

April 2020



VicRoads Association

Newsletter No.214



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. Cost of membership is a once only fee of \$50. Enquiries about membership or receipt of the Newsletter by e-mail should be directed to the Secretary, VicRoads Association, PO Box 80, Kew 3101 or by phone or e-mail as shown in the footer below.

Dear Members,

Suspension of Vicroads Association program

The Committee has decided to suspend our program indefinitely until the coronavirus pandemic is under control.

This is being done in the interests of our members' health and wellbeing and to protect public health in accordance with the policy of the Government.

Activities to be suspended include committee meetings occasional lunches, project visits, the golf day and the Waverley soiree in October.

We will continue planning for the September trip

to Geelong and Warrnambool in anticipation that the pandemic will be over by then.

The Committee will meet on Monday 15 June, possibly online, to review the situation.

We will monitor the progress of the pandemic and continue to keep members informed of developments:

- through our Newsletters
- through our website vicroadsassociation.org
- through our email database

NEW POSTAL ADDRESS

Please note that we have a new postal address. It is: **VicRoads Association, PO Box 80, Kew 3101.**

Editorial

I'm suffering a bit of writer's block brought on by the ever nearer publication of my two books – *An Accidental Engineer* and *Decent People*. The text of both is complete, proof-read and typeset. I am busy preparing the photographs to the required standard and I am grateful for the assistance of Nick Szwed in this task. The design of the book is complete – including the covers and once all this is put together, the last task is to do the indices.

So, I have decided to take the easy way out and start this newsletter with an extract describing the journeys made by my pioneer ancestors to Australia – and yours for that matter – if they arrived before the mid-1800s.

'In my family, none were transported and none sought their fortune on the Victorian goldfields.

All would have had similar experiences travelling from Europe to Australia, a trip lasting over three months. They would have followed the same route taken by thousands of ships to Australia except some may have called in to Rio de Janeiro in Brazil *en route*. Most would have experienced seasickness – possibly as early as their passage across the Bay of Biscay, infamous for its cruel seas, which would have pounded the tiny vessels, spewing water over the gunwales into the sleeping quarters. Many would have experienced dysentery and diarrhoea and the children were especially at risk of death. Many passengers may have wondered whether it was worth taking these risks. People died aboard and were buried at sea; babies were born aboard and christened at sea. They may have passed Madeira or even called in for provisions of tropical fruits and then sailed south – usually wide of the Barbary Coast and the west coast of Africa.

Pigs, sheep, geese and chickens were slaughtered on board for provisions and cows provided milk and some were consumed. Roast mutton was a common meal and cheese, tea, and biscuits – and even plum pudding – were plentiful. Wine, beer and other beverages were also on the menu. Ships were required by law to carry enough provisions to last for the entire journey so that replenishing was hardly required. The captain of the *Atalanta* on which my great grandmother, Jane Fogarty, sailed, certified the manifest as follows:

'I hereby certify that the Provisions actually laden on board this ship are sufficient according to the requirements of the Passengers' Act for 353 ½ Statute Adults, for a voyage of 140 days'.

There was little to occupy the passengers apart from reading, writing and playing chess. Shooting birds was also another distraction and I suppose there were some who dropped a line over the edge in the hope of catching fish. Sometimes they were becalmed in tropical waters and occasionally ships would meet to exchange food, mail and news.

Tristan d' Cunha, deep in the south Atlantic was about as far south as they plied before bearing east for the run to Australia. Their last port of call, if any, would have been Cape Town to take on water and provisions. Crossing the Indian Ocean was arguably the most precarious part of the journey, further away from land than any passenger aboard had ever experienced. So, like a bottle bobbing around in the high seas whipped up by the Roaring Forties, the ships were put to the test. The strong westerly winds strained the sails and rigging as the ships took maximum benefit of tail winds. When these travellers reached their final destinations in Australia after traversing thousands of miles of trackless oceans, most would have been overwhelmed or mystified – but definitely grateful – that their captains could deliver them so precisely to their destinations.

Many ships completed the entire journey without landing. One family left London on 6 November 1841. They sighted Cape Verde, off the west coast of Africa, on 21 December and crossed the Equator on 6 January 1842. They sailed parallel to the coast of Brazil and reached a point 40 miles from Rio de Janeiro on 16 January, where they turned east towards Australia. They sighted the Cape of Good Hope on 6 February and arrived in Port Phillip Bay on 1 April. This was a journey of 145 days without touching land.

Some of the ships were quite comfortable and commodious for the times. The Jellie family sailed on the maiden voyage of the *Thomas Arbuthnot* in 1841. It had three classes of cabin – 22 passengers in first class, sixty passengers on the poop deck, and one hundred and forty in steerage. This ship made the journey many times carrying convicts as well as paying passengers. Its most famous trip brought Irish famine girls from Ireland to Australia in 1849-50. This journey was well chronicled and described the consideration given by the captain and the superintendent in caring for the girls, not only during the journey but during their subsequent placement in rural areas of Australia.'

Another pioneer, my Great, Great, Grandfather, John Cassady, was a signatory to a letter written in 'Bass's Straits' in November 1835 very close to the completion of his journey to Australia. It said:

Sir, We, the Undersigned Passengers by the Charles Kerr, from England to Van Diemen's Land, desire, previous to our leaving the vessel, to present you with our sincere and heartfelt thanks, for the gentlemanly conduct, and for the kind and considerate attention you have shown during the time we have been on the voyage.

Without referring to the reasons that induced us to leave England by your ship, or our pretensions upon arriving in the Land of our adoption, we feel ourselves peculiarly fortunate that you should have been chosen to conduct our passage from that part of the world to this; - for, without



Painting by Oswald Walters Brierly (1817-1894) of *Thomas Arbuthnot*. National Library of Australia.

intending any disrespect to the service of which you are unquestionably destined to become a distinguished member, we imagine some improper individual might have been found, but feel convinced at the same time, that no one more proper than yourself could possibly have been selected to conduct such an important and delicate commission.

It has given us great pleasure to observe, (and we have equal pleasure in recording) that during the indisposition of your Officers and from numerous inexplicable causes, particularly incident in the life of Seamen, the general regard you have shown to the comfort of the passengers and crew – that steady perseverance of conduct, and promptness to exercise, we cannot too much admire, and but insufficiently commend.

We have only now, Sir, to express a hope, that during the time you may think proper to continue in your present important and enterprising situation, your voyages may be prosperous and happy – that the conduct by which you have been guided on the present occasion may guide you the remainder of your public life – and that upon your retirement into private society you may carry with you the kind protection of that Providence, who, through you, has so graciously conducted us to the shores of this land – the approbation of your friends, and the testimony of a good conscience – an honest man's reward.

David Jellie
President and Editor

What's been happening

Dinner at Waverley RSL – 12 March 2020

Twenty-seven guests attended and it was great to welcome first timers – Roger and Sharon Thorp and Peter and Ann Ryan.

Annual General Meeting – 16 March 2020

I presented our annual report, highlights of which are summarized below.

One of the most momentous outcomes for our association this year was the folding up of VicRoads on 1 July 2019. It was also the 30th birthday of VicRoads. All the functions of the organization have been subsumed within the Department of Transport. On a personal level, I was thoroughly disappointed that all the efforts, ingenuity, innovation, dedication and expertise of the last 106 years of building and maintaining Victoria's declared road network were snuffed out in an instant.

However, I realize that change is necessary. Melbourne is growing by about 100,000 people each year. That is the population of Bendigo or Ballarat every year and it is not possible to achieve our infrastructure needs using old institutions and delivery systems. I hope that VicRoads' expertise can be reinvigorated in the new structure. It is essential that the government have expert people within its ranks to ensure that government objectives are met.

New member

We welcome one new member during the last month, Rob Ekers.

Annual Report and meeting highlights

- This was the **41st** Annual Report.
- Our membership is over **300** members. We recruited **14** new members during the year.
- We had **six** excursions to VicRoads projects or other infrastructure projects, **six** luncheons at Doncaster Hotel and **two** dinners at Glen Waverley RSL.
- **55** people attended the Christmas lunch at Head Office.
- **Six** newsletters were issued.
- **Doug Thompson** was re-elected as our auditor.

At the meeting it was resolved to raise our joining fee to a one-off price of \$50, Doug Thompson was re-elected as auditor, and all current committee members (except Ted Barton) were elected to the committee unopposed. Noel Osborne was also nominated and he was elected unanimously. Ted did not stand for re-election. His contribution to the Association was acknowledged by the President and a gift was presented to him by the President in appreciation of his service.

In Ballarat

We had the best response ever to one of our regional trips when we visited Ballarat in September. We had a total party of 26 people and eight locals joined us for dinner. Geoff Lawrence was our local liaison officer and he put in a power of work to make sure that everything worked like clockwork. There is no doubt that there are many attractions in rural Victoria and everyone who attended were very impressed with the Ballarat's offerings – including the Central Victoria Livestock Exchange, the magnificent Her Majesty's Theatre and the Ballarat mechanics Institute.

I also extended thanks to Ted Barton who looked after our membership data and kept all the details up to date – not a simple task. Ted did not stand for re-election this year and I extend our appreciation to him for his service to the Association. He was a loyal member of the committee for many years and his quiet wisdom was respected by all of us. He also acted as president during my absences.

I also expressed our appreciation to the Department of Transport for its generosity and support – especially in the production and delivery of our newsletters.



News from our members

In response to Louise Kloot's letter

I circulate the newsletter to a number of friends and acquaintances. I received the following note from Jenny Moles, one of my fellow artists at the Elgin Studio. In her other life, Jenny is a town planner.

'Hi David,

I especially enjoyed reading your latest edition. I started work the same year as Louise Kloot and had many similar experiences being a lone female in work situations from time to time. Her memory about superannuation for women was correct except that the fund was called the Married Women's Pension Fund. I also seem to recall that it was only a short time before I started at the MMBW that if women married they had to resign their position and reapply. I recall discussing it with a senior Board employee who said that the requirement was quite right because 'women change when they get married'....

I also enjoyed Ray Brindle's reminiscences about the Board of Works – he was there at the same time I was. I was the most senior woman the Board had ever employed –

surpassing even Alan Croxford's secretary! I also had an interesting experience presenting to Alan Croxford on social issues relating to Metropolitan Planning Strategy. I believe his comment on my presentation was 'bull dust' (or similar).

Jenny'

Lance Midgely

Lance wrote:

'Following the VicRoads Association visit to Ballarat last year, I was motivated to organise a VicRoads Ballarat Retirees get-together. After a lot of searching and help from Carolyn Byrnes (still working) and Ron Hrymakowski, we tracked down 60 people and invited them for lunch which occurred last week at the Golf House Hotel, North Ballarat. I estimate that over 1000 years of service was gathered in the one room. A great crowd attended, and it appears there is interest in holding another next year.'

Lance's initiative is greatly appreciated, not only by his colleagues in Ballarat, but the Association as a whole. The photo is a great addition to the article.



Standing: Gerry Duck; Alan Harman; Bruce McKinnon; Geoff Lawrence; Des Gervasoni; Brian Rowe; Ron Hrymakowski; Alan Gervasoni; Gary Dean; Len Geddes; Carolyn Byrnes; Jim Burzacott; Dorothy Coad; Stan Haley; John Lynch; Graeme Freestone; Allan Hooper; Andre Agterhuis; Bruce Gray; Neil Brogden; Kevin Lavery; Lance Midgely.

Back Row Seated: Kevin Hovey; Alan Cookson; Len Doull; Colleen Wilson; Laurie Watson; Peter Sudholtz; Jim Kierce; Pam Brogden.

Front Row Seated: Rae Burzacott; Clem Duldig; Pam Duldig; John Allen; Maureen Lynch; Robyn Kittelty; Heather Bladier.

STOP PRESS Lance Midgely

Since my first writing of this newsletter, I have received some very alarming news about Lance. Carolyn Byrnes, the Personal Assistant to the Regional Director – Western Victoria, has provided the following information.

Lance's love for caravanning has taken him and Judy all over Australia. They have shared many years exploring beautiful parts of our country.

On the 22nd of March, whilst on a caravanning holiday, Lance stumbled and fell while staying in Robinvale, resulting in a serious spinal injury.

He was airlifted to the Austin Hospital where he has spent the last week in the care of the ICU Team, however he has now been moved to a ward. Lance has been diagnosed with C6/C7 quadriplegia but is in good spirits under the circumstances.

Lance will need time to adjust and process the news but he has asked the family to keep everyone informed via Facebook.

Please keep Lance in your thoughts and prayers. At the moment, visits are limited to one visitor per patient per day so this current time is being reserved for the immediate family.

Lance has done a video on Facebook which sees him in incredibly good spirits. He says he will most likely be in hospital for the next few months and will need physio to assist him to move his fingers and legs; he does have movement in his arms. He says that he still has plenty of things to do when he gets out of hospital.

At some point when it's possible, he would be happy to have a chat with people via Facetime which can be organised with the family.

I have managed to make contact with Lance's daughter-in-law Corinne via Facebook and she is delighted that so many people have been asking about Lance and also recognises that people may want to make contact somehow or other. Anyone who is on Facebook can add Corinne Pupillo as a friend – she is putting updates on both hers and Lance's pages. She has also given me an email address where people can send messages to Lance - apupillo1@bigpond.com and thinks that he would be delighted to have them read to him.

This is tragic news and a reminder of how good health can be taken away from us in seemingly innocuous circumstances. I will keep you posted and in the meantime please keep Lance and his family in your thoughts.

Noel Anderson

In the last newsletter I wondered if Noel Hoitinga was our first Librarian. Noel sent a note to set the record straight as follows:

'The first librarian was a German lady, Dr Marwitz - back at the Exhibition Building days. The late Harold Gray greeted her one morning, "Good morning, Dr Marwitz. It is a lovely day." to which she replied in her German accent, "Only morons talk about the weather."

Great reading in the VicRoads Association newsletter. Thank you and your assistants for the good work. Blessings, Noel and Marg Anderson.'



Yours truly and Sandor at lunch.

Sandor Mokos

Sandor and I met for lunch recently. Sandor always reminds me of a European count – handsome, erudite and sophisticated with impeccable manners, he makes me feel a bit of a hick. He told me the story of he and Eva leaving Hungary in late 1956 escaping into Austria, before ending up in Australia. Or at least part of it because he didn't want to talk about some of it. He and Eva felt so insecure at the time that they decided to leave. In fact Eva was the driving force behind their escape. You will remember that this was not long after the Olympic Games in Melbourne when the Hungarian athletes were given sanctuary in Australia.

They left under great secrecy. They did not even tell their family what they were up to. He didn't want to talk about how they crossed the border into Austria. But when at last they got there, they reported straight to the Austrian Police. He said the police were very considerate and sympathetic to them. They had no money or possessions but the police found free accommodation and connected them to organisations that could help. It wasn't long before they were put on a train to Genoa where they embarked on a ship bound for Australia.

They arrived here early in the New Year. They could not speak English. Sandor has a sister in Budapest and they Skype each other almost every day. He has arranged for me to have lunch with some other ex-VicRoads people soon. Hungary's loss was certainly Australia's gain!



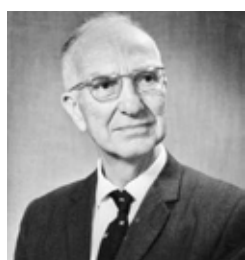
From the archives

I have found the names of everyone in the 1921 photograph in the last newsletter. The photograph was taken at the Titles Office before the Country Roads Board shifted to the Exhibition Building.

John Rebbechi sent me the following article from the Royal Australian Engineers Association journal regarding D.V. Darwin. He was the Chairman of the C.R.B when I started work there in 1961. I have edited the original article.

It is also appropriate that we remember people such as D.V. Darwin during the month of ANZAC Day.

Donald Victor Darwin M.M., M.C.E., M.I.C.E., M.I.E.(Aust), C.E., F.A.P.I.



Donald Victor Darwin (11/10/1896 – 8/3/1972) was an Australian civil engineer and the founder of the 22 Construction Regiment which was established in August 1950. Donald was born at Redhill, South Australia, and educated at the University of Melbourne (B.C.E., 1920; M.C.E., 1926).

He enlisted in the Australian Imperial Force on 3 January 1916. He reached France in November as a sapper in the 10th Field Company, Engineers and from 28 March to 4 April 1918 at Buire, near Albert, he reconnoitred front-line posts while under heavy fire and was awarded the Military Medal. His citation reads:

“On 28th, 29th, 30th March 1918 and 1st, 3rd, 4th April, No. 10239 Spr Darwin D. V. carried out reconnaissance of front-line posts in daylight and accurately fixed positions of same by compass bearing at great personal risk. His work was of great value owing to the uncertainty of the exact position of the infantry. The work done was under heavy shell and machine gun fire. His coolness and daring whilst doing this work was remarkable”.

Darwin was discharged in Melbourne on 25 May 1919 and joined the infant Country Roads Board of Victoria (C.R.B.). He was appointed Assistant-Engineer in 1920 and Bridge Engineer in 1924. One of his major projects was to design the Princes Highway’s crossing of the Barwon River. In 1929 he was promoted to Assistant Chief Engineer. He contributed significantly to the C.R.B.’s plan to meet the needs of the automobile era by constructing a system of ‘low cost’ roads. That task involved systematic experiments on the road- building qualities of a wide variety of locally-occurring soils and rocks, and the development of efficient machinery and streamlined techniques for the construction of bitumen surfaces on arterial motor routes.

Appointed Chief Engineer in 1940, he brought his versatility to the building requirements of munitions facilities and airfields in Victoria, and to defence-related constructions in the Northern Territory (including the Stuart Highway). His appointment to the three-member board of the C.R.B. in 1945 reflected respect for his engineering and administrative capacities.

During the stressful period of post-war reconstruction, Darwin became Chairman of the C.R.B. in 1949, while continuing to lecture and examine in civil engineering at his old university. He supervised a major upgrading of the State’s roads and bridges system, and helped the C.R.B. to plan for the advent of high-density, urban, motor traffic and heavy-duty freeways to link major population centres.

Articulate and dedicated, with uncommon intellectual ability and a prodigious memory, Darwin was a demanding administrator, capable of visionary and encouraging leadership.

His relationship with the 22 Construction Regiment (SR) dates from March 1949, at a meeting in Perth, when a proposal that had been put forward to the Minister for Army was adopted. The proposal was along the lines of an American scheme under which Army units could be raised from existing government engineering departments.



The men who carried out this plan were the Engineer-in-Chief of the Australian Military Forces, Major General C. S. Steele, the Director General of Works and Housing Mr L. F. Loder (a previous Chairman of the C.R.B.), Chairman of the Country Roads Board, Mr Donald Darwin, and Chairman of State Rivers and Water Supply, Mr L. R. East.

After retiring in 1962, he assisted the Australian Road Research Board and that year he won the Kernot medal.



He was appointed I.S.O. in 1963 and awarded the (Sir) Peter Nicol Russell medal in 1966 by the Institution of Engineers, Australia, an organization he had served as President in 1957. He died in 1972.

Darwin put together over the years a fine collection of memorabilia that included many items such as photographs, pay books, field passes and medical clearance cards, numerous maps that had been drawn by the 10th Field Coy Engineers and Darwin himself, field survey notes that he took the day he earned his Military Medal, his trench art, his diary notes with superb drawings, numerous postcards and letters as well as 13 copies of the "Anzac Bulletin" and 5 copies of the "Aussie, The Australian Soldier Magazine" and foreign newspapers and travel guides.

His collection was donated to the Royal Australian Engineers of Victoria, Combined History and Heritage Collection by his family. Some of his field notes are shown.



Who are we and what were we doing?

It is thought that this photograph was taken in 1970 – in which case it would have been a training course rather than an induction. I can't remember it even though I am in the photograph, but looking at the intellectual quality of the participants and the potential for leadership in the organization, I can only think it must have been a long-term strategy to select future members for the Board.

None of us made it! I suspect it was a road design training course under the management of Andrew Noble and Bob Billinge.

Nick Szwed wants to put it on our website so we need to know the unnamed people and confirmation of the course. It was obviously taken in the theatre at Head Office in Kew. Can anyone enlighten us?



News from Regional Roads Victoria

The Department of Transport is working with emergency services, other government agencies and the Australian Defence Force to manage roads and public transport in fire affected areas in East Gippsland and the North East region. Regional Roads Victoria requests that drivers in these areas, for their safety, should be vigilant and aware of changes to driving conditions on affected roads. Road conditions can change at any time due to weather or ongoing restoration works.

Major roads open in East Gippsland

Hundreds of kilometres of arterial roads in East Gippsland have been reopened after a massive recovery effort to reconnect communities following the bushfires.

Along the Princes Highway, more than 1600 guideposts and 70 curve alignment signs were replaced after they were damaged by the heat of the fires. The roads have been swept and cleared of tons of debris across almost 100 kilometres of road (between Sydenham Inlet Road and the NSW border) and safety barriers in high-risk locations have been replaced.

Major roads open in North East Victoria

Major roads including the Great Alpine Road, Murray Valley Highway and Murray River Road have reopened after the bushfires, reconnecting communities and tourism destinations across the north-east of Victoria.

Some smaller, local roads in the Alpine region remain closed due to fire activity, and ongoing clearing and repair works.

Reconnecting communities

Now that access has been restored to many major roads in bushfire affected areas, it means that work gangs can get in and get to work on clearing and repairing smaller, local roads.

Impacts of rain on bushfire affected roads

Following the bushfires, vegetation, verges and trees surrounding roads were burned or destroyed. When these areas receive heavy rain, the roads become more prone to flooding, landslips and the collection of debris due to the loss of vegetation which normally stabilises the soil. When this occurs, drains may become blocked and roads may have to be closed temporarily while crews and emergency services work to make it safe again. So motorists are advised that, if they must drive during storm conditions or heavy rain, they should slow down, use their headlights and take extra care.

Public transport

Following the reopening of several roads in East Gippsland and along the Sapphire Coast, a full V/Line coach service operated to and from Mallacoota, Batemans Bay and Canberra (via Bairnsdale).

For the safety of road users, lower speed limits have been posted on some sections of these roads which resulted in delayed coach services. Alternate transport was arranged when coaches missed train connections at Bairnsdale due to traffic delays, including coaches continuing to Traralgon to connect with later train services.



Impacts of rain on bushfire affected roads

Transport issues

Should the Free Tram Zone be Extended?

Everyone probably thinks that the free tram zone in the city is a good thing and it certainly has some benefits. It is great for tourists and discourages car use in the city. The fact you don't have to touch on in a crowded tram is also convenient. Furthermore, the tram authorities don't have to police fare evasion, releasing staff to concentrate on routes outside the CBD.

Expansion sounds like a good idea. But not if we examine other consequences. Introduction of free CBD trams since 1 January 2015 has seen a dramatic spike in tram patronage in the central city by people who previously would have taken a healthy brisk walk a few CBD blocks.

However, it comes with a downside. Many trams already at capacity, have become even more overcrowded in the free tram zone - virtually all day long on all CBD routes. Extreme overcrowding has delayed boarding and alighting, increased tram travel time and adversely impacted tram punctuality causing penalties for tram operators. Tram overcrowding is at extreme crush levels.

There is an economic illogicality in making a high demand service free. It is also inconsistent with charging for city loop rail services and future Metro Rail travel through the CBD free tram zone. CBD workers and others using free trams instead of walking a few blocks, is further inconsistent with promoting public health through active travel.

Other problems are that the free tram zone is a factor contributing to the low utilisation of Melbourne Bike Share.

Competition with free trams contributes to our bike share scheme having the lowest use rate in the world. Free trams also make it harder for the City's taxis to compete - taxi utilisation rates have also declined.

Apart from delays and increased operational costs, free trams disproportionately benefit higher income CBD residents and workers who are, in effect, being subsidised by commuters beyond the free tram zone. Other public transport users, and especially the 70% of Melbourne beyond the tram system, pay a higher price for public transport as a consequence.

Rather than free trams in the well-served CBD, it would make more sense to offer free bus services in the many areas of low bus use to increase bus mode share away from sole occupant vehicles travelling on congested roads.

Tourists do not expect free transport. They have resources to pay fares. Few countries offer widespread free public transport as does Melbourne. A discounted short-term tourist MYKI covering a broader area could be developed that is readily available at stations and CBD outlets to assist tourists. This is the practice in many cities overseas. For tourists, part of their experience is learning about the transport system in a new city including options of ticketing. In any event, tourists can still use the free City Circle Tram with its tourist information leaflets, announcements and maps on board.

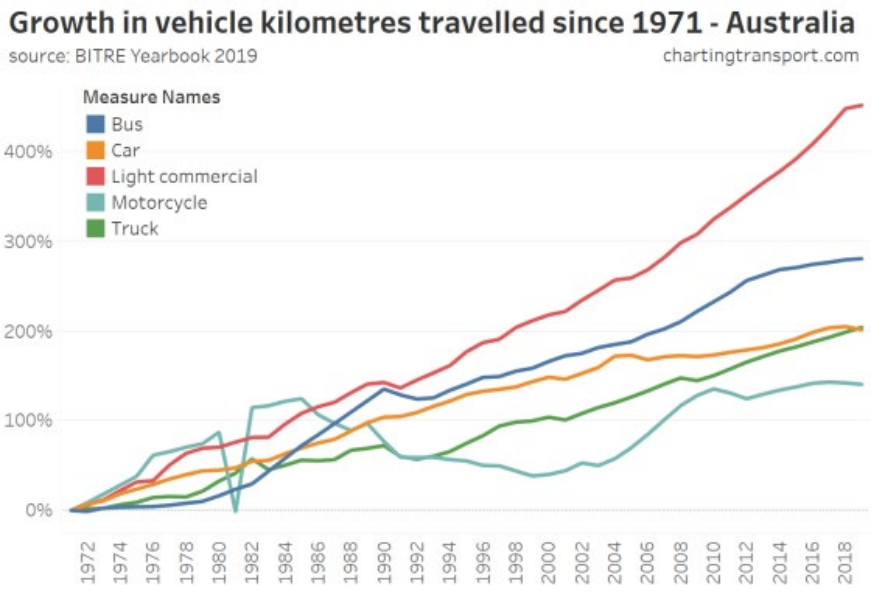
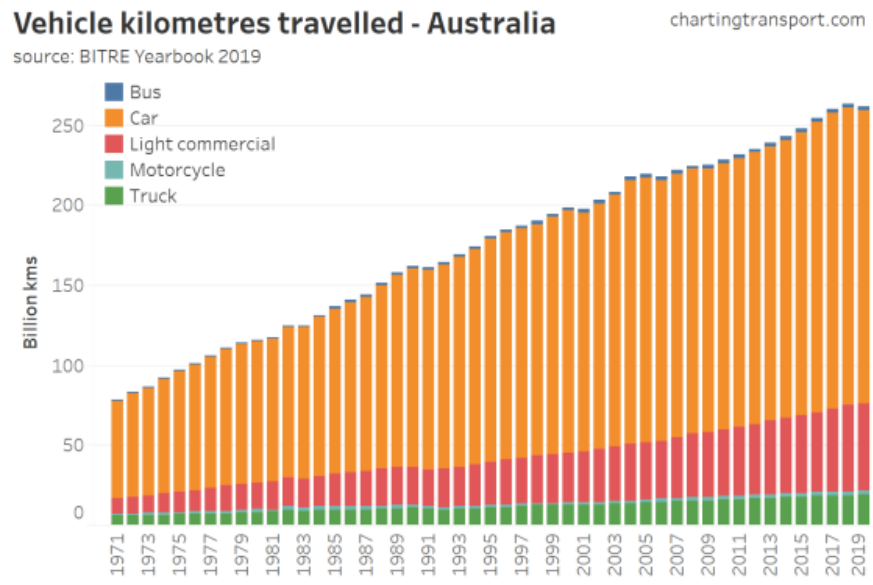
What do you think?





Australian transport trends

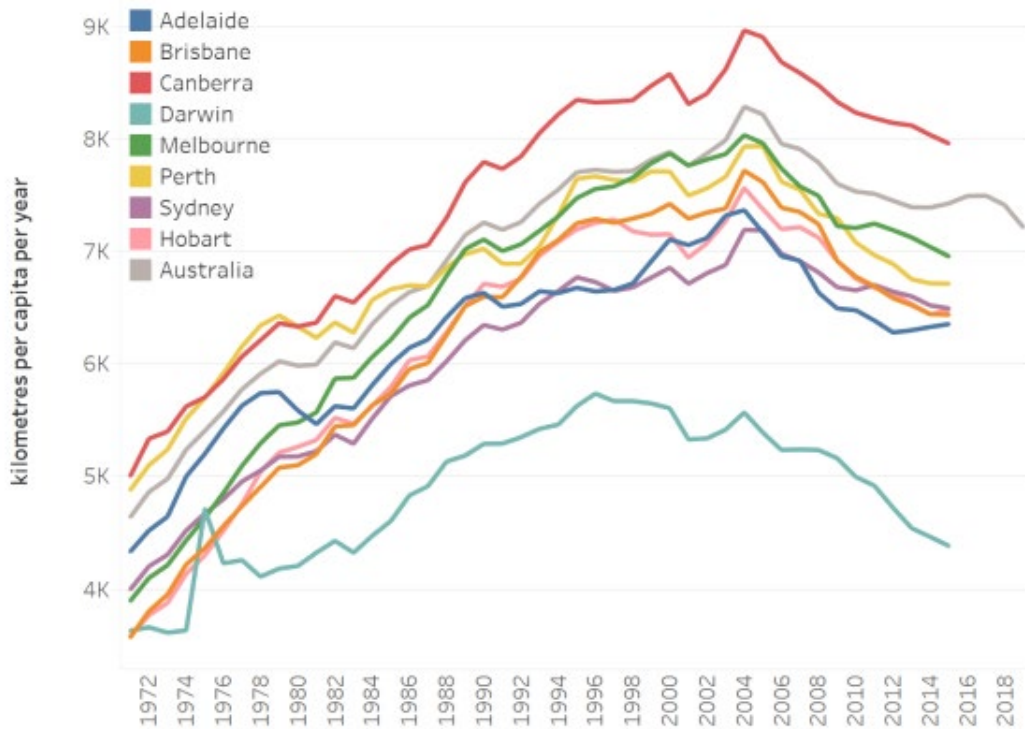
The following graphs can be found on chartingtransport.com which is a blog authored by Chris Loader. Chris has kindly given me his permission to publish them here. I have chosen to show just a few of them. They are based on data published by the Australian Bureau of Infrastructure, Transport and Regional Economics (BITRE). Some observations about these graphs are included on the next page.



Estimated car kilometres per capita

Sources: BITRE Yearbook 2019, BITRE IS74, ABS

chartingtransport.com



Technical note: "Australia" lines in these charts represent data points for the entire country (including areas outside capital cities).

Observations

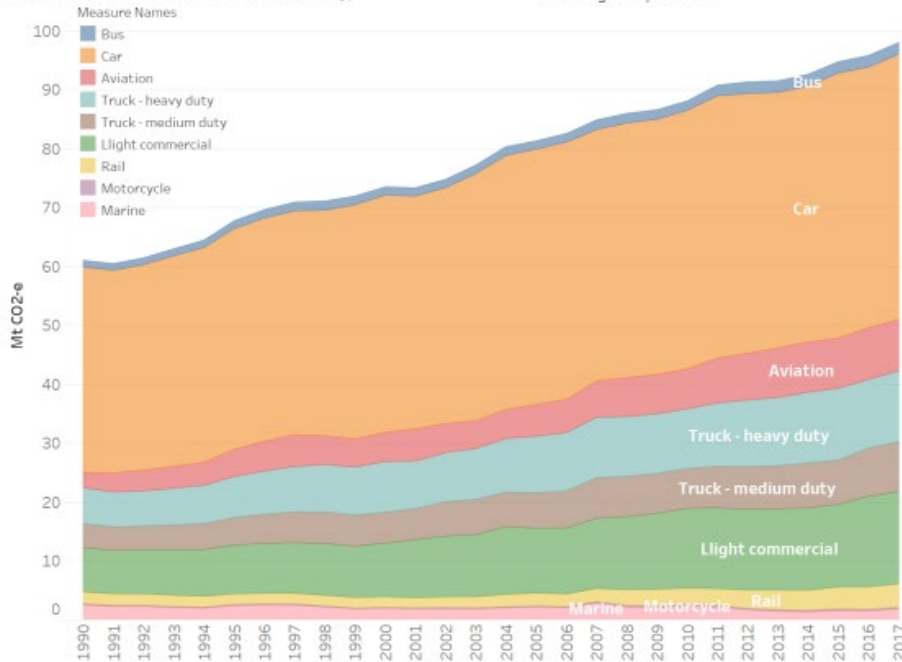
- Light commercial vehicle kilometres travelled has grown the fastest, curiously followed by buses (although much of the bus growth was in the 1980s).
- Car kilometre growth has slowed significantly since 2004, and actually went down in 2018-19 according to BITRE estimates.
- On a per capita basis, car use peaked in 2004, with a general decline since then.
- Darwin has the lowest average car kilometres per capita which might reflect the small size of the city. The blip in 1975 is related to a significant population exodus after Cyclone Tracey caused significant destruction in late 1974.
- Canberra, the most car dependent capital city, has had the highest average car kilometres per person (but it might also reflect kilometres driven by people from across the NSW border in Queanbeyan).
- The Australia-wide average is higher than most cities, with areas outside capital cities probably involving longer average car journeys and certainly a higher car mode share.
- Mass transit use has grown much faster than car use in Australia's three largest cities. In Sydney and Melbourne it has exceeded population growth, while in Brisbane it is more recently tracking with population growth. Mass transit growth has also outpaced car use in Perth, Adelaide, and Hobart.
- Non-electric transport emissions made up 18.8% of Australia's total emissions as at September 2019.



Domestic non-electric transport emissions, Australia

Source: Department of Environment and Energy

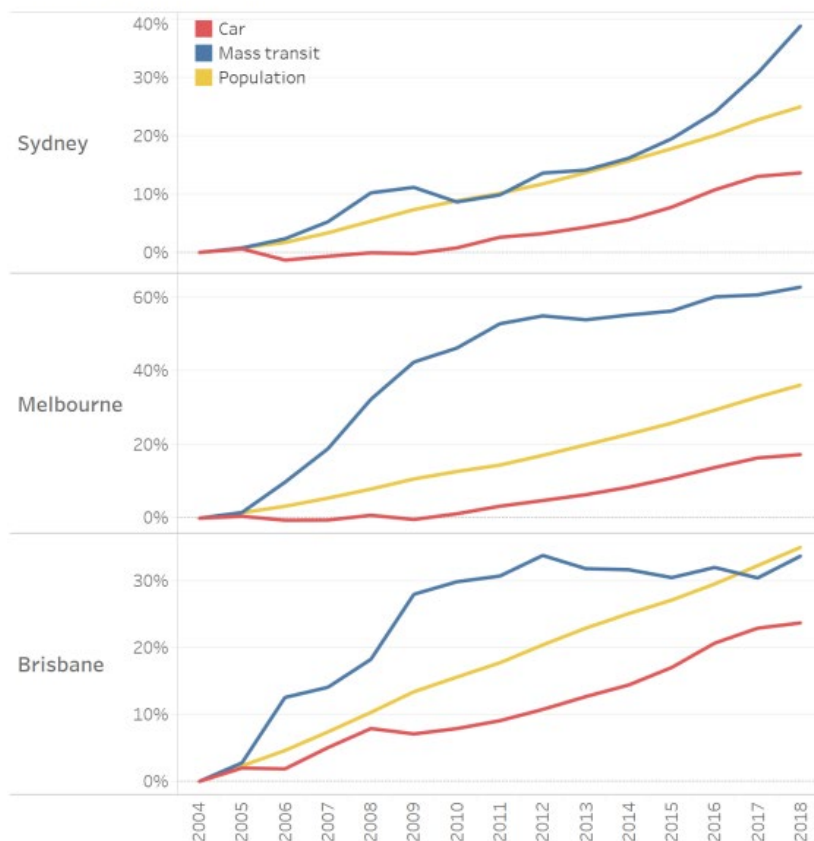
chartingtransport.com



Growth in passenger kilometres and population since 2004

Sources: BITRE Yearbook 2019, ABS

chartingtransport.com



Trivia and didactic whimsies

Righting an historic wrong: the real story of the mutiny on the *Bounty*

Look - I know I have bombarded you with Bligh tales but I want to tell one last one.

I have been writing my family history and naturally I have been researching further into the Bligh family. My paternal grandmother was Clara Bligh and she was descended from the notorious Bligh of the *Bounty*. Her father, also William Bligh, was born in 1824 at Bideford in Cornwall. He left England when he was nineteen working as a deckhand on a sailing ship bound for Van Diemen's Land expecting to return to England. However, the family did not hear from him for seven years. It seems he had vanished which must have been very distressing for his family. Was he killed or incarcerated? These thoughts must have been in their minds.

Then in 1850 he broke his silence suddenly by writing home. There is no record of what happened to him during the seven-year period of his silence, nor did he ever discuss it with his family. However, it is known that, during this time, he used his mother's maiden name, Morgan. His family thought he might have changed his name because of the much-maligned William Bligh of the *Bounty* fame, given that Bligh spent many months in Hobart after being ousted as Governor of New South Wales during the Rum Rebellion. The Bligh name was slandered during the Rum Rebellion, leading to Bligh's expulsion from Sydney to Hobart. Perhaps young William thought it was prudent for his own welfare to deny it and use his mother's family name? However, this is pure speculation on my part.

During this time, I found the article below written by Michael Buerk on UK Channel 4's website. It was advertising a two-part documentary of a re-enactment of Bligh's survival journey. I have reproduced it in full. I don't think they'd mind. So here it is.

'William Bligh may well be the most maligned man in history. His name has become a byword for cruelty; a tyrant who drove the crew of his ship, HMS *Bounty*, to such despair that they were forced into the most famous of all mutinies. It's almost complete nonsense. Bligh was no tyrant. Hot-tempered certainly, foul-mouthed occasionally – what naval officer wasn't? But he was among the kindest and most considerate captains of his day.

He was particularly decent towards Fletcher Christian, an attractive but weak man, whom he had befriended and sponsored but who repaid him by sending him to pretty much certain death. Ever since I was a boy who graduated from *Treasure Island* to *Hornblower*, I've been fascinated by the mutiny on the *Bounty*. It deserves its worldwide fame, but it should be for Bligh's escape, one of the greatest

maritime achievements of all time. And we've got the hero and the villain completely mixed up.

Tahiti, in October, 1788, was a paradise that had only recently been discovered. The *Bounty*'s men had been banged up for nearly a year in a small wooden box that was stifling, squalid and damp. Bligh's leadership had been the main reason they had survived terrible storms at Cape Horn. He kept them healthy as well as safe, priding himself on issuing hardly any punishments.

Now they were surrounded by beauty, the people as much as the island. What must they have seemed like to the English sailors? Men who were mostly toothless, the majority of them pockmarked from endemic childhood smallpox, bow-legged, misshapen, scarred – and, despite Bligh's best efforts, filthy and stinking as well.

Tahiti was a sensuous and uninhibited society. The girls amazed and delighted the English sailors – and left Bligh aghast. He wondered in his log at the "uncommon ways they have of gratifying their beastly inclinations".

They had to stay five long, languorous months, collecting breadfruit plants the British government thought would make cheap food for slaves on the West Indian sugar plantations. It was a surly crew that said goodbye, probably forever, to friends, lovers and, in some cases, unborn children.

The atmosphere quickly soured. Bligh and Christian fell out. The flashpoint was ridiculously trivial. Somebody stole a couple of coconuts from a bag kept on deck. Christian was one of those Bligh accused of theft. There was an argument. But if the row was a storm, the *Bounty* was a teacup. So much so, Bligh invited Christian to dinner that evening. Christian, in a huff, refused.

At dawn the following day, Bligh was woken in his tiny, windowless cabin by hands pressing down on him. Christian and three other seamen armed with pistols and cutlasses dragged him out of his cot and bound his hands behind his back. He kept shrieking "murder" at the top of his voice, as he was pushed up the stairway.

Christian, who had spent the previous evening drinking, was wild and dishevelled, and kept poking Bligh with a bayonet. In the confusion, Bligh said to him: "Mr. Christian, I have a wife and four children in England, and you have danced my children on your knee."

But the ship's launch was swung over the side and the loyalists were ordered into it, far more than Christian had expected. At least four of those who wanted to go with their



captain were forced to stay on board because there wasn't room. They were pretty well bound to die. There were 19 men packed into the launch, which was only 23 feet long, and little more than six feet at its widest.

They had managed to gather only minimal supplies – some bread, salted pork, a little rum, and water... enough to last that many people, on normal rations, just five days. The launch was so weighed down, the freeboard – the bit above the water – was just nine inches, the length of a man's hand.

Bligh sailed that overloaded little boat 3,618 miles. It took 48 days. It was a triumph of navigation, of seamanship, of pure leadership that has probably never been rivalled. And all the time he kept a detailed log, a journal of endurance that sometimes seems beyond belief.

He first made for Tofua, the nearest island, hoping to supplement their supplies. But the islanders attacked them and beat the quartermaster to death before they could escape. Bligh decided – no more islands. Instead, he headed for the nearest European settlement, the Dutch East Indies, thousands of miles away. He set the ration – one ounce of bread and a quarter pint of water a day. He split the men into watches so that they could find a tiny amount of space in the impossibly overcrowded boat.

Horribly soon they were in a violent sea, waves so high the launch floundered, becalmed in the troughs of their valleys. The men bailed nonstop, but the sea constantly threatened to swamp them. It went on like that for 24 days: endless downpours, numbing cold, the boat continually awash in the waves. Every so often, there were violent storms – thunder and prodigious lightning. All the time, they were bailing, bailing for their lives. The men had terrible cramps from not being able to stretch out. Because the sea was warmer than the air, Bligh got them to dip their clothes in it, wringing them out and put them on again to warm up.

Bligh had no maps or charts. Just a quadrant and a compass, and a bit of rope they put knots in and slung over the side to gauge speed.

More storms. Even more suffering. All meticulously recorded in his log. "Our situation highly perilous... men half dead... Every person complained of violent pain in their bones." It was nearly a month after they were cast adrift, when they reached the Barrier Reef and then the northern coast of what is now Australia. So exhausted and cramped, only half of them could get out of the boat to collapse on the sand.

They found oysters and some berries, which made them violently ill. They coastal-hopped for four days to the northern tip of the continent. Then all that remained was



Bligh seized in his cabin by mutineers

1,100 more miles of open water. The men were at the mortal limits of exhaustion when on 14 June the launch finally approached Kupang on the island of Timor.

Their bodies were skin and bone, the limbs swollen, their wits stupid, their clothes rags. But they were alive. Thanks to Bligh's careful management, there were still 11 days' rations left. Bligh was lionised on his return. He died a vice-admiral after a chequered but eventful career.

Some of the mutineers were caught, a few hanged. Christian died on Pitcairn Island where the mutineers' descendants still live. It was his influential family – who were much better connected than any of the surviving crew – who started to blacken Bligh's name and, after his death and memories of his achievements had faded, turned a hero into the villain he never was.'



I watched the Channel 4 documentary. They hand-picked some of the participants for their particular skills and they had radio aboard. A back-up ship with a doctor aboard accompanied them about five kilometres astern should they get into trouble. They travelled along much the same route as Bligh using his charts. Although their boat was much the same size there were fewer people so it was much less crowded. The photo (below) illustrates this.

They didn't make it. They gave up in the Torres Strait.



The re-enactment.

Pie in the sky

Australians never hesitate to come to the aid of their fellow man – or fellow air passengers, in this case!

Shortly after take-off on an outbound Qantas flight from Melbourne to Auckland, the senior flight attendant nervously made the following painful announcement:

"Ladies and gentlemen, I'm so very sorry, but it appears that there has been a terrible mix-up by our catering service. I don't know how this has happened, but we have 103 passengers on board, and unfortunately, we received only 40 meals. I truly apologise for this mistake and inconvenience."

When the muttering of the passengers had died down, she continued,

"Anyone who is kind enough to give up their meal so that someone else can eat, will receive free and unlimited drinks for the duration of our 4 hour flight."

Her next announcement came about 2 hours later: "If anyone is hungry, we still have 40 dinners available."

Religious teachings

Here are a few more responses given by children in a Catholic elementary school—in which they were asked questions about the Old and New Testaments.

The answers have not been retouched or corrected i.e. incorrect spelling has been left in.

1. The greatest miracle in the Bible is when Joshua told his son to stand still and he obeyed him.
2. Solomon, one of David's sons, had 300 wives and 700 porcupines.
3. Jesus was born because Mary had an immaculate contraption.
4. Jesus enunciated the Golden Rule, which says to do one to others before they do one to you. He also explained, a man doth not live by sweat alone.
5. The people who followed the lord were called the 12 decibels.
6. Christians have only one spouse. This is called monotony.