

VicRoads Association

Newsletter No 198



Country roads

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,

Having recently visited India – and having an all round general interest in India – it was no surprise that I went to see Viceroy's House at the cinema as soon as it came out. It is about the relatively brief time Lord Mountbatten (later Earl) and his wife, Edwina, spent in Delhi overseeing the partition of India to create Pakistan in 1947. Mountbatten cut a rather pathetic figure. Edwina seemed to understand the ramifications of partition far more acutely than her husband and she was also more in tune with the plight of the common people. To some extent, Mountbatten was a patsy. A minor but affable member of the Royal Family, the British Foreign Office set him up and the final arrangements for partition were, in fact, devised by Churchill many years earlier to protect British interests in the region. They couldn't have cared less about its effect on the lives of these Hindu, Muslims and Sikhs who were innocent, illiterate peasants whose only life had been the fields they worked. Most of them did not know who the Viceroy was, were indifferent to the Congress Party and the Muslim League, and had never bothered with issues like Partition or boundary lines. They were unaware of the freedom in whose name they had been plunged into despair.

The aftermath was sickening in its violence and enormous in its scope. More than two million people were killed in riots and during the massive east-west migrations between East and West Punjab and East and West Bengal. These murders were carried out mainly in the name of religion – separating Muslims from Hindus and, to a lesser extent, Sikhs – and the irony is that India today has more Muslims in its population than Pakistan or Bangladesh (once East Pakistan). Over 14.5 million people were displaced from their homes.

On a couple of occasions I have stayed in Delhi at the elegant Imperial Hotel. An associate of Sir Edwin Lutyens – the English architect of New Delhi – designed it. I am sure many business deals, both shady and otherwise, are carried out here but it is best known as the hotel where Nehru, Mahatma Gandhi, Jinnah and Mountbatten met to discuss the Partition of India and the birth of Pakistan. So it is inexorably connected to these momentous events in the history of India and Pakistan. During this recent visit, we twice had lunch at the Imperial.

But what really inspired me to introduce this newsletter on this rather sombre note was a remarkable coincidence about partition that occurred during the time I worked with the Overseas Projects Corporation of Victoria (OPCV). We did quite an amount of work in Pakistan, especially in the agricultural sector. Among other things we also enlisted the assistance of VicRoads in training engineers from the Lahore Development Authority. Because of our heavy involvement in the region, OPCV engaged an agent, Major General Nasser Hussain, to assist us in project procurement and to provide general advice on cultural and market issues. Nasser was a worldly man and was previously the Pakistan High Commissioner in Canberra. He lived in Lahore but he had wide contacts around the country.



In 1997 we were invited to prepare a tender for the maintenance and management of the new freeway under construction between Islamabad and Peshawar. John Trainor and Bruce Phillips were sent to Islamabad to do some groundwork and to gather the preliminary data needed to prepare the tender. They stayed in the Gymkhana Club in Islamabad as guests of the General who was a member of the club. I joined them a week or two later to assist in writing the proposal. We inspected the highway and spoke to local engineering companies with a view to creating a consortium to undertake the project. However things don't proceed in Pakistan in an orderly way and the client kept changing the terms of reference and eventually declared that all the tenderers had to form a consortium with the Pakistan Army. We visited Army Headquarters in Rawalpindi and met the army bigwigs, but by this time I was becoming wary of all the intrigue going on and I thought that things were going on which didn't bode well for us. Nonetheless we completed our task – not without a few adventures, including an earthquake – and submitted our proposal.

As my homeward journey on Thai Airlines via Bangkok departed from Lahore, General Hussain suggested that I should call to see him at his house for dinner during the four hours or so between my arrival from Islamabad and my departure from Lahore. He sent a car out to the airport and I spent a very pleasant time with he and his wife chatting over a delicious meal. Nasser was always curious about conditions in India and he often asked for my views comparing things between Pakistan and India. During partition he had chosen to stay in West Punjab (Pakistan) and for the rest of his life he never set foot in India. I was sensitive to his curiosity and sometimes I was not truly honest with him.

At any rate, we finished our meal and he arranged for his driver to take me out to the airport. When I boarded the plane the cabin attendant offered me a cool drink and proffered a tray of magazines from which I selected Time magazine. As I took it from the tray I was astounded to see that on the front cover was a photographic portrait of Nasser. I said to the attendant that I had just had dinner with this man but she wasn't really interested. And then it struck me. It was 1997 and this was a commemorative issue on the 50th anniversary of partition – and it was devoted mostly to stories about these momentous events. The General's story was the main article in the centre spread.

In 1947, Nasser was a young, Indian Army officer at an outpost near what is now the border between India and Pakistan. He was alone in the post when, late one

afternoon, someone came rushing to the door saying he had to go down to the railway station at once. Something terrible had happened. Nasser responded at once, only to face the most devastating scene of his life. Everyone on the train had been murdered – probably over 1,000 people. Nasser wandered through the train and he heard only one sound of life and found an infant child, untouched, under its mother. This child was the only survivor.

I recall that the Sikhs perpetrated the killings. The Sikhs were a minority – outnumbered by the Hindus and Moslems – and they refused to live in West Punjab (Pakistan). The London Times reported from the Punjab: "The Sikhs are clearing East Punjab of Moslems, butchering hundreds daily, forcing thousands to flee westward, burning Moslem villages and homesteads, even in their frenzy burning their own." Whatever his motivation was, Nasser opted to stay in Pakistan. I never had the chance to discuss it with him as it was my last visit to Pakistan and the General retired not long after.

William Dalrymple, one of the greatest writers on India, expresses the real tragedy of partition. He wrote in The New Yorker in 2015:

"Ever since 1947, India and Pakistan have nourished a deep-rooted mutual antipathy. They have fought two inconclusive wars over the disputed region of Kashmir—the only Muslim-majority area to remain within India. In 1971, they fought over the secession of East Pakistan, which became Bangladesh. In 1999, after Pakistani troops crossed into an area of Kashmir called Kargil, the two countries came alarmingly close to a nuclear exchange. Despite periodic gestures toward peace negotiations and moments of rapprochement, the Indo-Pak conflict remains the dominant geopolitical reality of the region. In Kashmir, a prolonged insurgency against Indian rule has left thousands dead and still gives rise to intermittent violence. Meanwhile, in Pakistan, where half the female population remains illiterate, defence eats up a fifth of the budget, dwarfing the money available for health, education, infrastructure, and development."

Woe is me.
David Jellie - Editor

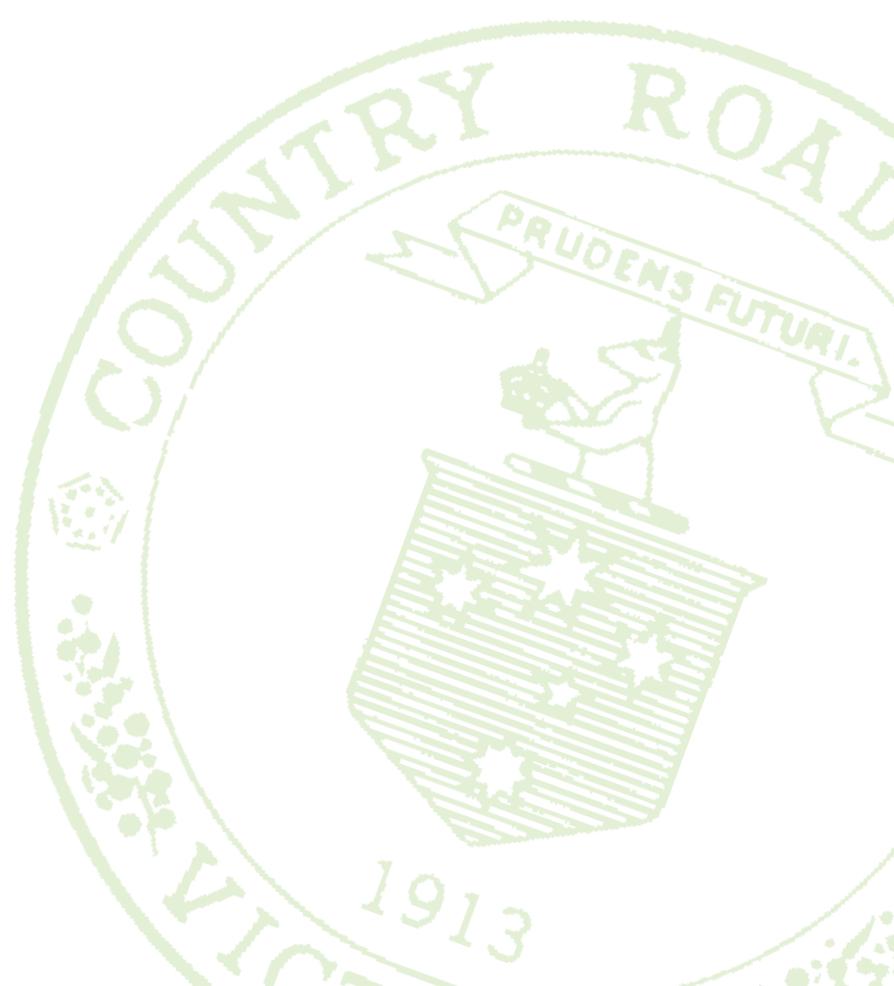


Dates for your diary

Our program this year is as follows:

DATE	TIME	EVENT	
July	Monday 31	9.50am	Visit to Melbourne Metro Rail Authority
August	Monday 14	12 noon	Occasional lunch, Shoppingtown Hotel
September	13 and 14	TBA	Visit to VicRoads Regional Office in Traralgon and local attractions
October	Monday 9	12 noon	Occasional lunch, Shoppingtown Hotel
	Thursday 12	6.00 pm	Drinks and dinner at Waverley RSL
	Monday 30	9.50am	Visit to VicRoads South Eastern Projects
November	Monday 27	12 noon	Occasional lunch, Shoppingtown Hotel
December	Monday 4	12 noon	Christmas lunch at Kew HO
2018			
February	Monday 12	12 noon	Occasional lunch, Shoppingtown Hotel Members and Guests Golf Day at Green Acres Golf Club, East Kew
	Friday 23		

Details of all these activities will be included in future newsletters. Please remember too that family and friends are always welcome to attend our functions.



What's coming up

Occasional Lunches – Monday 14th August and Monday 9th October

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. We were thrilled with the attendance at our last lunch. It equalled the previous record of 24 participants. There is plenty of room for more.

Visit to the Melbourne Metro Rail Authority – Monday 31st July at 9.50 am

I enclosed a detailed notice about this visit in the last newsletter which I won't repeat again. We propose to meet in the foyer of the Authority at 121 Exhibition Street at 9.50 am. Please contact Jim Webber before 24th July if you propose to come – so that he can arrange security passes to enter the office.

Visit to VicRoads Eastern Victoria Region, Traralgon, Wednesday 13th and Thursday 14th September

We propose to assemble at VicRoads Eastern Region Office, 120 Kay St, Traralgon at 10:50 a.m. on Wednesday 13th September. We are very honoured to be able to tour Loy Yang and the mine because they no longer run them, but Scott Lawrence has been able to arrange it especially for us.

The program will be:

Wednesday 13 September 2017

11:00am to 12:00 noon	VicRoads Eastern Region Presentation by Regional Manager, Scott Lawrence
12:00pm to 12:30pm	Lunch with Eastern Region Staff
12:30pm to 1:00pm	Travel by bus from Traralgon to ALG Loy Yang
1:00pm to 3:00pm	Station and Mine tour of Loy Yang
3:00pm to 3:30pm	Bus from Loy Yang returning to VicRoads (or designated accommodation)
6:30pm	Dinner with existing and ex-VicRoads staff

Thursday 14 September 2017

8:10am to 8:30am	Bus from Traralgon to Morwell
8:30am to 9:15am	Meeting with Karen Cain, CEO, Latrobe Valley Authority
9:15am to 9:30am	Bus from Morwell to Traralgon Office
9:30am to 11:30am	Travel by bus to view the PHE Duplication Project
11:30am	Return to the Traralgon Office
12:00 noon	Lunch and departure

Accommodation:

Please contact Jim Webber by 6th September if you want to join in. Members are reminded that they have to make their own accommodation arrangements (at own cost). If anyone would like a lift I am sure we can arrange something. Options - you can walk to all restaurants and hotels from these three locations:

Bridges on Argyle
84-90 Argyle Street, Traralgon
Phone: 5116 7800
Room around \$140 per night

Comfort Inn Traralgon
40 Princes Way, Traralgon
Phone: 5174 7277
Room around \$98 per night

Strzelecki Motor Inn
54 Argyle Street, Traralgon
Phone: 5174 6322
Room around \$90 per night

Please note that the dinner on Wednesday night and the lunch on Thursday – as well as the overnight accommodation – are at own cost. Please contact Jim Webber by 6th September if you want to join in. If anyone would like a lift I am sure we can arrange something.



Visit to VicRoads South Eastern Projects – Monday 30th October at 9.50 am

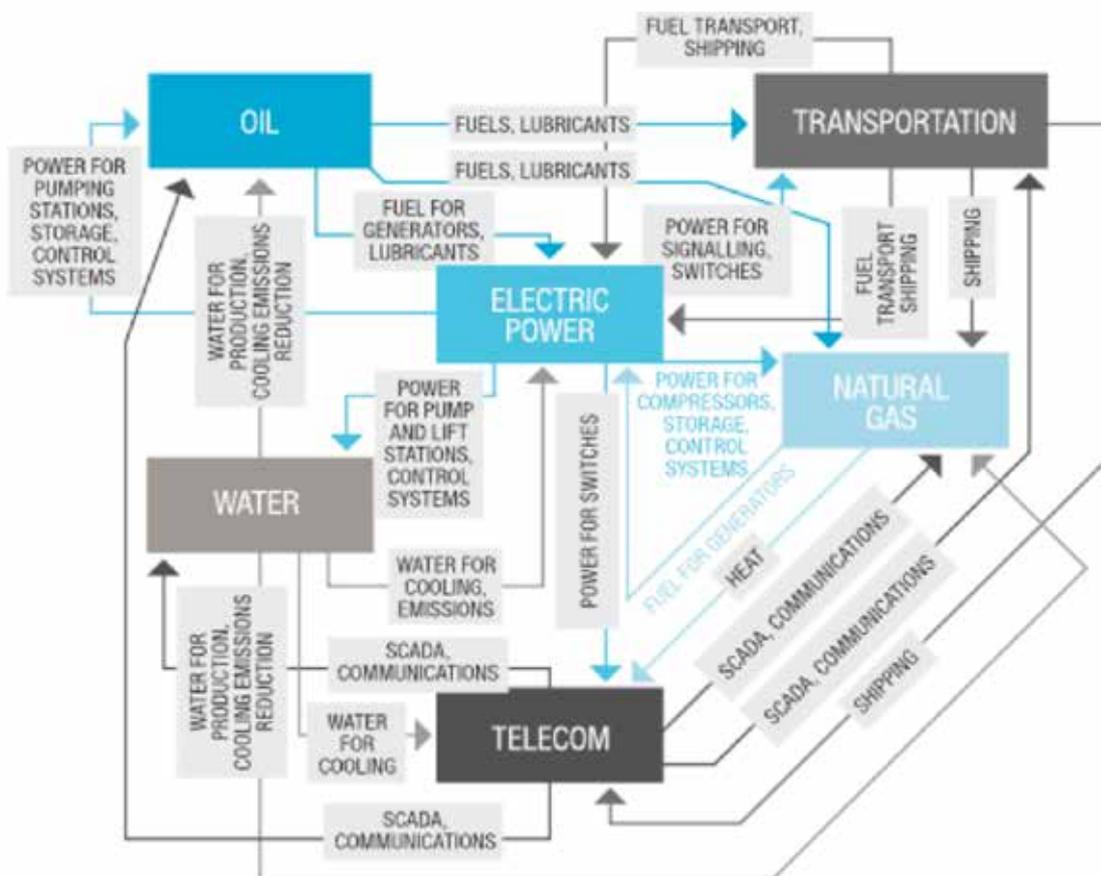
We propose to meet at 10am at the Hallam Project Office (40 Belgrave- Hallam Rd, at the Monash Freeway Interchange). Project Director, South Eastern Projects, Charlie Broadhurst, will lead a presentation on the following projects- Monash Freeway Upgrade (Stage 1- \$400M, Stage 2 \$600M); Thompsons Road Upgrade & level crossing removal (\$240M); Hallam Road Duplication/ South Gippsland Highway intersection Upgrade (\$40M); PHE Traralgon to Sale (\$260M); South Gippsland Highway Koonwarra (Black Spur) realignment (dinosaur fossil site) (\$50M); and Mordialloc Bypass (\$300M). There will be a light lunch before a bus tour of the Cranbourne-Pakenham growth area.

Please let Jim Webber know if you propose to come by 21st October. Again, we can arrange car pooling if anyone wants a lift.

What's been happening

Visit to Infrastructure Victoria – Monday 19th June

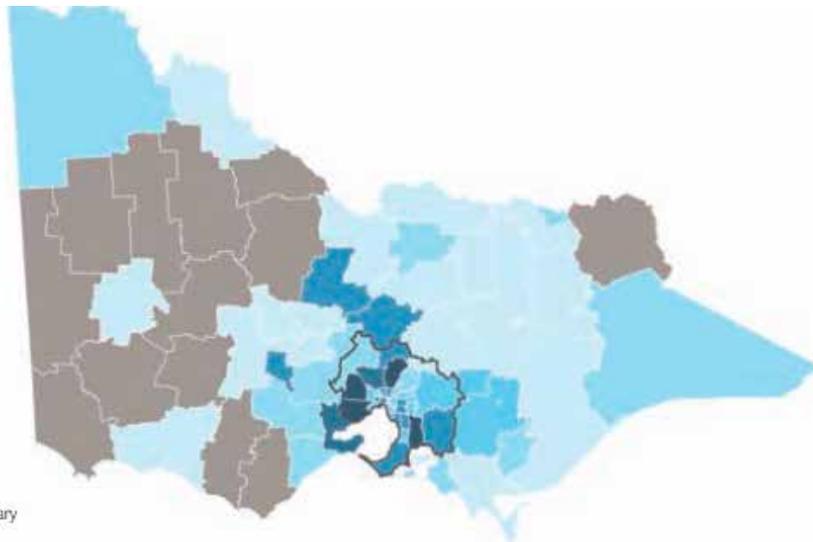
Thirty members/friends attended this excellent presentation given by Jonathan Spear – Executive Director and General Counsel of Infrastructure Victoria. He outlined the guiding principles and strategic framework, the methodologies used to identify infrastructure needs, described the three most important recommendations (out of 137) and discussed Victoria's ports capacity – over the next 30 years. Their vision is to create a thriving, connected and sustainable Victoria where everyone can access good jobs, education and services.



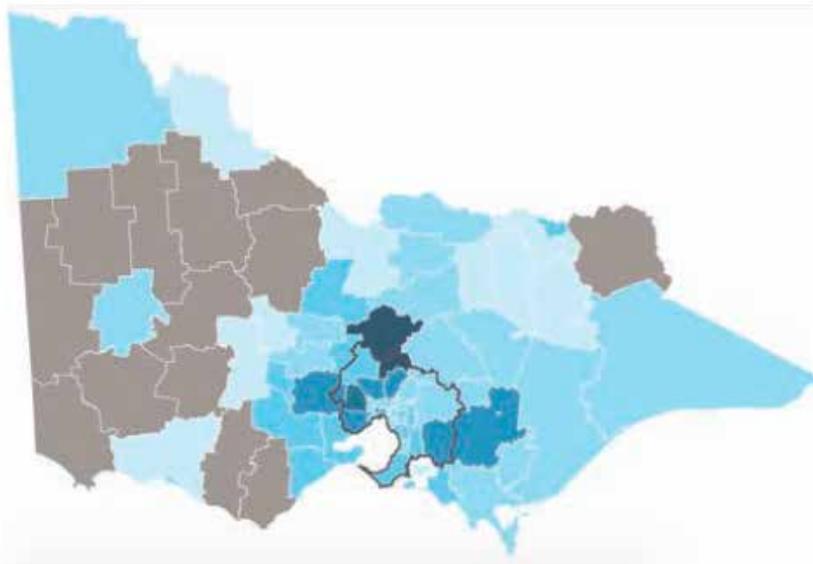
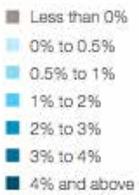


Infrastructure Victoria's approach recognizes the different types of infrastructure are connected in complex ways and these interdependencies are only expected to increase with advances in technology. This is illustrated in the figure below - Emergency Management Victoria, Critical infrastructure resilience strategy, 2015, adapted from S Rinaldi et al, 'Identifying, understanding and analysing critical infrastructure interdependencies', IEE control systems magazine, Dec 2001. Another factor influencing infrastructure options is that population growth over Victoria in the next 30 years is not projected to be evenly distributed across the state as illustrated below.

Projected population change by LGA, 2016-46



Projected annual average rate of population change by LGA, 2016-46





Infrastructure Victoria's over-arching philosophy adopts the following drivers.

Guiding principles

- Consult and collaborate
- Drive improved outcomes
- Integrate land use and infrastructure planning
- Draw on compelling evidence
- Consider non-build solutions first
- Promote responsible funding and financing
- Be open to change

The objectives

- Prepare for population change
- Foster healthy, safe and inclusive communities
- Reduce disadvantage
- Enable workforce participation
- Lift productivity
- Drive Victoria's changing, globally integrated economy
- Promote sustainable production and consumption
- Protect and enhance natural environments
- Advance climate change mitigation and adaptation
- Build resilience to shocks

Needs

1. Address infrastructure demands in areas with high population growth
2. Address infrastructure challenges in areas with low or negative population growth
3. Respond to increasing pressures on health infrastructure, particularly due to ageing
4. Enable physical activity and participation
5. Provide spaces where communities can come together
6. Improve accessibility for people with mobility challenges
7. Provide better access to housing for the most vulnerable Victorians
8. Address increasing demand on the justice system
9. Provide access to high-quality education infrastructure to support lifelong learning
10. Meet growing demand for access to economic activity in central Melbourne
11. Improve access to middle and outer metropolitan major employment centres
12. Improve access to jobs and services for people in regional and rural areas

13. Improve the efficiency of freight supply chains
14. Manage threats to water security, particularly in regional and rural areas
15. Manage pressures on landfill and waste recovery facilities
16. Help preserve natural environments and minimise biodiversity loss
17. Improve the health of waterways and coastal areas
18. Transition to lower carbon energy supply and use
19. Improve the resilience of critical infrastructure

Infrastructure Victoria has presented its strategy to the Victorian Parliament and is available to the population of Victoria on its website. It includes 137 recommendations for improving the provision, operation, maintenance and use of the state's infrastructure.

These recommendations, and the social, economic and environmental objectives and needs they are designed to meet, have been developed through an assessment of the current state of Victoria's infrastructure, rigorous analysis of the evidence and extensive stakeholder and community consultation over the course of 2016. It is a strategy for all Victorians.

While Infrastructure Victoria provides advice, it is the government who is ultimately responsible for decision-making and implementation. Now that the 30-year strategy has been delivered to Parliament, the Victorian Government will have up to 12 months to respond to the recommendations and create its own five-year plan. Infrastructure Victoria will then, on an annual basis, report on government's progress in fulfilling this plan.

Infrastructure Victoria has recommended the top three most important actions for government to take in the short to medium term as follows:

- Increasing densities in established areas and around employment centres to make better use of existing infrastructure.
- Introducing a comprehensive and fair transport network pricing regime to manage demands on the network.
- Investing in social housing and other forms of affordable housing for vulnerable Victorians to significantly increase supply.

With regard to Victoria's ports capacity, Infrastructure Australia's advice is:

- Capacity at Victoria's existing commercial ports should be optimised, having regard to social and environmental factors, before any investment in a second major container port.
- The Port of Melbourne should be developed to a capacity of approximately 8 million TEU, with some trades relocated to Victoria's other commercial ports at Hastings, Portland and Geelong. Capacity at the Port of Melbourne could be increased to approximately 8

million TEU without building a dedicated road and rail Freight Link through Fisherman's Bend to Webb Dock.

- A second major container port will not be required until the Port of Melbourne reaches approximately 8 million TEU capacity which is likely to be around 2055.
- Detailed development planning for a second major container port needs to begin approximately 15 years prior to the port being required. Based on current analysis and projections, detailed planning for a second major container port should begin around 2040. Land use planning actions to secure necessary second

container port land and transport corridors need to be taken as soon as possible.

- Bay West is the preferred location for a second major container port.
- Bay West has strong transport, land use, environmental and amenity advantages, when compared to Hastings. Bay West is a good option for catering to container demand once capacity at the Port of Melbourne has been exhausted and is also well suited to becoming Melbourne's future container port in the long term.

VALE

Joe Gwizdek

Although I wrote a memorial to Joe in the last newsletter, I received a copy of the eulogy written by his son that provides a lot more insight into the character of Joe.

He was the eldest son of Stephanie and Stan Gwizdek and brother to Lila, John and Helen. He was born in Germany in a small town called Hirschau - 10km from Nuremberg. His parents were Polish and during World War 2 they were slave labourers in the concentration camps. His family immigrated to Australia as displaced persons in 1950. As his father had to pay off the government contract for new arrivals he had to work for two years in the forestry sector. At this time his mother and siblings lived in ex-army migrant camps in Bonegilla, Rushworth, Mildura and Somers.

In 1952 his father started working at the Ford factory in Geelong and built a two-room house on a block of land – their first home. These were the days when the milkman, baker and iceman delivered their goods by horse and cart. The kitchen had a combustion stove which was not only used for cooking but also provided hot water and heating. One of Joe's tasks as a child was to get coal to fuel the stove. Joe soon found that he could collect pieces of coal that had fallen off the steam trains along the railway tracks. However when this supply dried up he needed to come up with a new plan. He devised an ingenious way of attaining more coal. He would wait for the train as it slowly moved through town and when the time was right would throw rocks at the drivers provoking them into returning fire with the only projectiles they had close at hand – lumps of coal. After the exchange Joe collected the pieces of coal.

He attended St John's primary school in North Geelong. The school was run by the Sisters of Mercy but Joe said that they didn't show much mercy. One of the pranks he remembers playing was putting the plaits of the girl who sat in front of him into the ink well on his desk. Apparently he came home with bruised knuckles from being hit with by a wooden ruler on more than one occasion.

His secondary education was at St Mary's Christian Brothers Technical School in Geelong. There he learnt practical skills such as how to build a surfboard using marine ply. He was in the school choir and one of his recollections was singing on Christmas Day at the Geelong jail.

He excelled at school. He was a scholarship recipient and often had to be told by his mum to stop studying and go to bed of an evening. He completed a Civil engineering course at the Gordon institute and in 1964 graduated with a Diploma in Civil Engineering. He found employment with CRB at the Kew Head office.

After the 1965 bush fires in East Gippsland many of the timber bridges were destroyed and he was transferred to the CRB in Bairnsdale. This was the commencement of the grounding for his expertise in asset restoration after damage by flood and fire. He met Irene and they married in 1966 and set up home in Bairnsdale. He joined the Royal Australian Engineers army reserve in 1969 where he learnt military engineering such as emergency bridging (using Bailey bridges) - which he put to good use after flooding in Gippsland. He retired from his army service with the rank of Major in 1991.



Joe and Irene



In 1987 and 1989 Joe was seconded to the Snowy Mountain Engineering Corporation under a United Nations Development program in the small Himalayan country of Bhutan. His brief was to implement a road maintenance capability by supplanting the traditional manual construction of roads by the use of mechanical plant and equipment.

After his retirement from VicRoads, Joe was engaged by Duke Energy in the construction of the Gas Power Station at Hillside. He also spent 12 months working with the Shire of East Gippsland.

He was also instrumental in the construction of the road access and parking around the new Nagle College on Lindenow Road. When the college committee approached him they said they needed the work completed in two months. He pegged out the site, much of it by eye, and told the plant operators to follow him around. Most of this work was done by volunteers – a lot of it into the night – laying culverts under the light of car headlights. Joe served as Chairman of the Nagle College Council for three years.

When he came to Bairnsdale, Joe developed a life-long passion for the game of golf. He was a member at the Bairnsdale Golf Club for 50 years and won B and C grade championships, played in the pennant team and was an active participant in golf tours. He is remembered for the all round consistency of his game, his pioneering of the one handed bunker shot and his good humour and numerous witticisms such as: "You won't find better chips in Georges" and "Don't worry about standing on my line – just take your normal 3 putt stance".

When he left VicRoads, 17 years ago, the then Chief Executive, David Anderson, wrote the following poem entitled "*What will we do without Joe*".

This morning to the Boardroom
The Directors had to go
The Boss explained a problem
VicRoads was losing Joe.

This will cause a budget crisis
The Finance man did say
He's been with us so bloody long
We can't afford to pay.

We'll miss his skill, another said
And all those funny jokes
I'll bet Joe can remember
When grader wheels had spokes.

Let's talk to Norm, said Balfie
He'll tell us what to do
He always does, said Colin
And now we're in the poo.

And so we 'phones East Gippsland
To see what could be done
The staff was in a panic
And told us one by one.

He was the best instructor
A younger member said
When I couldn't understand a bridge
He taught me golf instead.

He knew a lot about the World
From Bairnsdale to Bhutan
And when he told his stories
We listened to a man.

He knew the land like no one else
And all the truckies too
And if they didn't measure up
He'd tell 'em what to do.

No flood or fire could stop him'
Nor get him in a flap
When Head Office asked hard questions
He'd send a lot of crap.

We put the phone down firmly
As Head Office people can
We formed into a huddle
And figured out a plan.

We'll hit the road, we'll head out East
We won't fall in a hole

We'll battle on until we're there
The Wy Yung pub our goal
Joe Gwizdek is a legend

He'll be very greatly missed
So thank you Joe, and best of luck

And try not to get too.....

NEWS FROM VICROADS

VicRoads and Reconciliation Week

John Merritt (CEO) recently informed staff as follows:

Reconciliation Week this year is particularly significant because it marks the 50th anniversary of the referendum that gave the Commonwealth the power to make laws for Aboriginal and Torres Strait Islander peoples and recognise them in the national census. At our event on Monday we heard a powerful presentation by Ian Hamm, Director Economic Inclusion at DEDJTR. Ian spoke honestly and generously about his own experience as a Yorta Yorta man, removed from his parents as a baby, and his life experience searching for his identity. All of us present were moved by his account, and I spoke to him again today to pass on our thanks for his fine leadership.

Elsewhere in VicRoads, at Wendouree, Nicola McLardie's daughter Taleisha acknowledged country and spoke about what Reconciliation Week means to her. And in Sunshine this morning, Louise Dryden, a young Indigenous woman working as a trainee in the Metro North West Management and Support team spoke about what reconciliation means to her. Joining Louise was her father, David Dryden who drove from Shepparton to attend the event and share this special moment with his daughter. Mr Dryden spoke about the significance of this type of event and how important it is to engage, understand and support Indigenous communities.

During the week I've reflected on how VicRoads can improve outcomes for Indigenous Victorians particularly in relation to incorporating Indigenous employment initiatives. With our huge country roads agenda, with upgrades, maintenance and SSRIP, we have a great opportunity ahead to do big things for local communities.

Upgrading the Western Highway

Although I have reported on this project previously, nonetheless work is progressing towards the South Australian border.

The Western Highway is the principal road link between Melbourne and Adelaide and is the major route for trade between Victoria and South Australia. It is also a key transport corridor through Victoria's western district, supporting farming, grain production, regional tourism and a range of manufacturing and service activities.

It is one of Victoria's busiest rural highways. Between 6,500 (west of Ballarat) and 23,000 (between Melbourne and Ballarat) vehicles travel the road each day. The Australian and Victorian governments have committed over half a billion dollars for the road's upgrade as follows:

- \$672 million for the duplication of the Western Highway between Ballarat and Stawell, including construction to Ararat

- almost \$50 million for upgrades between Stawell and the South Australian Border, including new overtaking lanes, rest area improvements, bridge upgrades and planning for a bypass around Horsham
- \$50 million for Beaufort bypass planning
- \$50 million for Ararat bypass planning

The highway between Ballarat and Stawell is being progressively duplicated and upgraded to provide a safer and more efficient four-lane divided route. In addition to separating the traffic lanes, highway safety will be improved with sealed road shoulders, safety barriers, protected turning lanes, intersection improvements, and service lanes for local access at some locations.

In the five years to December 2015, there were 72 crashes on the Western Highway between Ballarat and Stawell, including five fatalities and 32 serious injuries.

Infrastructure upgrades, such as those on the Western Highway, are important part of road safety improvements in Western Victoria.

Upgrades between Stawell and the South Australian Border include rest area improvements, bridge strengthening, new overtaking lanes and planning for a Horsham bypass. Overhead messaging signs (Intelligent Transport System signs) have been installed at Ballarat, Ararat, Burnt Creek and Kaniva. These signs will provide information to motorists on road conditions, incidents and other information.

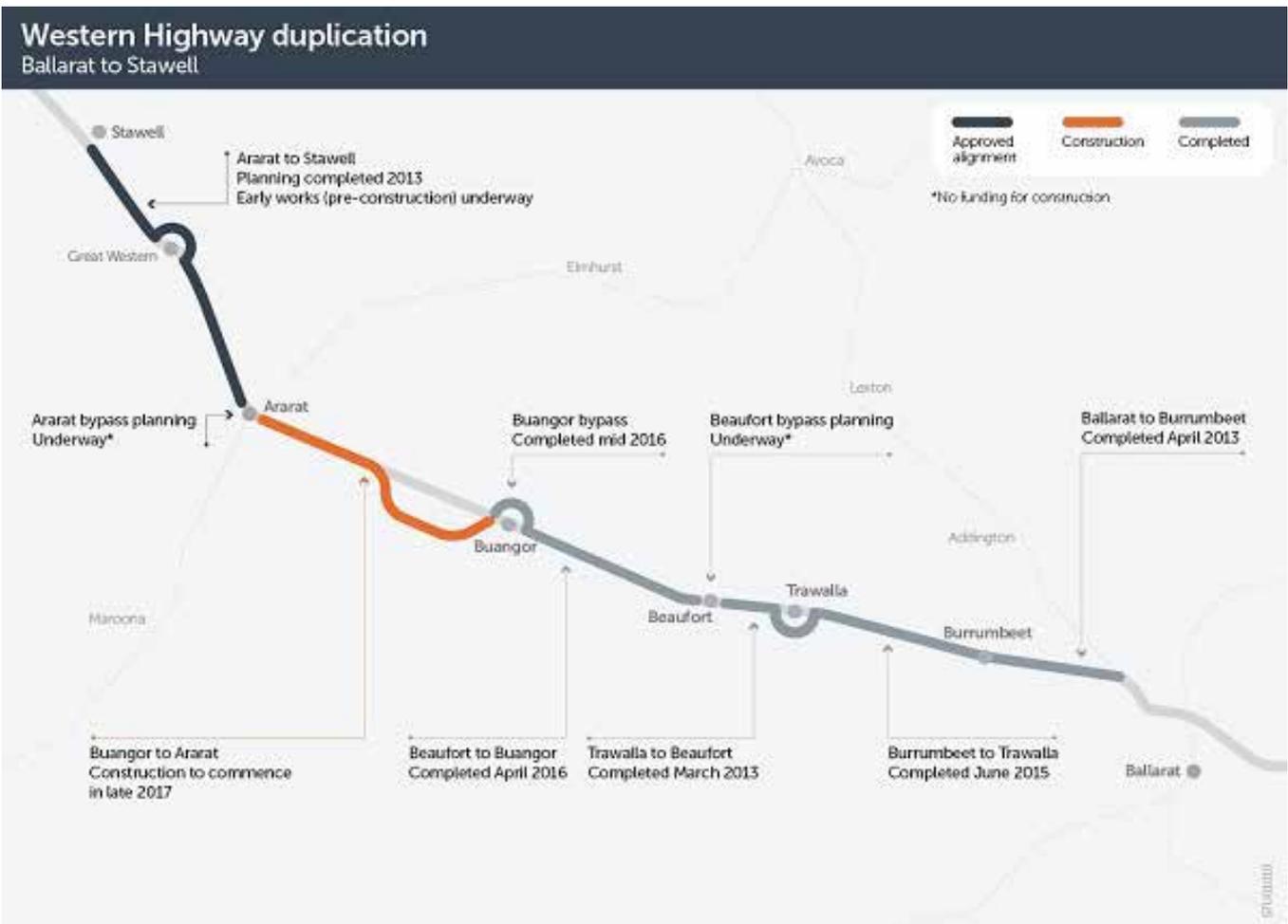
Towards Zero

In the last newsletter I introduced the current roads safety and action plan for Victoria. As promised, I now propose to go into more specific detail about some of the strategies, and in this newsletter I shall concentrate on initiatives to reduce fatalities and injuries on country roads.

A review in early 2018 will assess if road trauma trends are improving and consider what more could be done to achieve the overall target of fewer than 200 deaths by 2020. There will be more effort where most fatalities happen – on country roads.

Over the next five years, investments to make rural roads safer will include:

- Barriers or tactile centre and edge lines on more than 2,500 kilometres of the riskiest parts of the high-speed rural road network
- More motorcycle friendly road barriers on high-risk motorcycle routes
- The Towards Zero public engagement program in rural and regional areas to support safer speeds.



There will be a focus on the people most likely to become road casualties – younger and older Victorians, motorcyclists, cyclists and pedestrians by:

- Doubling the hours of supervised night time driving required by L-platers – going from 10 to 20 hours
- On-line medical reports to enable timely and high-quality assessments to help keep older drivers safe on the road
- Mandatory training for motorcyclists
- Incentives for the sale of motorbikes with ABS braking
- Dedicated cycling and pedestrian paths
- Traffic calming and pedestrian refuges to keep cyclists and walkers safer on local and busy streets.

New technology will be introduced to make our cars, roads and our own driving safer:

- All drink drivers caught over the limit will have to drive vehicles with alcohol interlocks
- Police will more than double roadside drug testing to 100,000 a year The Government will work with developers to trial passive alcohol sensors in Victoria

- A groundbreaking trial of smart cars and new vehicle technology will support their uptake
- The Victorian Government will require its fleet to have the best available safety features as part of its overall purchasing policy.

A positive approach will be adopted to support local communities and drive local change:

- A new and intensive community engagement campaign will help lift understanding of the impact speed has - from the small time savings to how vulnerable our bodies are to vehicles travelling at speed
- A fresh approach to advise drivers and riders who travel over the limit in new speed zones on key major routes about why safer speeds are important
- Localised road safety campaigns to bring new voices to road safety issues.

An initial investment of \$340 million will be dedicated to saving lives on risky high-speed rural roads. This will prevent and reduce road trauma where it happens most with effective road safety interventions.



While infrastructure investment has been targeted to local black spots periodically in the past, there has never before been a holistic approach of this scale, rigour or reach.

Crossing the centre road strip is involved in 64% of crashes on country roads followed by 21% run off road to the left, 10% other and 5% at intersections.

More flexible barriers will be installed. For every 100 km stretch of high-volume, high-speed road in Victoria, 17 people are killed or seriously injured every year. Flexible roadside and centre line barriers have been shown to reduce run-off-road and head-on crashes by up to 85%. Barriers are important for safety because most people who die on these roads leave the road or hit another vehicle head-on. These barriers will be installed on the riskiest high-speed rural roads where the volumes of traffic are highest, in order to save the most lives. On high-risk motorcycle routes, padded posts and under-run protection will be used to make barriers motorcycle friendly.

Strong and consistent feedback from Victorians is that they value tactile edge-lines to help stay alert on the road. More tactile edge-lines and tactile centre-lines will be installed to reduce the incidence of out-of-control vehicles either crossing the road into incoming traffic or running off the road to strike fixed objects.

Wide tactile centre and edge-lines and more road safety measures on the most dangerous curves along 100 km/h roads with moderate traffic volumes will further help save lives.

The strategy also aims to build public awareness about safer travel speeds. There is an extensive network of narrow, lower quality, high-speed roads spread across rural Victoria that provide vital local connections and help rural economies thrive. But for every 100 km stretch of this type of road, three people will die or be seriously injured every year. Building local knowledge of the danger of these roads will help people understand the need to drive at safer speeds.

Victoria will continue to operate a comprehensive road safety camera program that uses different camera types on different road environments. Intersection cameras are placed at known blackspots. Fixed freeway cameras, including static and point-to-point cameras, reduce crashes on high volume and high speed roads. Mobile cameras operating anywhere at any time provide across-the-board speed deterrence. These different camera operations have been remarkably effective in reducing road deaths and injuries in Victoria over

the long term. Evaluations by Monash University Accident Research Centre show that casualty crashes are reduced by 21-32% in Victoria by mobile safety cameras. Overseas experience also shows reductions in casualty crashes following installation of point-to-point safety cameras.

Camera operations are a major plank of the Victorian strategy and over the next five years we will investigate new, improved camera technologies, and ensure that all cameras are operated in a manner that maximises safety for all Victorians.

Making rural roads safer will begin with addressing sections of twenty of the State's highest risk road lengths as follows:

- Princes Highway West – Little River to Corio
- Geelong Ring Road – Corio to Waurin Ponds
- Bass Highway – Lang Lang to San Remo
- Princes Freeway East – Traralgon to Sale
- Mornington Peninsula Freeway – Mount Martha to Rosebud
- Princes Freeway East – Longwarry to Traralgon
- Calder Freeway – 'M80' Ring Road/Keilor Park to Bendigo
- Hume Freeway/Highway – 'M80' Ring Road/Thomastown to Wodonga
- Western Freeway – 'M80' Ring Road/Sunshine West to Ballarat
- Goulburn Valley Highway – Yea to Molesworth
- Midland Highway – Ballarat to Creswick
- Anglesea/Great Ocean Road – Bellbrae to Anglesea
- Geelong-Bacchus Marsh Road – Geelong to Bacchus Marsh
- Beechworth-Wodonga Road – Beechworth to Yackandandah Road
- Melbourne-Lancefield Road – Sunbury to Lancefield Road
- South Gippsland Highway – Leongatha to Meenyan
- Midland Highway – Shepparton to Byrneside
- Paynesville Road – Bairnsdale to Paynesville
- Maffra-Sale Road – Sale to Maffra
- Princes Highway East – Sale to Bairnsdale

NEWS FROM OUR MEMBERS

Robin Underwood

Robin wrote as follows:

"Two somewhat related articles in the News from VicRoads that appeared in Newsletter No. 196 (April 2017) caught my eye.

Firstly, the article on Road safety stated that, by late March of this year, road deaths were 37% lower than at the same time last year. However, road crashes are random events, and changes can occur quite quickly. By mid May, the number of deaths this year was 96 compared with 106 for the same time last year – a reduction of 9.4%. This is a lot different to 37%, but at least it is still a small reduction – and a trend in the right direction.

Secondly, the article on Management of country roads indicates there is to be an enquiry into VicRoads management of country roads. From observation, I think it is clear that country roads require a lot more effort in maintenance, rehabilitation and upgrading of selected sections. As at mid May of this year there were 60 deaths on rural Victorian roads and 36 deaths on metropolitan roads. The 60 deaths on rural roads was an increase of 25% for the same period last year. Many of the country road deaths involved single vehicles running off the road.

Many sections of country roads are either unsealed or narrow sealed, and a speed limit of 100km/h is quite inappropriate on them. Consideration should be given to a maximum speed limit of 80 km/h, or even a little less, on these roads. In this respect, a reduced maximum speed from 100 km/h to 80 km/h would increase the travel time from 36 to 45 seconds for vehicles travelling at the speed limit (a difference of 9 seconds per km of travel, or 90 seconds for a 10 km trip), and would reduce the impact of a crash for a vehicle travelling at the speed limit by about

36% to about 64%.

A reduction of the speed limit on the lower class country roads would require effective signing, positive publicity to explain the benefits, and selected enforcement."

Robin's point is well made. At the time of writing this newsletter (8 June 2017) there were 108 deaths on Victoria's roads, down 14.3% from the previous year's 126 at the same date. Editor.

Peter Lowe

Peter wrote to me as follows:

"I have just been looking at the photo of Bill Dolamore and the early Bairnsdale Divisional Office and this caused me to consider the caption that reads – "The picture below was taken -----"

The photo is of the grain and produce store which was on the south side of Nicholson Street, opposite Dahlsens, which fronted straight onto the street and was purchased by the CRB as the first office the Division occupied in Bairnsdale. The blue edifice designed by the PWD which served as the Divisional Office through the second half of the 20th Century - which you and I were very familiar with - was built on the same site. I suspect that the comment about the "tin shed" referred to a building in the back yard of the grain store which housed Les Starling and other members of the staff. The caption was OK when the PWD designed edifice was the Divisional Office but not for 2017 and the new office by the highway."

Jim Wilson

Jim contacted me to say that the male in the 1984 mystery picture looks to be Simon Eggleston – and I agree. I'm still waiting to hear from Simon.

The most wonderful drink in the world

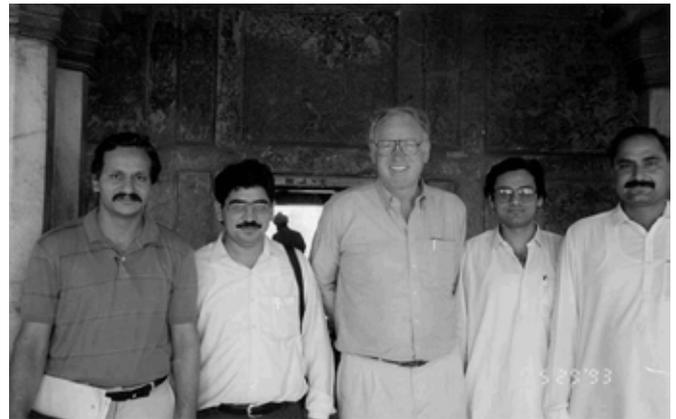
In the introduction to this newsletter I mentioned the training of engineers from the Lahore Development Authority by VicRoads. This was carried out in 1992. Four engineers came out from Lahore to undertake individually designed training programs in Melbourne. I met them at the airport and drove them to their apartments and spent the following day settling them in to living in Melbourne – sorting out things like catching trams, banking, restaurants, buying food, and generally orientating them. I detected that they were reserved and somewhat incurious, and it wasn't until they left to return to Pakistan some two months later, that they told me they were quite frightened about coming to Melbourne and living in the decadent west. They expected drug addicts lying in the streets, drunken fighting and brawling and loose women loitering on every corner. This is what Pakistanis read in their newspapers about western society – just as we read negative reports about Islamic societies in ours.

I have a photograph – in too bad a condition to publish – of some of the trainers and I recognize Ian Gardiner, Gary Veith and Geoff Coath. John Inglis from Phillips was also there because among other things, we installed SCATS traffic signal systems at a few intersections in Lahore as a trial run using Phillips hardware.

At any rate the program was very successful and all the participants warmed to Melbourne and I think had experiences that they never dreamt of. We gave them a farewell dinner and their appreciation and warmth was genuine and touching.

Whenever I visited Lahore, I would meet with them and continued mentoring them. One loved Scotch whisky and he would visit me at my hotel to have a nip because I – as a visitor was allowed such a luxury in Pakistan – but he as a resident national was not allowed to do so. But this is not the reason I named this story about the most wonderful drink in the world. Let me tell you the real story.

In May 1993 I was in Lahore. I met with four of the engineers in the training group and they asked me if I would like to visit the old city of Lahore. It happened to be the hottest day I had ever experienced anywhere – 52 °C – but it would have been rude of me to refuse their hospitality. I could see that they were eager to show their city off to me. They took me to the Data Durba (or the Tomb of the Sufi Saint) and to the Emperor's Mosque – where water-soaked hessian bags were laid on the red sandstone paving so that visitors did not scorch the soles of their feet. Shah Jahan - the Mogul Emperor who built the Taj Mahal at Agra, built this mosque. The photograph below was taken at the Data Durba.



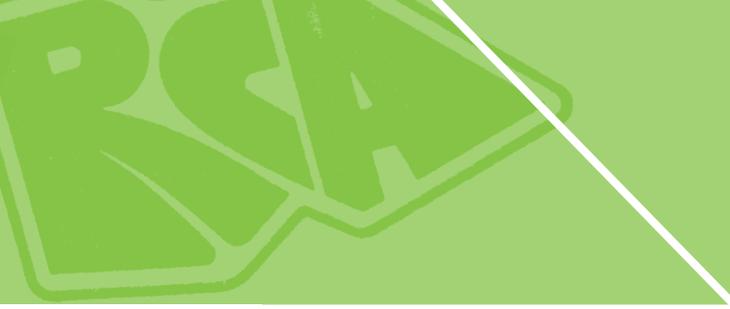
Zaheer, Afzal, Zaidi and Saif with yours truly – May 1993

We also visited the Lahore Fort – a huge area next to the wall of the old city. It was inscribed as a UNESCO World Heritage Site in 1981 along with the Shalamar Gardens. The Alamgiri Gate – which is the main entrance to Lahore Fort is shown below with the Hazuri Bagh Pavilion in the foreground. Absolutely stunning places!



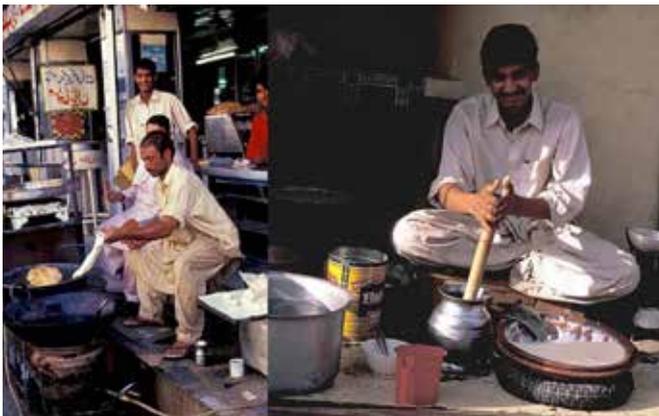
The Alamgiri Gate of the Walled City with the Hazuri Bagh pavilion in the foreground – photo taken In 1870

And then we tackled the old city! The Walled City of Lahore covers an area of about 250 ha with a population of over a quarter million people. The city walls were destroyed shortly after the British annexed the Punjab in 1849 and were replaced with gardens, some of which exist today. Access to the Walled City is still gained through the 13 ancient gates, or their emplacements.



The narrow, convoluted and picturesque streets of the inner city remain almost intact. The old houses in the city are usually two or three stories tall, with brick façades, flat roofs, richly carved wooden balconies and overhanging windows.

Old Lahore is dense, tottering, anarchic, boisterous, crammed, decrepit, exuberant, and aromatic (a euphemism for smelly). On a searing hot day it is dizzying. Life is visible everywhere in its narrow winding alleys. I saw chickens being killed, plucked and gutted next to street food stalls where paper thin poori is made using flour and fried in boiling ghee or oil - usually eaten with a dish made of potatoes with pickle and onions accompanied by a glass of lassi – made from yoghurt water and spices.



The poori and lassi makers

For a long time, the precious treasure of the Walled City was forgotten, and its medieval labyrinth of alleyways and bazaars, had suffered to such an extent that decay has nearly consumed it. Modernity has been the real vandal, with deterioration especially rapid over the past 50 years, when many of the old city's wealthy families fled its narrow, congested streets and architectural riches were turned into warehouses and cottage factories, as the area descended into squalor and low-rent commerce. Architectural gems such as the many havellas stand in a painful state of decay, unnoticed amid the clutter. Many old buildings and beautiful facades are hidden behind ugly modern extensions, while monstrous concrete structures have replaced buildings that collapsed or were pulled down. But amid the rot, a vibrant quintessentially Lahori culture and unique way of life still exists.

It is full of bazaars, selling everything from cloth, spices and bangles to kitchen utensils. Food stalls line every street, with sizzling, spicy specialities. The cramped streets are bustling with hawkers, men pushing handcarts laden with goods, rickshaws, motorcycles, people hurrying in all directions.

But on this day, as I toiled with my hosts in the oppressive heat all I could think of was the air-conditioning system back in my hotel and the back up generator which cut in automatically (and noisily) when a brown out occurred - which was about every hour. I was sweating, dizzy and parched. I was out on my feet. My thirst was distracting me but despite my desperate searching I could not for the life of me see a place where I could safely buy a cool drink.

When we reached a destination deep in the labyrinth one of my hosts asked if I would like I drink. I nearly passed out in anticipation as I responded "Yes pleaseee!" Afzal turned to a man sitting in the gutter and gave him an order in Urdu. The man then opened a wooden box and pulled out a very tall glass and with a rag from his pocket made a great show of cleaning the inside of the glass. He then pulled out a bottle of water with a cork in it and filled the glass to about three quarters of its height. I looked on speechless. He also had a rusting tin Esky which he opened and with his bare hand he pulled out half a dozen ice cubes and dropped them one by one in the glass. The coup de grace was to come. He opened a tea caddy and with a wooden spoon he scraped out a white powder which he dunked into the glass and started to stir the mixture vigorously. I saw that it was saline powder. Once it reached its frothy climax he handed it to me with a broad grin.

I knew that if I drank this I could become seriously ill – or even die. But when you reach the level of thirst that I was experiencing, you lose all sense of judgment and so I drank deeply. It was the most beautiful drink I have ever experienced. At first I gulped greedily and then slowed down to savour the taste. I finished it and handed the glass back to the vendor with gratitude. I then realized what I had done.

We made it back to the hotel where I said farewell to my friends and I went back to my air-conditioned room to await the consequences. I lay down on the bed and went into a deep sleep – fully expecting not to wake up. I awoke two hours later with all my senses active - still alive and very refreshed. I slept soundly that night and had I have known what I knew then, I would probably asked for another drink.

TRIVIA AND DIDACTIC WHIMSIES

19th Century B Double

I don't know where this photograph was taken, nor do I know its date. All I can conclude is that the horse team must be shifting a huge load. Makes you think about the real meaning of horse power.



If Melbourne were Tokyo

While Adam Mattinson describes himself as a mapmaker, I think he could also be described as an extraordinary artist. You will see what I mean if you visit his website at www.admaps.tumblr.com

Below is his fantastical vision of what a subway system underneath Melbourne's inner suburbs could look like if it were as connected as Tokyo's famous system

Adam has designed other fantasy maps such as the Melbourne 2047 fantasy rail map and the Melbourne 2070 fantasy rail map. The Melbourne Underground Map shown above was inspired by Tokyo's subway map. It is based on his imagination of Melbourne being as densely and centrally populated as Tokyo. The subway network is meant to exist alongside the existing network - so most of it was closing the gaps in the network and making it more orbital. He imagined it as similar to the Tokyo version where it is mostly underground, with a dozen or so entries to the surface per station.

He sought to apply the connectivity of the Tokyo subway system and the aesthetic of its famous map to Melbourne. He has been to Tokyo a couple of times and became enamoured with their subway network - not just the efficiency of it, but also the map, the signage and overall design. The biggest challenge for his underground map was to recreate the aesthetic of the Tokyo system.

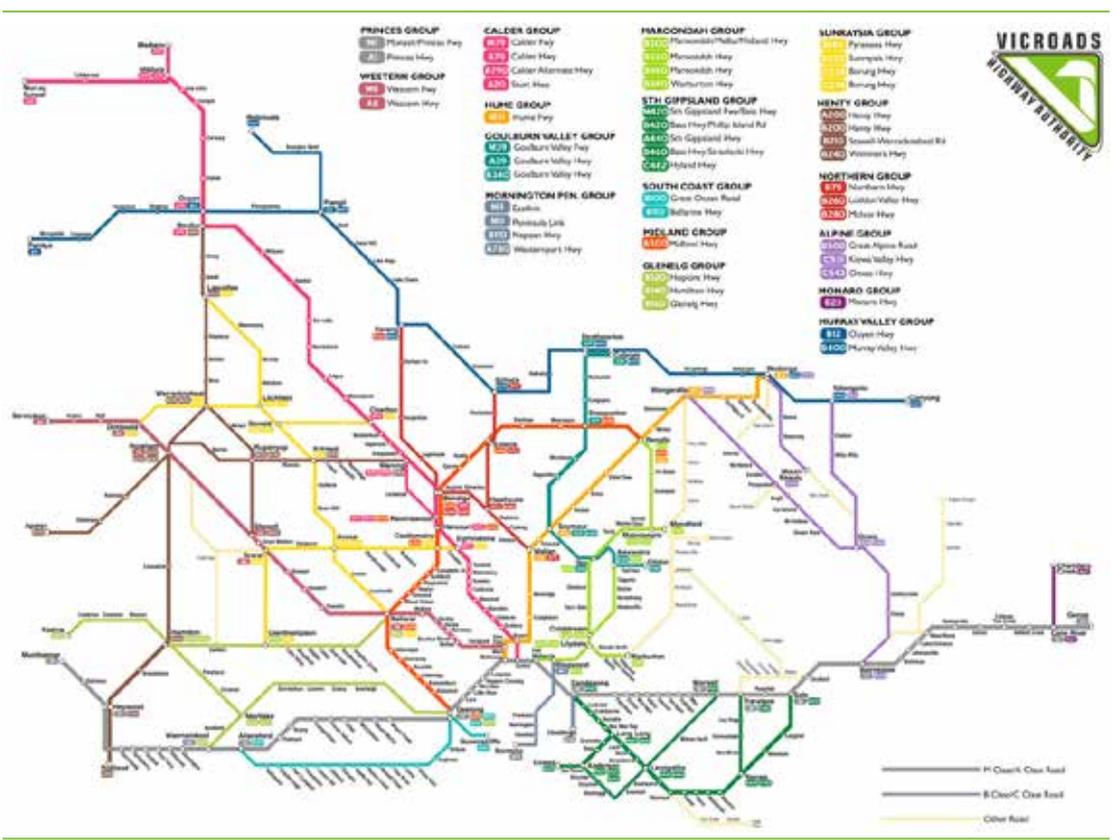
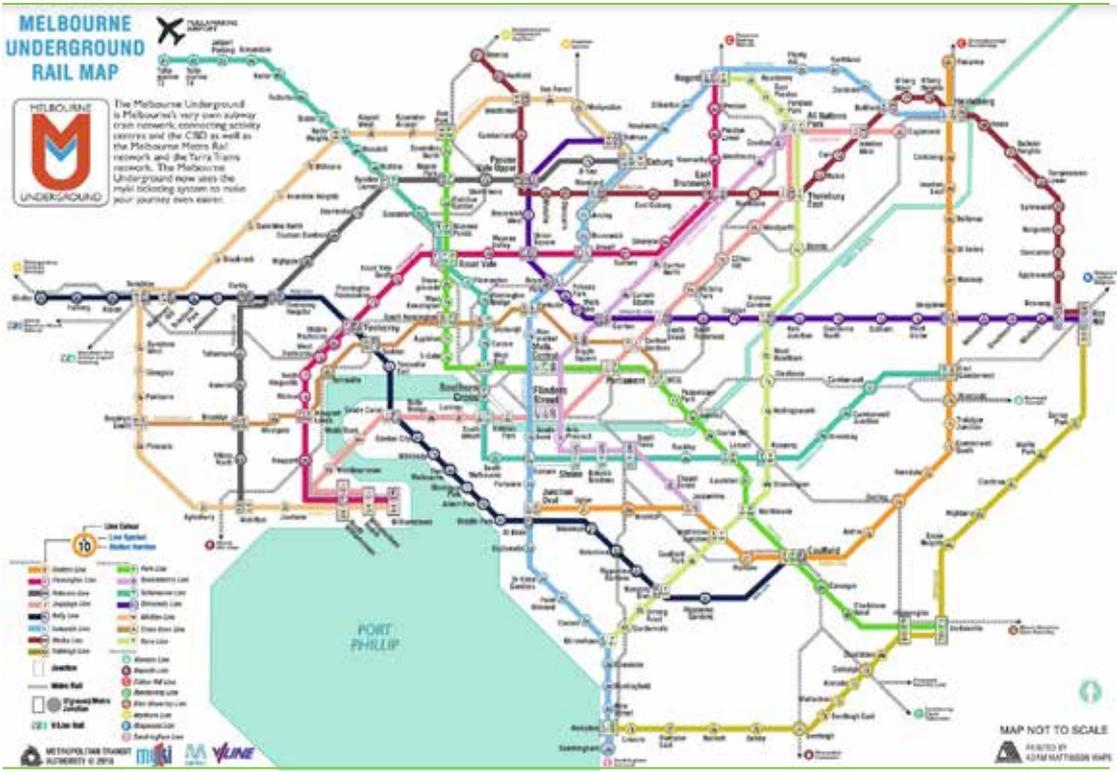
He started the design of the Melbourne network by plotting major activity centres onto a map. Where there was a gap that above ground rail didn't fill, he drew an

arrow that formed a loose alignment for a subway line. This was refined using locations for potential stations - for the locations of stations he loaded the post office and school locations as a rough representation for where population clusters/retail centres might be located. Lastly, connectivity was considered. The locations of existing train stations and tram interchanges played a part in the final course of the subway lines. This subway exists in the same "world" as his 2048 tram map, so he incorporated that into the design as well.

The design of the map itself closely follows the feel of the Tokyo original, in terms of colours and symbology. There are station signage mock-ups at Adam's web site that are almost a replica of those in the Tokyo underground stations, only with Melbourne locations instead. There are also designs for the surface level station exits.

So while it is really a mapping exercise, Adam tried to make it a functional network as well. He would love to hear a professional opinion on what factors would be considered when creating a project of this scale, but in the mean time he enjoyed creating this version from the perspective of a cartographer/dreamer. If you want to start a dialogue, you can contact Adam via his website given above.

While this is a fantasy map, Adam also does other maps which diagrammatically represent reality. The one below shows Victoria's main road network identifying the main towns along the highways. This is not to scale but rather shows the linkages between the highways. I liken it to the famous London Underground map which enables commuters to navigate a complex system using a simple, graphical representation of the network. I think it is a wonderful work of art!



Flying and landing aeroplanes

I have a couple of tales to tell about intrepid aviators. One is about Len Whittaker, Iris' father. A farmer in Boort he had - for a time - international fame as the world's oldest licensed pilot and the world's oldest registered flying machine. However I am still gathering information for this story, so instead I will turn my attention to another intrepid airman with whom I met recently.

You may remember I visited India in February/March with a group of friends from the art studio. We had a wonderful trip, full of interest, adventure, stories and curry. We were away for just under a month and none of our party of a dozen people succumbed to the dreaded Delhi belly - although the only real precaution we took was to drink only bottled water, whisky, wine and mango, mint or salty lassis! Lassi is a traditional yoghurt-based drink flavoured with fruit or spices.

It was not my first visit to India. I had been there twice before as a tourist and a few more times on business with the Overseas Projects Corporation of Victoria. By far the most memorable of these trips was another visit about 30 years ago accompanied by Pam and our daughter, Clara. For a part of this trip, we were the guests of the Majithia family at their home near Gorakhpur in Uttar Pradesh. You might ask how on earth we found ourselves staying in a lovely home in the most populous state in India - of over 200 million people bordering Nepal to the north.

Well it is just a matter of who you know. We have been friends with Peter and Kathy Sanders for over 50 years and Peter's sister, Joan, married Dalip Majithia and she has lived in India for over 70 years. Among other things, Dalip's family owned sugar mills, distilleries and a steel recycling plant near Gorakhpur. He also owned the world's oldest operating steam train that was still in use when we were there. It was used to bring in the sugar cane to the mills. It was quite a small train of about a two foot six inch gauge. In fact a group of steam train enthusiasts from Australia called in to see the train when we were there and I was almost blown away because one of them was Ian Thiele - a fellow design engineer in Bridge Branch.

Peter and Kathy visit their Indian relations almost every year and they invited Pam, Clara and I to join them. We knew Joan and Dalip through their visits to Melbourne and I can remember once taking Dalip out to Smorgon's steel recycling plant at Brooklyn around the time he was installing his plant in Uttar Pradesh.

We saw Joan and Dalip on this last trip. They are both in their nineties but they are as warm and generous as ever. They are truly beautiful people and our lives have been enriched knowing them and their extended family. Two of their grandchildren live in Melbourne. They now live in a semi-rural area on the outskirts of Delhi and they invited us to visit them on the last day of our trip to have dinner with them - and after dinner they arranged for us to travel to the airport for our journey home.



Squadron Leader Dalip Singh Majithia standing by his Hurricane, the only Indian pilot of RAF-IAF of WW2 to receive a DSO.

I knew that Dalip served as a fighter pilot in the Second World War - in the North West Frontier area and later in the Burma campaign flying against the Japanese. After the war, Dalip came out to Australia on behalf of the Indian and British Governments to express their appreciation of Australia's contribution to the war effort. It was while he was on this mission that he met Joan. They fell in love and he took her back to India where they married. I think I am correct that their wedding photo was on the front page of Tatler magazine - a beautiful, young Australian woman marrying her dashing Sikh air ace - a very romantic story indeed.

Now, on a completely different tack, let me paint a picture of present day Tribhuvan International airport in Kathmandu, Nepal. Although small by international standards, 25 international airlines operating 35 flights a day plus eight domestic airlines and five helicopter companies use the airport. There is just one runway which aggravates air traffic congestion as most airlines prefer the 10 am to 5 pm time slot, largely because Nepal's terrain makes flying at night dangerous.



But it was back in April 1949 when the Himalayan Kingdom of Nepal witnessed the first ever landing of an aircraft in the Kathmandu Valley on an improvised runway. The pilot was Squadron Leader Dalip Singh Majithia.

Dalip's uncle (Deputy Defence Minister of India and then India's Ambassador to Nepal) inspired and encouraged the young Dalip to undertake this flight. To provide Dalip with the required knowledge, he wrote: "This (Kathmandu) is a bigish city right in the centre of the Valley. You can see big white houses which are enclosed in high walls and are the palaces of the Ranas. In the centre again you find a parade ground which is rectangular in shape. This is about 150 yards by 1000 or 1200 yards long. The length is north to south. On the north of this there is a lake with a mandir (Hindu temple) at its centre. There is a clock tower towards the east of this lake. There is a lone tar-metalled road starting a little beyond the south of this parade ground which runs due north. To the east of the parade ground you have a very big building, the largest in Nepal, which is the Prime Minister's residence. From here you fly due east for a mile and a half and you will come across a small river flowing north for a short distance and passing through a gorge between two hills. Along the banks you have the famous Pashupathinath Temple. The eastern hill is wooded. Where the woods end you will have a clear space running north and south. This will be the landing ground. My car will be there, alongside which I will be standing facing the wind, but you have to land from south to north. There is a slight slope from the north down towards the south."

He went on to say that he had marked the location on a map – with a circle in ink marking the landing place "on the foot of the 'K' for Kathmandu." He went on. "But let me know approximately when you also plan to fly in as I will arrange to have the landing ground cleared of any grazing cattle – this happens to be a grazing ground!"

"Coming in to Nepal, I don't think you will have to climb very high because if you check on your route from Muzaffarpur to this place straight, you practically come along the river Bhagmati and enter the valley along the river and you fly in between the high mountains, 8,297 ft on one side and a little over 9,000 ft on the other."

He provided one more bit of detail. "I will have a T next to my car giving you the direction to land whereas my car will be facing into the wind. At the bottom edge of the T, you will find a circular ball if the wind speed is five miles or less, two balls if it is between 5 and 15 miles per hour, and three balls if it is more than 15 miles per hour. That will be enough guidance regarding the direction and strength of the wind. If the wind is very strong and I feel it is not safe to land, there will be an X instead of a T near my car."

he pioneering flight into Nepal was accomplished with ease and the élan of an experienced and enthusiastic former IAF fighter pilot, with accolades coming from the Nepalese Prime Minister. As a recognition of Dalip's services he was conferred the decoration of Pradipta Manyabar Nepal Tura. This is just a small chapter in aviation history.



Dalip, Joan and yours truly – taken at their house in March 2017

How times have changed

"We trained hard But it seemed that every time we were beginning to form up into teams we would be reorganized! I was to learn later in life that we tend to meet any new situation by reorganizing; and a wonderful method it can be for creating the illusion of progress while producing confusion, inefficiency and demoralization." Petronius 65 AD.



The German trucking industry

These German trucks have been painted in such a way as to deceive the viewer. The one showing the truck even has the driver painted in.



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