

Photo captions, for Roads History.

I left 114 prints with M.U.P., and these numbers refer to the red biro number on the back of those prints. Those numbered 109 to 114 are special categories of photo: 109 is of the three original members of the Country Roads Board operating from 1913 (perhaps best suited to chapter 2?); 110 is the coloured toll-gate painting reproduction which I understand was intended for some sort of frontispiece use; numbers 111 to 114 are modern coloured prints intended for some sort of collage on the back dustjacket. The print numbered 36 for internal use, is that chosen for the front of the dustjacket.

The photos have been chosen from the large C.R.B. collection for aesthetic and general interest reasons, rather than to relate closely to the text. The author has only been one party to their selection. Hence the selection does not balance out equally in terms of chapters of the book. I have arranged them in a general chronological series (in terms of subject matter rather than time of photographing). They can be broken down into 'parcels', each of which more or less relates to specific chapter time phases. Thus numbers 1 to 6 clearly illustrate nineteenth-century phenomena, and relate to chapter 1. Numbers 7 to 17, though dating from just prior to the Great War, illustrate 'turn of the century data', and could be used either for chapter 1 or chapter 2. Because we have many others relating to ch. 2, it may be more practical to use numbers 7 to 17 towards the end of ch. 1 ? Numbers 18 to 25 clearly relate to chapter 2 on C.R.B. origins. Numbers 26 to 38 also best relate to chapter 2, but in terms of practical need some could be fed into chapter 3, which is relatively light on photos. Numbers 39 to 44 clearly relate to chapter 3, on the immediate post-war period. Numbers 45 to 53 best relate to chapter 4 on the later twenties. Numbers 54 to 59 could go either late in chapter 4, or early in chapter 5. Numbers 60 to 69 relate to chapter 5, on the Depression years. Numbers 70 to 73 could go in chapter 5, or early in chapter 6. Numbers 74 to 102 best relate to chapter six which embraces the later thirties and World War II. Numbers 103 to 108 relate to chapter 7. The coloured prints for back of dustjacket (111 to 114) relate to the epilogue. I appreciate that in terms of balancing out pages, this can only be a rough guide.

Suggested captions, in numerical order.

1. Lennox's original Princes Bridge, Melbourne. Its 150 feet span was built between 1846 and 1850, and demolished in 1884 to allow widening of the Yarra River.

2. Double track iron lattice-girder bridge built at Redesdale in 1867. Its twin tracks were 12 feet wide and 156 feet long.

3. Graceful stone bridge built on the Sydney Road crossing of Hughes Creek at Avenel in 1858.
4. Single arch granite bridge built in the mid 1860s where the Sydney Road crossed the Pranjip Creek near Longwood. Carefully widened, it still serves the Hume Freeway.
5. Large horse team and goods wagon near Walhalla, date unknown. Possibly on the old road back to 'Happy go Lucky'.
6. The main road through Redesdale in central Victoria, date unknown.
7. Road clearing operations on the Boolarra-Ryton road in South Gippsland in 1913. Such a large blue gum may have ended up as bridge timber.
8. Six horse team and covered wagon fording the Tambo River in East Gippsland in 1913.
- 8a. Horse-drawn road plough working on a road in Traralgon Shire in 1913.
9. Horses and iron-tyred log wagon supplying a timber mill near Eltham in 1913.
10. A convoy of firewood drays near Nagambie, circa 1914: a major problem for road authorities around the turn of the century.
11. Overgrown road formation in 1913, on the route of our present Princes Highway between Cann River and Genoa.
12. Workmen spreading the bottom coat for a macadam road in the traditional way in 1915, on Point Nepean Road, Moorabbin.
13. Bullock team pulling a heavy roller on a South Gippsland Shire road in 1913.
14. An unusual solid log 'bridge' on McDonald's Track in Warragul Shire, circa 1915.
15. A large timber bridge with lift span for paddle steamer traffic, on the Goulburn River near Nagambie, circa 1914.
16. An Otways mountain track connecting Beech Forest with Apollo Bay, circa 1918.
17. An Otways corduroy road of timber, between Beech Forest and Lavers Hill in 1918.

18. Horse-drawn sledge in South Gippsland in 1913: normal local transport in areas with muddy roads.
19. The original members of the Country Roads Board in 1913, leaving Rogers' Hotel at Gunyah, on what would become the Grand Ridge Road.
20. Board members Fricke and McCormack 'lend a hand' on the Cape Schanck Road in 1913.
21. The Board's car, 'Prudence', being extracted from an East Gippsland bog using a 'Spanish windlass', between Hospital Creek and Orbost in 1913.
22. Six horse wagon teams and the Board's car 'Prudence' in 1913, on the lower section of the 'Insolvent Track' linking Sale with Dargo.
23. The Board's car, 'Prudence', being dug from a bog in Warragal Road, Oakleigh, in 1914.
24. Draught horses tow 'Prudence' through loose sand on the Sealake to Ouyen Road in 1914.
25. Newstead Shire councillors and Board members inspect an old timber bridge at Campbell's Creek in 1915.
26. The main road through Dandenong on a market day in 1913.
27. Workmen shovel 'blinding' (weeds and soil) onto new macadam pavement on Dandenong Road in 1913.
28. Constructing macadam pavement on the Point Nepean Road at Mordialloc in 1914.
29. Stone-crushing plant at Fairfield, producing material for works on Heidelberg Road in 1914.
30. Applying toppings to tar from a 'motor lorry', on Heidelberg Road, Fairfield, in 1914.
31. A primitive horse-drawn vehicle enmired outside the Austral Hotel in Korumburra in 1914.
32. A typical country town main street scene early this century : Tatura, in 1914.

33. A steam traction engine bringing in the hay harvest in Rodney Shire, central Victoria, in 1914: a major threat to aging timber bridges.
34. The timber-decked Warren Truss steel bridge over the Murray River between Wahgunyah and Corowa, in 1914.
35. A truss bridge built from unsawn timber, near Mitta Mitta on what we know as the Omeo Highway in 1914.
36. Symbol of change on Victorian roads. Horse meets motorist in a double fatality: thought to be near Sale, circa 1911.
37. Surface painting a town pavement with asphalt: the main street of Ararat in 1915.
38. A main road approach to Moriac railway station near Geelong: Baensch's Road circa 1915.
39. Returned soldiers at work building the Great Ocean Road near Lorne, circa 1919.
40. 'Mick's' coach on the Mt. Buffalo Road, date unknown.
41. Sharp bend on the Great Ocean Road towards Lorne, circa 1921.
42. Great Ocean Road Trust toll gate at Eastern View, date uncertain.
43. Building foundation works for the concrete Williamstown 'Short' Road, circa 1925.
44. A 'road lighthouse', combining advertisement with a flashing warning light, between Melbourne and Geelong circa 1926.
45. A rare form of timber bridge with trusses below deck level, where the Walhalla Road crossed the Thompson River, in 1928.
46. Suburban road construction in 1929: spreading premix bitumen seal at the corner of Box Hill Road and Springvale Road.
47. Clearing the Princes Highway between Toorloo and Nowa Nowa after a bushfire in 1928.
48. Typical iron-tyred steam-powered C.R.B. road plant in 1929: steam roller, steam traction engine and 'metal wagons'.

49. A road worker drawing 'Trinidad' (bitumen) from a heating kettle, for hand spraying: near Myrniong on the Western Highway in 1928.
50. A C.R.B. roadside bitumen depot, with bitumen barrels and 800 gallon wood-fired bitumen heater ablaze, circa 1928.
51. An unusual road patrol outfit of 1928, used for repairing Mallee roads built of marl and limestone.
52. C.R.B. men and equipment at work on the Calder Highway near Castlemaine in 1929.
53. Daily 'bus' service between Noojee and Yarra Junction, showing condition of the Powelltown Road: date unknown.
54. Hand pouring bitumen seal on semi-penetration macadam pavement, on the Princes Highway West near Terang in 1930.
55. Horse-drawn wooden framed road planer or modified drag on the Western Highway near Deep Lead. Standard maintenance plant for earth and gravel roads in 1930.
56. Spreading crushed limestone bottom course in boxing on the Calder Highway near Red Cliffs in 1930.
57. Standard 'Bean' patrol truck pulling Webster triangular drag on Hume Highway shoulder maintenance in 1930.
58. A horse and dray patrol on the Omeo Highway north of Lightning Creek.
59. Memorial Cairn on Lardner's Track, built by the people of Gippsland to honour the early members of the Country Roads Board.
60. Thorneycroft diesel bitumen spraying outfit, filling up near Woodend in 1930.
61. Crushed rock from Great Western quarry being loaded onto rail trucks in 1930.
62. Mallee drift sand covering limestone pavement, on the Jeparit to Rainbow Road in 1931.
63. Surfacing an outer- Melbourne section of the Geelong Road with a heavy seal in 1931.

64. A strong and economical 'A frame' timber bridge on the Merriman's Creek Road in South Gippsland in 1931.
65. Normal state of the Western Highway near Dimboola after heavy rain, June 1931.
66. C.R.B. bitumen spraying team, with 800 gallon steam sprayer no. 3, near Terang in 1931.
67. Workmen building an early (and rare) rolled-concrete section of the Hume Highway near Balmattum in 1932.
68. Tractor and scoop building formation for the Western Highway in 1932.
69. 'Fantail' screenings spreader on the Western Highway at Deer Park in 1932: an early attempt to mechanize a basic manual task.
70. Flood-devastated Gippsland road in 1934: the Allambee to Childers Road after subsidence.
71. A large timber truss bridge over the Buchan River at Buchan circa 1934: a common form of timber bridge where spans needed to be long.
72. A section of the Mount Dandenong Road in 1935, before widening works took place.
73. The Country Roads Board's 'Baby Patrol', circa 1938.
74. The Murray River punt at Nyah in 1936.
75. Caterpillar diesel power grader working on the Murray Valley Highway near Swan Hill in 1936.
76. Patrol man's outfit for adverse weather conditions, 'dragging' on the Serpentine Road in East Loddon Shire circa 1936.
77. Illustrating the type of country through which the Wilson's Promontory Road was constructed: a 1937 photograph.
78. Nearing the end of the horse era: building the Rosedale Cutting on the Princes Highway East in 1937.
79. The C.R.B.'s earliest line marker operating in November 1937.
80. C.R.B. inspectors use a lodometer to weigh a solid-tyred truck loaded with wire, circa 1937.

81. Camp site for unemployment-relief road workers on the Noojee to Erica Road in Gippsland, circa 1938.
82. Woah back there! The horse that had had enough: Bairnsdale area in the later 1930s.
83. Men of the East Gippsland roads at home: Bairnsdale area in the mid 1930s.
- 83a. Draught horses working on Reserve Road Moorabbin in 1937.
- 83b. Horse-drawn scoop working on the South Gippsland Highway near Loch in 1938.
84. Early C.R.B. traffic lanes, on the Main Healesville Road (now Maroondah Highway) near Mitcham in 1938.
85. Burwood Road in Box Hill, looking south across Thomas Street in 1938.
86. Pack horses take over at the end of the trafficable section of the Upper Kiewa Road during construction works in 1938.
87. Large new grader with power-operated blade suited to forming road batters: an important mechanical innovation in Victoria in 1938.
88. Old wooden culvert being replaced by a new concrete culvert, on the Woodstock-Wandong Road.
89. Reconstructing a section of St. Kilda Road in 1938.
90. Unemployment relief road project at Mount Turnback on the Bonang to Gelantipy Road in 1938.
91. The rebuilt McKillop's (steel truss) Bridge on the Upper Snowy River in East Gippsland in 1938.
92. C.R.B. patrol man's cottages at Bonang in June 1938.
93. An early C.R.B. bulldozer at work on Dutton Way near Portland in 1938.
94. Rural timber bridge with a collapsed stringer, on the Elmore-Raywood Road in 1939.
95. Workmen making subgrade for a concrete road base to serve the Truganina explosives reserve in 1939.

96. Early C.R.B. roadside tourist facilities : camping reserve beside the Sturt Highway near Lake Cullulera in 1939.
97. Train travelling on the central road plantation through Wycheproof in 1940.
98. Spreading plant-mix seal on a concrete base using truck and towed drag in 1940.
99. A 'power scoop' (ancestor of our front end loader) loading a truck with limestone in Mildura Shire in 1940.
100. A rustic timber bridge over Mount Pleasant Creek on the Goornong-Murchison Road in 1939.
101. The Barwon River Bridge on the Princes Highway at Geelong in 1939.
102. Cars on the Phillip Island ferry in the early 1930s.
103. The suspension bridge linking Phillip Island to the mainland, built just prior to World War 11, but photographed in 1961.
104. Traffic scene on Burwood Road Box Hill, taken from the corner of Elgar Road in 1952.
105. An S.E.C. 78 ton transformer being carried by a 75 ton transport, near Berwick on the Princes Highway East in 1953.
106. An Aveling-Austin grader with snow-plough attachment clearing a winter road in 1953.
107. Elaborate scaffolding required for construction of a reinforced concrete bridge where the Eildon-Jamieson Road crossed the Big River, in 1938.
108. Peak hour traffic scene on the Eastern Freeway near Hoddle Street Overpass.
109. The three original members of the Country Roads Board: W. Calder, W. T. B. McCormack and F. W. Fricke.
110. Painting of 'the Old Toll Bar' at Lexton by James Northfield, (courtesy of Elders Pastoral).
111. The Mulgrave Freeway in Melbourne's eastern suburbs.