

The project is being implemented under the Major Projects Facilitation Act 2009. The LMA was appointed the project proponent in March 2013. The East West Link Comprehensive Impact Statement (CIS) was placed on exhibition from 31 October to 12 December 2013. An Assessment Committee, appointed by the Minister for Planning, held public hearings from 3 March to 15 April 2014.

The Committee handed its report to the Minister on 30 May. The Minister approved the proposal, including the Planning Scheme Amendment, on 30 June 2014. Development Plans were approved in September 2014.

One of the initiatives that occurred during the planning process was the provision of voluntary acquisition of properties outside the project boundaries.

Three consortia were short-listed for the project, which was awarded to East West Connect on 29 September 2014. The twin 15.5 metre diameter tunnels are 4.4 km long with 3 lanes in each direction. Completion of tunnelling is planned for late 2016.

The design and construction aspects of the project were illustrated through the use of excellent images and a video. The interest of the members in the briefing was illustrated by the extensive and informative question and answer session following the presentation. Many of the questions related to design, traffic and construction aspects of the project.

Peter Lowe thanked Sebastian and Steve for their very comprehensive and interesting session.

Editor's Note: Since that meeting, the new State Government has resolved not to proceed with the project.



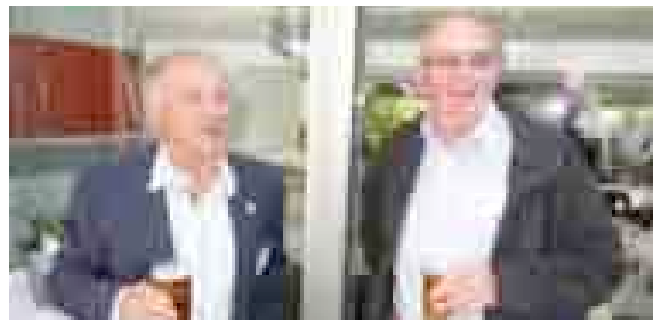
Annual Christmas Lunch – December 9th 2014

This was another great success with about 60 people enjoying the fellowship of their workmates and an excellent lunch. The CEO of VicRoads, John Merritt, attended and gave a short address. You can imagine that with a new government coming to power the CEO had many issues to negotiate and resolve, but he did say that a green light had been given to the widening of the Tullamarine Freeway and this work would begin soon. To illustrate his current workload, John was unable to stay for lunch as the new Minister had just arrived at head office to commence discussion on the new portfolio.

There were many handsome members in attendance as illustrated in the following photographs.



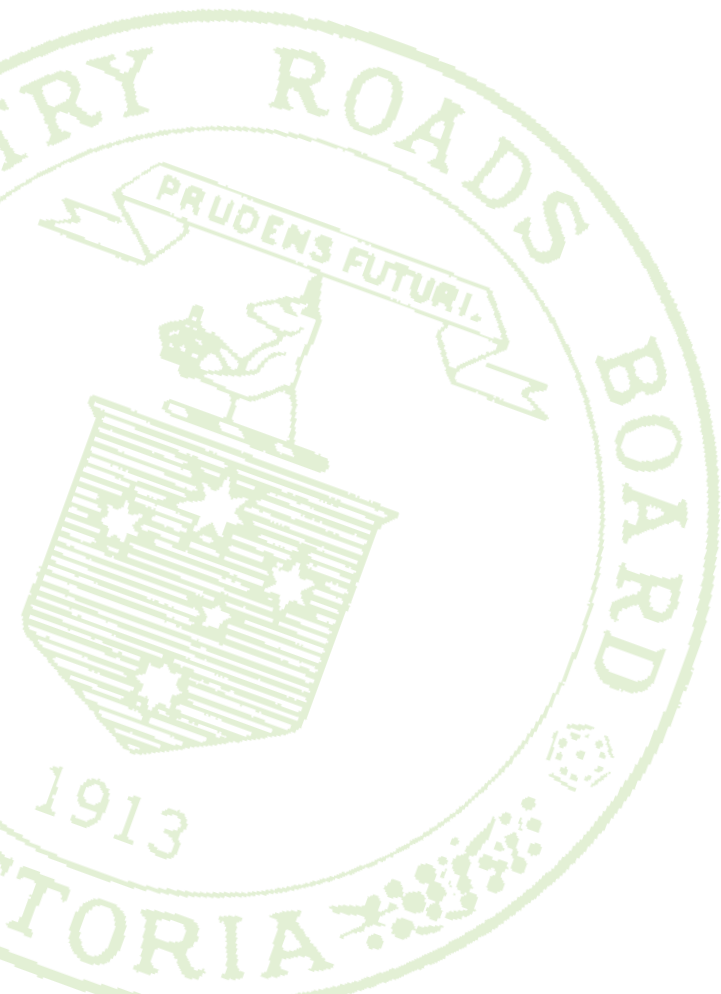
Noel Hoitinga and her daughter, Kath Cameron



George Guimarra and John Ford



Bob Body, Mervyn Seeney and Kelvin York





News from Vicroads

New Arrangements at VicRoads

John Merritt, CEO VicRoads, recently circulated the following information to staff regarding the new arrangements at VicRoads introduced by the Labor Government.

"As I'm sure all staff are now aware we have a new Minister for Roads, Road Safety and Ports, the Honourable Luke Donnellan. The Minister is the member for Narre Warren North - a growth area well known to us encompassing Hallam, Narre Warren and Berwick. The Minister has held this seat since 2002 and was previously the opposition spokesperson for roads so he is quite familiar with our work. He has appointed Daniel Hoare as his Chief of Staff, and will make other appointments over coming weeks.

It was great that on his second day in the role the Minister spent several hours at the Kew office getting to know our organisation. He visited the Traffic Management Centre, and our call centre, where he and Daniel sat in on some calls and were briefed by the team about the great work they're doing there. We also took the opportunity to brief him on our road safety strategy, in particular on our road safety performance to date, which is critical given the road toll is 20 above last year. The Minister is the first ever Victorian Minister for Road Safety. Given our aspirations to drive the safe system approach to road safety to deliver on the next big step change in this area, I know the Road Safety team are particularly excited about having the extra focus that a dedicated Minister brings to our work. I personally am really looking forward to working closely with him in championing this issue over the next four years.

We also took the opportunity to brief the Minister on the West Gate Distributor. This project, which was first proposed in 2008 under the former Labor Government's Victorian Transport Plan will be put out to market before the Australia Day weekend. The Minister was also briefed on grade separations, discussing the projects we have already completed and the four projects that are out to market at the moment. We briefly discussed the relocation issue and we will continue to provide advice and information to him on the matter. I will keep you briefed as this unfolds.

The other important changes since the election are the machinery of government changes which were announced at the end of last week. VicRoads is now part of a new department called the Department of Economic Development, Jobs, Transport and Resources, with a new secretary Richard Bolt. I had a brief catch up with Richard this week, and he is very keen to get out to Kew to be briefed on our key challenges.

Richard was previously the Secretary at the Education department and prior to that, Primary Industries. He is an engineer by training, a significant thinker and an articulate leader in the public service. I think he will bring some serious capacity to this important new portfolio, with its focus on jobs.

I met with our outgoing Secretary, Dean Yates during the week and passed on our thanks to him for his terrific support for VicRoads and wished him all the best in his new role in the Department of Premier and Cabinet. With these changes announced, there will be periods of uncertainty as things settle down. This is the time for us to take things up a notch and work hard to support our new department, our new Minister and the new government. I would urge everyone to err on the side of doing. This is a fantastic time to have a go and distinguish VicRoads and our new department as a really important player in the future development and agenda of this state. That's exactly what you will see the Senior Leadership Team and all the leaders of the organisation doing. We discussed this at our meeting on Tuesday and we are committed to making the most of the period ahead."

2014 Remembrance Day Address by Murray Duckworth

The following address was given by Murray Duckworth at the VicRoads' Remembrance Day ceremony and is reproduced here with his permission.

"On Remembrance Day we make a deliberate decision to set aside a few minutes to remember the sacrifice of those who died in the Great War. We have also extended this to include the loss of Australian lives in all wars, conflicts and peace operations. We do this by observing a minute's silence at 11 o'clock.

Following the minute's silence, the Australian flag will, as tradition and protocol require, be raised from the half-mast position to the peak position. Whether or not you can see the flag, please be assured that this event is being held across Australia and in many other countries at this time.

One hundred years ago, in November 1914, 30,000 Australian and New Zealand troops left Albany WA. These troops would become the first ANZACs bound for service in the First World War. For many, this was their last sight of Australia and all it had to offer. Many survived eight months at Gallipoli, and then went on to fight for the next three years in the Hell-hole of France and Belgium. Over 60,000 Australians did not come home.

At the eleventh hour of the eleventh month in 1918 the big guns fell silent. Germany surrendered. And a short period of peace resulted. Many who returned said the silence was deafening. As we stand here today, temporarily interrupting our busy lives, we try to imagine what it might have been like. But we simply can't.

The First World War in particular was a destructive and wasteful conflict in which nationalism, emboldened by mass-produced weapons, created a scale of destruction which up until then was unknown in our human experience. The conflict was brutal, ugly, cruel and so frighteningly horrible that it is difficult to conceive in the peace and comfort of our twenty-first century lives.

Despite the passage of years, we still take this time out to listen to the silence. Why do we do this? Many of us have had and have family and friends who have served in the armed forces. Many don't. You are here for your own reasons.

Perhaps it is because it's just what we do on Remembrance Day, because that's what we grew up with. At school, we all had to go to assembly and as the Last Post played, tried to think about soldiers. There are many here today who whilst not being able to personally relate to what it might be or have been like, there is still a sense of pride, gratitude and thanks to those who have served and those who have died. They just did their bit and whether we understand it or not, their sacrifice in so many ways has influenced how we live today.

That influence can take many forms. One of the greatest traits of the Australian character is that of mateship. Despite the arguments against the notion that mateship is not important in our Australian story, I strongly suggest that those who argue this have not had the opportunity to have real mateship made under adversity. Real adversity. Physical and mental adversity. It is not just friendship.

I recall my old next door neighbour, Jack Barclay, who died a few years ago at the age of 94 relating a story of mateship as a POW in Changi and on the Burma Railway. Jack was captured in the fall of Singapore with the 2/29 Australian Infantry Battalion.

Jack was one of the lucky ones. He, like many of his weakened mates, was beaten by the Japanese guards with their rifle butts. He also survived malaria, dengue fever, typhoid and tropical ulcers. One evening many years ago, I was watering the front garden and Jack wandered in. He loved to chat. I have to say that Jack was only a small man, yet so incredibly active and full of life. I said, 'How are you today Jack?' and he said, 'I'm no bloody good!' He said "The ticker's playing up, my back's sore and the arthritis is bad today'. I said, quite innocently, Oh well Jack, that's the trouble with getting old'. He paused, and in a quiet, yet determined way replied, 'Murray, never complain about getting old'. I said, 'Why not Jack?' and he simply said, 'Because a lot of people don't get old'. He then explained that his young POW mates never died alone. They always had someone holding their hand. That's mateship.

Today, don't just think of old men from old wars, think of the young men and women, many just teenagers who endured and endure all sorts of hardship in the services. Think of their final resting place in a far away and silent land.

"They shall grow not old, as we that are left grow old; Age shall not weary them, nor the years condemn. At the going down of the sun and in the morning We will remember them."
Lest we forget."



Murray Duckworth and VicRoads CEO, John Merritt, at the ceremony

Centenary Stories

The Central Roads Board

In this newsletter I want to go back to the story of Victoria's roads at the time of the colony's separation from New South Wales – particularly the creation of the Central Roads Board. This period has been thoroughly recorded in Max Lay's publications and I refer you to his story 'Setting the Scene' in the VicRoads Centenary book for an excellent description of events leading up to the establishment of the Country Roads Board.

Victoria was officially declared a separate colony from New South Wales in 1851 and achieved self-government in 1855. At this time road construction and maintenance was mainly undertaken in the near vicinity of the colony's main ports – Melbourne, Geelong and Portland – and to a lesser extent, Belfast (now Port Fairy). Inland roads radiating from Melbourne and roads connecting inland centres were nothing more than dirt tracks that were knee-deep in mud in winter and in dust in summer. Most freight was carried between centres along the coast by sailing ships simply because the roads were generally impassable.

Just days after Victoria became a separate colony, gold was found at Ballarat – followed soon after by Bendigo and other centres. These events significantly changed Victoria's road requirements and indeed, the lack of proper roads to the goldfields had contributed almost as much as the arbitrary goldminer licence fees to the government's unpopularity on the goldfields. The requirement for new and better roads was a new burden on the government and as a consequence, the Central Roads Board was established in March 1853 – to implement an Act for "making and improving roads in the Colony of Victoria".

Heavy expenditures on roads were envisaged from the outset and capital investment in roads was the largest outlay of all activities of government. This continued until 1858 when railway expenditure became more important. The railways were able to provide reliable, all-weather transport over long distances and it continued to dominate transport of people and freight right up until the introduction of motor cars in the early 20th Century.

The Return of Works and Expenditure Report in 1853 recorded a total expenditure on roads and bridges of 516,448 pounds, two shillings and four pence on the Mount Alexander Road (to the goldfields), Sydney Road, Geelong Roads, Melbourne Roads, Belfast and Portland Roads and Gipps Land (sic). There was a remittance to the Colonial Agent of 7,000 pounds for iron bridges. The results were spectacular. In 1863 the Attorney General for Victoria described Victoria's road-making between 1854

and 1858, together with its railway building after 1859, as "a change from misery to comfort – a sudden jump from the eighteenth century to the middle of the nineteenth".

Francis Murphy was appointed the first president of the Central Roads Board and he worked alongside the Colonial Engineer, Captain Charles Pasley, in an enquiry in 1854 which convinced both of them that country railways could not be built or run by private companies, and led them to recommend resolute government action in main-line railway construction. In his first report to government, Murphy did not hold back in describing some of the problems he faced. He said:

"The works undertaken in this department are of great magnitude, and are carried on in all parts of the Colony. The chief expenditure, however, has taken place on the main lines of road, leading to the goldfields.



The main street of Colac in the 1850s – now the Princes Highway



Great difficulties have been experienced in their conduct from the scarcity and consequently high price of labour, and from the nature of the lines of road selected in a country which was but imperfectly known, and but partially surveyed. Obstacles also presented themselves thro' the want of colonial experience in the Engineers employed who, recently arrived in the country, were unacquainted with the climate or the peculiarity of the soils, and in many cases apparently, not very well conversant with the construction of ordinary roads. Add to these the slovenly description of work performed by contractors ignorant of the business they undertook, or dishonest enough to slur it over, and which no amount of supervision, I am advised, could fully rectify, together with the absence in many places of materials suitable for metalling, and it will cease to be a matter of very great surprise that macadamized roads have cost upon the average, exclusive of bridges, about five thousand pounds per mile, and for maintenance nearly fifteen hundred pounds per annum.

The results of this large expenditure are not, I regret to say, as satisfactory to me as I had at one time anticipated. Carriage of goods to the goldfields is now nearly as high in price as it has ever been, about £1 per ton per mile, and in several places, where road materials were of an inferior description, or the nature of the ground unfavourable, the roads have broken up, owing to the continuing rains, heavy traffic, and want of sufficient time for consolidation, combined I have no doubt with an original faulty construction and neglect of proper attention to timely repairs.

Such discouraging circumstances as these lead me to the opinion that the requirements of the country in roads and bridges are far beyond the means which are presently available for meeting them, and that the traffic on some of our important lines needs a more speedy, certain and economical transit than can be obtained by macadamized roads. Not that the latter cannot be constructed here of the first description, as the evidences around Melbourne prove, where with good materials, and under

vigilant supervision, some thirty miles of such roads are made that will bear comparison with any similar extent of roads in any part of the world. Yet with ways such as these, and even in the streets of Melbourne, the carriage of goods with animal power seldom costs less per ton than from seven to twelve shillings per mile.

I am well aware of the costly nature of railways constructed upon the English system, and how far beyond our ordinary means would be the formation of even one line of one hundred miles in length in anything like a reasonable period of time, yet I have no hesitation in saying that it would be far preferable to decide upon undertaking a road of even this costly description, with all its advantages of speed, safety and economy of transit, than to continue expending large sums of our yearly income upon the leading lines of traffic (tho' it must not be forgotten that we shall still require great annual grants for roads not coming under this title) which, if the Colony is to progress, must sooner or later give way to these modern improvements of science and skill".

Cynics might say that things haven't changed too much! Others might think that Murphy came from a railway engineering background but he was, in fact, a surgeon and a politician. He resigned as president of the Central Roads Board in 1856 to become the Speaker of the Legislative Assembly – a post he retained for 15 years.

The railways did take off in the 1850s and they reigned supreme in land transport in Victoria for the next 70 years or more before the affordability and convenience of motor traffic swung the pendulum back to roads – where it appears it still remains in moving people and freight around the state. However Victorian Governments over the last few decades have steered towards a much closer integration of all forms of land transport to enhance our social and economic development.



Walhalla - opening of the railway in 1910. The rail service closed a few years later because the gold ran out and the station building was transferred to Willison Station in Boroondarra.

Trivia and Didactic Whimsies

A Few Lessons About Health

Does olive oil prevent heart disease?

Yes. The health benefits of olive oil come from the presence of polyphenols and antioxidants that reduce the risk of heart diseases and cancers. But to get these healthy compounds, consumers should buy good-quality, fresh "extra-virgin" olive oil, which has the highest polyphenol content. Most commercially available olive oils have low levels of polyphenols associated with poor harvesting methods, improper storage, and heavy processing.

Do I need sunscreen with more than 30 SPF?

No. Sunscreens with an SPF (sun protection factor) of 30 block about 97% of ultraviolet rays, while sunscreens with an SPF of higher than 30 block 97%-98%. It's more important that you choose "broad-spectrum" sunscreen, meaning it protects against both UVB and UVA rays. Sunbathers also need to apply a generous amount of sunscreen in order to get the full benefit of the SPF.

Is drinking fruit juice as good for you as eating fruit?

No. Calorie for calorie, whole fruit provides more nutritional benefits than drinking the pure juice of that fruit. That's because when you liquefy fruit, stripping away the peel and dumping the pulp, many ingredients like fibre, calcium, vitamin C, and other antioxidants are lost. For comparison, a five-ounce glass of orange juice that contains 69 calories has 0.3 grams of dietary fibre and 16 milligrams of calcium, whereas an orange with the same number of calories packs 3.1 grams of fibre and 60 milligrams of calcium.

Is walking as effective as running?

Yes. Studies have shown that how long you exercise — and thus how many calories you burn — is more important than how hard you exercise. Running is a more efficient form of exercise, but not necessarily better for you. A six-year study published in the journal *Arteriosclerosis, Thrombosis, and Vascular Biology* in April found that walking at a moderate pace and running produced similar health benefits, so long as the same amount of energy was expended.

Up there Cazaly

There is a two-letter word that perhaps has more meanings than any other two-letter word, and that is 'up.' I looked up the term 'Up There Cazaly' and this is what turned up. It is an Australian Rules football catchphrase inspired by early 20th century St Kilda and South Melbourne great Roy Cazaly. "Up There Cazaly" was also a cry used by Australian troops during World War II.

This iconic photograph is etched in the mind of all Aussie Rules fans showing Cazaly leaping up one-handed to take a mark. So it's easy to understand up, meaning toward the sky or at the top of the list, but when we wake in the morning, why do we wake up? At a meeting, why does a topic come up? Why do we speak up and why are the officers up for election and why is it up to the secretary to write up a report?

We call up our friends. And we use it to brighten up a room, polish up the silver; we warm up the leftovers and clean up the kitchen. We lock up the house and we fix up the old car.



Olive Oil



Sunscreen



Fruit Juice



Running



Cazaly

At other times the little word has a very special meaning. People stir up trouble, line up for tickets, work up an appetite, and think up excuses. To be dressed is one thing, but to be dressed up is special.

A drain must be opened up because it is stopped up. We open up a store in the morning and we close it

Up at Night.

We seem to be pretty mixed up about up! To be knowledgeable about the proper uses of up look the word up in the dictionary. In a desk-sized dictionary, it takes up almost a quarter of the page and can add up to about thirty definitions. If you are up to it, you might try building up a list of the many ways up is used. It will take up a lot of your time, but if you don't give up, you may wind up with a hundred or more. For example, when it threatens to rain, we say it is clouding up and when the sun comes out we say it is clearing up. When it rains, it wets the earth and often messes things up.

When it doesn't rain for a while, things dry up.

I could go on and on, but I think I'll wrap it up because I think my time is up, so it is time to shut up!

I hope I have cheered you up and now it's up to you what you do with this information.

A Real Man's BBQ

We are in the BBQ season and it is important to refresh your memory on the etiquette of this sublime outdoor cooking activity. When a man volunteers to do the BBQ the following chain of events are put into motion:

- The woman buys the food.

- The woman makes the salad, prepares the vegetables, and makes dessert....
- The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils
- The woman remains outside the compulsory three metre exclusion zone where the exuberance of testosterone and other manly bonding activities can take place without the interference of the woman....

Then here comes a really important step:

- The man places the meat on the bbq

More routine...

- The woman goes inside to organize the plates and cutlery...
- The woman comes out to tell the man that the meat is looking great. He thanks her and asks if she will bring another beer while he flips the meat

Then another important step:

- The man takes the meat off the grill and hands it to the woman.

More routine...

- The woman prepares the plates, salad, bread, utensils, napkins, sauces, and brings them to the table.
- After eating, the woman clears the table and does the dishes.

And most important of all:

- Everyone praises the man and thanks him for his cooking efforts.

- The man asks the woman how she enjoyed 'her night off' and, upon seeing her annoyed reaction, concludes that there's just no pleasing some women!

Teacher Arrested at Sydney International Airport

A high school teacher was arrested today at Sydney's Kingsford-Smith International airport as he attempted to board a flight while in possession of a ruler, a protractor, a compass, a slide-rule and a calculator.

At the press conference, the Attorney General said he believed the man is a member of the notorious extremist Al-Gebra movement. He did not identify the man, who has been charged by the AFP with carrying weapons of maths instruction.

'Al-Gebra is a problem for us', the Attorney General said. 'They derive solutions by means and extremes, and sometimes go off on tangents in search of absolute values.' They use secret code names like "X" and "Y" and refer to themselves as "unknowns;" but we have determined that they belong to a common denominator of the axis of medieval with coordinates in every country. As the Greek philosopher Isosceles used to say, "There are three sides to every triangle."

When asked to comment on the arrest, Prime Minister Tony Abbott said, "If God had wanted us to have better weapons of maths instruction, He would have given us more fingers and toes." Colleagues told reporters they could not recall a more intelligent or profound statement by the Prime Minister.

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