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Dear Members,

Rob Aitken has played a significant part in the production of this newsletter as you will see in News from Members, Lest We Forget, Now for Something Beautiful and this introduction.

It all came about when I recently met Rob over a caffe latte and we chewed the fat recalling our memories of VicRoads and the Overseas Projects Corporation (OPCV) where Rob and I worked together for five years. He had gained a secondment from VicRoads to OPCV and, initially, he was a bit shocked at the difference in culture between the two organisations. This was back in the 1990s.

Rob and Rose had three sons, one of whom, Matthew, works in Frankfurt in Germany in the finance industry. They go across to Europe to visit him periodically and we chatted about the differences between Germany and Australia with regard to lifestyle and work. Of course, the weather is a huge influence on life style. It is freezing in winter in Germany - almost beyond comprehension to Australians - and the houses and other buildings take this into account. In Germany, most buildings are built of masonry (bricks) about 450 mm thick and all doors and windows are triple glazed. Doors and windows clamp shut like a vice to exclude any draughts.



Rob mentioned that Matthew enjoys six weeks annual leave as well as other benefits which are not practice in Australia. I went on-line to explore this further and this is what I found.

All full-time German employees are entitled to benefits. Employees working four days per week or 30 hours per week (or more) are considered full-time. Most benefits kick in after four weeks of continuous employment.

German employment laws guarantee an array of benefits to employees on the basis that, if a German employer wants to attract top talent in Germany, it needs to build an employee-centric culture with a benefits package that supports the wellbeing of its employees.

German workers are entitled to the following types of leave:

- Annual leave
- Sick leave

- Maternity leave (14+ weeks - usually six weeks before birth and eight weeks after birth. With premature or multiple births, the paid leave after the birth is extended to 12 weeks).
- Paternity leave
- Parental leave (part-time leave taken during work to provide parental care during the first two years of childhood)
- Child-raising leave and child sick pay
- Bereavement leave (two days)
- Carer's leave (up to ten days for short term emergency care and partial leave for up to six months for the care of a close relative)
- Force Majeure leave
- Work-related injury
- Organ donation leave (up to six weeks)
- Holiday leave

According to the German Civil code, German employees are entitled to annual leave of at least 20 paid days off per year based on a five-day work week, or 24 days off based on a six-day work week. On top of that, full-time workers get additional paid public holidays each year. However, because of the Collective Agreements Act, Germans - even non-union members - can typically expect a more generous annual leave entitlement with their allotted leave going up to 30 days (six weeks).

Their public holiday leave is about the same as in Australia. These holidays include:

- New Year's Day
- Good Friday
- Easter Monday
- Labour Monday
- Ascension Day
- Whit-Monday
- German Unity Day
- Christmas Day
- St. Stephen's Day

There are also additional regional or State holidays much like Melbourne Cup Day and Grand Final Day are in Victoria.

Benefits and protections also apply to surrogacy, adoption, and miscarriage. Germany law does offer parental benefits for LGBT families.

With regard to education, most schools are run by the state (from primary school to university) and there is no charge for students to attend. There are a few private schools and international schools which charge fees - but there are not many of them.

The quality of German education is world-renowned for a reason. It's well-organized and designed to be highly accessible to all students allowing them to continue studying up to the university level regardless of a family's finances. All German states offer the same school systems and education system.

Germany is one of the few countries in Europe where you can study free of charge, even if you are from Australia, Asia, Africa or elsewhere. Germans generally believe that education should not be treated as a commercial product, and that free access to higher education ensures economic growth and welfare for the greater population.

With an average cost of living between €1,698 and €3,561 per month, Germany is one of the cheapest Western European countries to live in. It has a lower cost of living than the UK, France, or Belgium, while providing a similar quality of life. The average cost of living in Germany is 46% cheaper than the cost of living in Australia. The biggest differences are in the cost of rent (48% more expensive in Australia) and childcare (304% more expensive in Australia).

Productivity is a measure of economic performance that compares the amount of goods and services produced (output) with the amount of inputs used to produce those goods and services. In my view, it is a pretty elusive measure to compare countries because of differences in size, population, types of industry

and so on. According to Zendesk, an international management company, Germany is ranked seventh in the world for productivity - below Luxembourg, Ireland, Norway, Switzerland, Denmark and the Netherlands which are all much smaller countries than Germany in every measure. Australia is 16th.

So, when you hear one of our politicians mouthing off about how fortunate we are with our working conditions and education system in Australia - and especially how the sky will fall in if we have a day of unscheduled holiday such as to celebrate a World Cup win for the Matildas, give the Germans a thought.

One other thing. Rob said that on his visits to Germany to see Matthew, he observed how reserved and serious the Germans were. But, whenever there is a festival, they really know how to let their hair down. They literally swing from the rafters.



WHAT'S COMING UP

Please remember that partners and friends are always welcome to our events.

Occasional Lunches at Shoppingtown Hotel, 12 noon.

Our next lunch will be held on Monday 9 October and the last one for 2023 is scheduled for 6 November. There is no longer a requirement to contact Kelvin York - just turn up.

This function has become very popular - our last two lunches had the highest attendances recorded.

Dinner and drinks at Glen Waverley RSL - Thursday 5 October at 5.30 pm for 6.00 pm

Please note the earlier start for this function. Parking in the adjacent car park is becoming a problem and an earlier start at 5.30 pm should ensure that everyone gets a convenient park.

As usual, Ken Vickery is the contact for this function. If you wish to come, please text or call him on 0409 561 168 or send him an email on kenvickery@tpg.com.au

Visit to Fox Classic Car Collection in Docklands, Melbourne - Thursday 14 September 2023 at 11.30 am.

Housed in what once was a Royal Mint, the Fox Classic Car Collection includes over 50 of the rarest and most prestigious vehicles in the world. Over the span of fifty years, Lindsay Fox, the founder of Linfox, curated this inspiring collection of automotive excellence. Opened in 1997, the collection showcases almost a century in automotive technology and design.

Further information is available at <https://www.foxcollection.org.au/>

We will have a conducted visit - which generally run for 60-75 mins - followed by lunch at a nearby cafe at individual's expense.

Cost of museum entry is \$9.50 for Seniors or \$16.50 for other adults participating.

The museum is located at 749-755 Collins Street in Docklands.

Free car parking is available on site. The museum is also only a short distance from Southern Cross (Spencer Street) Station. If travelling by tram, you can take route 11, 48 to stop D16 (Harbour Esplanade) or the route 35, 70, 75 to the Docklands Park stop.

This visit has been arranged by Jill Earnshaw and those interested in attending can register with her at:

Jillmearnshaw@gmail.com or by calling on 0438 777 352.

Annual Golf Day - 27 October 2023

The 8th Annual Golf Day will be at the Green Acres Golf Club, East Kew on Friday 27 October at 12 noon. Please note the change of date given in the last newsletter due to coring and sanding of greens.

Please let Jim Webber know by 1 November if you wish to play and if you wish to share a cart. His contact details are jameswebber1717@gmail.com or SMS 0412064527.

Other events

Ballarat/Bendigo Trip - Wednesday 15 November to Friday 17 November 2023.

Although we have developed an itinerary, travellers are free to pursue their own interests and may drop out and re-join as the fancy may take them.

Our itinerary is as follows:

Wednesday 15 November

We will meet at the office of Regional Roads Victoria (RRV) in Ballarat at 11.00 am. The address of the office is 101 Armstrong Street, North Ballarat. We will have two briefings - each for about an hour.

The first one will be given by Michael Bailey, Acting Chief Regional Transport (DTP) on the management of the rural road network and the approach taken by RRV on road maintenance and road safety. The second one will be delivered by Damian Van Dyke, Project Director, Major Roads projects Victoria (MRPV). Damian's presentation will be about the Western Highway duplication from Ararat to Stawell and the Echuca Bridge.

Following these presentations, we will have a sandwich lunch in the company of the presenters and other RRV staff.

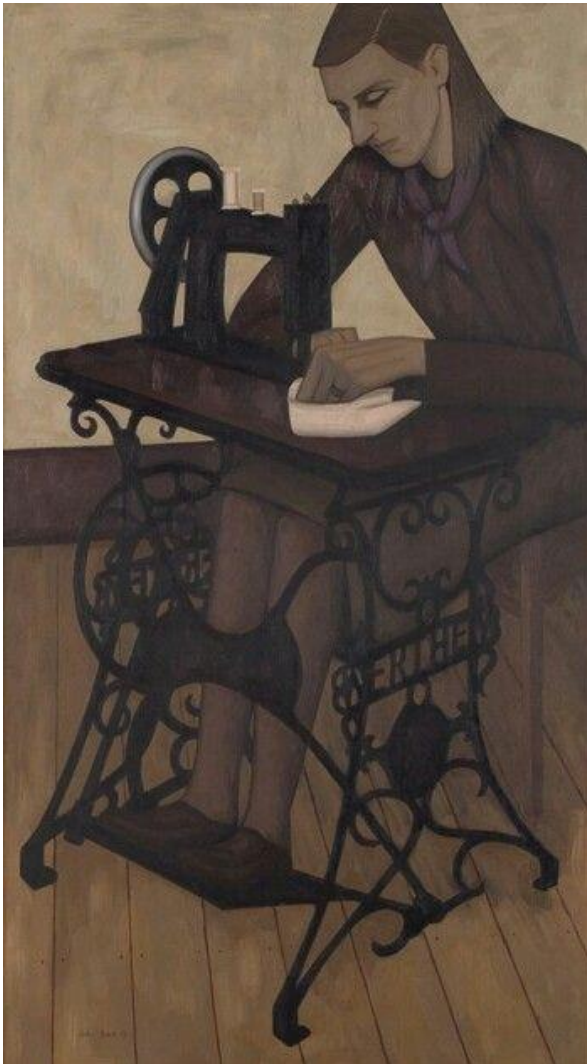
After lunch, we propose to visit the Ballarat Art Gallery to take in their new exhibition - Significant Others. While the term 'significant other' has come into everyday use to refer to someone's intimate partner, it has origins in psychology, referring to people who have a major influence on one's quality of life - a parent, or other figure who has shaped a person's development.

This exhibition celebrates connections between artists and their works in the Gallery's outstanding collection, exploring a range of different relationships between pairs of artists - as partners, family members, teachers, mentors or friends.

Artists in the exhibition include Hans Heysen and Nora Heysen, John Brack and Helen Maudsley, Joy Hester and Albert Tucker, Inge King and Graham King, George Lambert and Thea Proctor and many more.

The exhibition is free entry.

Below, are paintings by John Brack and Helen Maudsley. They are *The Sewing Machine* (1955) and *Our Souls that meet; our Souls together* (2019).



In the evening we plan to have dinner with past VicRoads staff members at a venue yet to be finalised.

Thursday 16 November

We propose to leave Ballarat at 9.00 am and meet at Stawell around 10.30 for morning tea. We will then drive on to Horsham arriving at 11.45 am to look at the silo art. We will drive on to Murtoa to have a conducted tour of the Stick Shed after which we will have lunch at around 1.15 pm.

Following lunch, we will drive to Bendigo via Rupanyup and St Arnaud to view more silo art, finally arriving at Bendigo about 5.15 pm.

Dinner that night will be held with old colleagues, at the Foundry Hotel.

Friday 17 November

We are negotiating with RRV to have a similar briefing to the one delivered by Michael Bailey in Ballarat - but for the Bendigo region. We have requested a 9.30 am start. This has not yet been confirmed as we go forward to issuing this newsletter.

We then propose to visit the Bendigo Art Gallery in the morning and perhaps have an early lunch at the Gallery Café before returning home. As I mentioned in the last newsletter the gallery will be highlighting its own collection. Bendigo Art Gallery's collection comprises close to 5000 works across diverse media, spanning the mid-18th century through to today.

There are also two special exhibitions of interest. The first is entitled *Essays on Earth*. It is a collaboration between multidisciplinary artist Brodie Ellis, painter and printmaker John Wolseley and poet Paul Kane, uniting the work of three leading artists of the Bendigo region. Across three gallery spaces, Ellis and Wolseley's focused observations of the natural world, expressed through photography, sculpture, painting and moving image, are arranged in dialogue with the elemental themes and poetic reflections of Kane's recent series of 'verse essays', titled *Earth, Air, Water, Fire* (2022).



L - R: John Wolseley, Brodie Ellis and Paul Kane

The other exhibition is entitled *The Kingdom of Power* by Marikit Santiago.

Marikit Santiago lives and works on Dharug Country in Western Sydney. She is a three-time finalist in the Archibald Prize and in 2020, was the winner of the prestigious Sir John Sulman Prize. In 2022, Santiago held her first institutional solo exhibition at Sydney's renowned 4A Centre for Contemporary Asian Art, followed by solo exhibitions at Fairfield City Museum & Gallery and Museum of Art and Culture Lake Macquarie, in 2023.



Self Portrait

Santiago's figurative painting is both classical and highly contemporary. She blends luscious oil paint and gold leaf with humble found materials, such as cardboard boxes and texta. Her three young children appear not only as cherished subjects in her paintings, but as her artistic collaborators, contributing ever-changing marks within Santiago's polished figuration.

Members and friends who are interested in participating in this trip should register with Jim Webber by email (jameswebber1717@gmail.com) or SMS (0412 064 527).

Christmas Luncheon at Waverley RSL - Tuesday 12 December at 12 noon.

Please put this date in your diary now. This is our most popular function and is a great way to wind up the year's activities. The cost will be \$50 per head. Partners are most welcome.

In next month's newsletter, we will provide you with full details of the menu and the arrangements for paying.

WHAT'S BEEN HAPPENING

The only event since the last newsletter was the Occasional Lunch at Doncaster on 7 August. Twenty six members turned up - the second highest number ever.

NEW MEMBERS

We welcome two new members - Neil Jones and Barry Mulholland. So far this year we have had eight new members join.

VALE

Our sympathies are extended to the family and friends of our colleagues below who have died recently.

Michael North-Coombes

Michael died on 13 August at the age of 88. He was the Divisional Engineer's Clerk in Metropolitan Region for many years. Also refer to Joe Klopfers letter in News from Members below.

Jeffrey Coath

Jeff died on 30 August at the age of 81. He was the superintending draughtsman for the West Gate Freeway project when I was working on that project. He did an excellent job and his management of that process was a huge contribution to the successful prosecution of the project. The geometry of the bridges was very complex requiring the fabrication and construction of 2,070 unique segments. The project drawings, when stacked, was about half a metre high.

Geoff later became Building Services Manager in Head Office. After his retirement, he partnered with Bev Thompson who was the manager of the cafeteria, responsible for all the catering at Head Office.

Sharon Maree Rhodes nee Wishart

Sharon died on 21 August just three weeks after her 60th birthday. The following words were sent out to staff of the Department of Transport and Planning by the Executive Director. Informing staff of her death.

'It is with a heavy heart that I write to inform you that our former colleague, **Sharon Wishart**, passed away earlier this week following a hard-fought battle with cancer. Sharon was an exceptional woman, a recognised Road Safety expert and a wonderful colleague to all of us here at Department of Transport and Planning and across the Road Safety Partnership.

In April 2022, Sharon celebrated 40 years of service with VicRoads and the Department. This is a testament to her dedication and passion for road safety. Sharon was a leader in many aspects of road safety and her legacy continues to shine throughout the work we do.

Some highlights of Sharon's work include playing a leading role in building legacy community road safety partnerships and programs that are still thriving today, and coordinating the development of the Drink and Drug Driving mandatory behaviour change program for offenders. These are just two examples of many in a long list.

Sharon approached her work in a genuine, inclusive and empathetic manner, and focused strongly on collaborating with others to achieve the best possible outcomes for road safety. She was a mentor for many in Road Safety Victoria and built strong working relationships with colleagues across DTP and across the Road Safety Partnership, but especially with some of us in Policy, Precincts and Innovation, metro and rural regions, Regulatory Programs and Services, Engineering, the TAC and Victoria Police.

Sharon was a source of vast knowledge in the road safety space and was always respectfully engaging with others to share what she knew.

On a personal level, Sharon was a straight shooter in the best way. She was warm and friendly, yet honest and never afraid to tell it like it was.

Sharon is survived by her husband, Steven, and two daughters, Madi and Lauren.'



Sharon Wishart

Sharon and Julie Cooper started work in the Traffic Section of the Country Roads Board in May 1982. Julie recalled that they worked for Jane Anderson as traffic counter analysts. Sharon joined the Road Safety Division of VicRoads and continued working in that area until the end of her career. She is remembered by her colleagues as a lovely lady with a warm smile, quick wit and twinkling eyes.

Bill Saggars attended her funeral and he reported that it was one of the largest he had seen. He also said that a senior police officer who gave one of the eulogies said that a statue of Sharon should be erected outside the government offices in East Melbourne, so great was her contribution to road safety in Victoria.

NEWS FROM MEMBERS

Laurie Jones

Laurie wrote about another Paddy he used to know. He wrote:

‘Glancing through the last newsletter and the story of Paddy O’Donnell prompted me to write of the chap who phoned me occasionally when I was Divisional Engineer in Metropolitan Region. He’d say ‘Paddy here Laurie’ and then proceed to tell me about a traffic problem somewhere in his part of the metropolitan area. One time he told me about traffic from a side road regularly turning right and travelling the wrong way on the highway service road for a block to avoid excessive delays at the highway intersection. I got used to these occasional calls and thought of him as my extra Patrolman or Roadmaster. After the first few times Paddy could call and say ‘Paddy here Laurie’ and I’d reply ‘Hello Paddy ... how are you?’

And since I’m writing, you mentioned all the diverse places where Peter Lowe got involved. To my surprise I once met he and Ros in Broome Western Australia - just about as far away you can get in Australia in Australia from Melbourne. As it turned out, we both had an interest in bird-watching, and we both stopped in at the Broome Bird Observatory where we met.

But enough for now. I’ve got to go and finish my Tax Return! At 95 I reckon we should be exempt.’

Rob Aitken

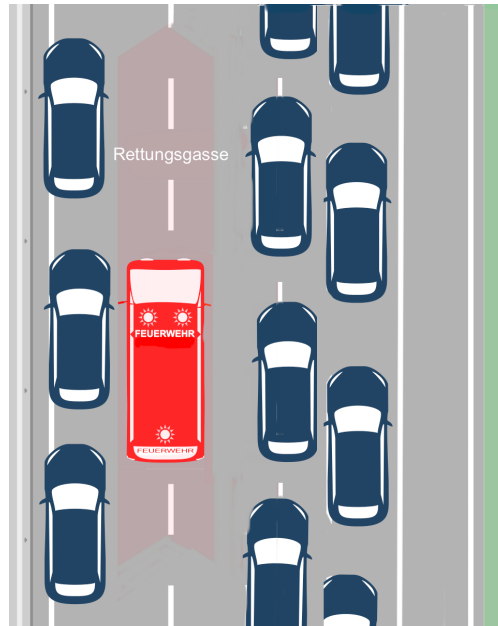
As I mentioned earlier Rob Aitken submitted these observations about German autobahns. He wrote:

‘My wife and I recently had the pleasure of visiting our son now living in Germany. Apart from enjoying ample German Jager schnitzel, beer, apple strudel and many festivals, as passengers we made quite a bit of use of the German Autobahns.

German autobahns are generally built to a very high standard of horizontal and vertical design; typically divided freeways with three lanes in each direction. Traffic speeds are generally unlimited which to most of us used to Australian speed limits, can be a little confronting.

The following is based on my observations from several trips to Germany. The outside lane on an autobahn carriageway is used by slower vehicles (say 100km/hr), trucks (limited to 80 km/h) and by those leaving or entering the autobahn. The middle lane of the 3-lane carriageway is used by many, typically at speeds of 120 - 160 km/h and the inside (fast) lane is reserved for overtaking and for high speed vehicles. As an observer, I find sitting in the middle lane travelling at say 150 km/hr and being passed by a vehicle in the fast lane at a speed of say 200 to 250 km/hr takes some getting used to. Using the fast lane to overtake is a challenge, firstly to make sure there is no high-speed vehicle approaching from behind, then secondly accelerating as rapidly as possible to overtake and finally returning to the middle lane as soon as possible before a following vehicle arrives at much higher speed. Watching that vehicle in your rear vision mirror as it rapidly grows from a distant dot to arrive right behind you is a little nerve racking!

From my limited observations, German drivers appear to be extremely watchful/alert to the traffic conditions on autobahns. The moment brake lights appear on cars well ahead in the traffic stream, drivers immediately slow down and if the speed reduction is significant most turn on their hazard warning lights as they slow. If traffic slows considerably or stops, drivers in the inside lane are required to pull close to the central barrier and drivers in other lanes move aside in order to allow the passage of emergency vehicles through the traffic stream to reach the cause of the stoppage.



Emergency vehicle (in red) moving through stopped autobahn traffic

So are German autobahns with their unlimited travel speeds as hazardous as might first appear to we visitors? Looking at per billion travel-kilometres - the autobahn fatality rate of 1.6 deaths compares favourably with the 4.5 rate on urban streets and 6.5 rate on rural roads. A recent study (source <https://safe-nomad.com/german-autobahn/#safetystatistics>) gave the following accident rates.

Country	Fatalities on all roads	Fatalities on highways (autobahns)
Austria	6.88	1.73
Switzerland	5.60	2.90
United Kingdom	3.56	1.16
United States	7.02	3.38
Germany	5.00	1.60

Of interest to me was the design of the autobahn entry ramps. In Australia the design of our freeway entry ramps (no doubt based on US highway design standards) provides an approach roadway leading to a taper directly onto the freeway. By comparison autobahns can often have a very low speed entry curve from the adjacent arterial road leading to a parallel lane beside the autobahn carriageway followed by a relatively short taper onto the carriageway.



Low radius curves at the start/end of autobahn entry and exit lanes



Autobahn with parallel entry and exit lanes

In my view the advantage of this design is that it provides both time and better rear vision for drivers using the parallel entry lane to better adjust to autobahn traffic speeds and find a gap in traffic before having to merge. I feel this design allows a more comfortable entry to the autobahn carriageway and helps to minimise the hesitancy displayed by some drivers in Australia when confronted by the taper requiring them to directly merge with freeway traffic.

Like all freeways around the world, major congestion regularly occurs on German autobahns, especially at the end of a long weekend.



Congested autobahn at the end of a long weekend

German authorities warn other national visitors to be alert and pay even more attention to the road than is often required of us overseas. The high-speed autobahn is no place to make mistakes!

Rob Aitken, July 2023'

Joe Klopfer

Joe wrote to me saying:

'Hi David,

A few days ago I spotted a death notice in the Herald Sun for Michael North-Coombes. He died on 13 August and was around 88 years old. I believe his funeral is on 24 August. I'm not sure if he was a member of the Association. Michael was my first line manager when I joined the CRB way back in 1972. He was the Divisional Engineer's (DE) Clerk in the now defunct Metropolitan Division of the CRB. The DE at the time was Laurie Jones and Assistant DE was Stan Hodgson.

Michael hailed from Mauritius and I always chuckled at this very English hyphenated named person who spoke with a French accent. After I moved on from Metro, I lost track of what became of Michael or when he retired, so I can't pass on any further information about him.

Perhaps someone else may have more knowledge about Michael. So, in good government speak, "submitted for information."

John Clark also sent me a note about Michael's death.

David Rolland

David wrote:

'Thanks again David for another great newsletter and in particular the tribute to Peter Lowe.

I send the newsletters to an ex GHD colleague Tom Fricke (who is the grandson of past Chairman of CRB Fred Fricke). His response to this newsletter was:

Thank you, David.

Wonderful words indeed regarding Peter Lowe.

The photo of Peter dated 1977 was about the time when I first met him, when I appeared as an Expert Witness on behalf of the CRB (briefed by Peter) - for three and a half days in the Victorian Supreme Court. Actually, it was my first time ever as an Expert Witness!

*A wonderful and intelligent man with a great sense of humour!
(Please keep the newsletters coming!)*

*Best wishes,
Tom'*

LEST WE FORGET

Here is the next connection with Rob Aitken - as you will see when you read on. I included an entry on Harold Wood in an earlier newsletter but this one contains more information.

Air Mechanic Harold Peachey Wood, 1048

Harold was born at Hawthorn, in 1893. As a boy he took a great interest in aviation and made model aeroplanes before the first manned flight in Australia. In 1910 he made a model monoplane of his own design with a 36-inch main wingspan, forward-mounted elevator and two counter-rotating rearward-facing propellers powered by twisted strands of square rubber. A report in the Melbourne 'Argus' on 14 November 1910 described demonstration flights of Wood's model at Mont Albert, commenting that the model had achieved flights of up to 175 yards at altitudes of 60 feet.

He demonstrated a model flight at the Austral Wheel Race meeting, at the Melbourne Cricket Ground, where it was reported to have knocked the hat off a spectator in the upper stands.

In 1912, Harold claimed a world record for model aircraft with a sustained flight of 118 seconds covering a distance of over half a mile in a straight line, at a speed of 25 miles per hour. Harold built 33 model aircraft and achieved flights lasting up to nine minutes reaching heights of 2,000 ft.

Harold joined the CRB in January 1914, less than a year after the Board was formed. His first appointment was as a junior draughtsman. At that time, the staff complement at the CRB was 15 people.

In 1916, at 23 years of age, Harold Wood - who described himself as engineer/draughtsman at the CRB - enlisted. Not surprisingly, he was sent to the Australian Flying Corps. He arrived in Plymouth in March 1917 and started at the AFC Depot in Perham Downs and the file designated him as a motor cyclist in August 1917.

He embarked for France in December 1917 where he served with the Australian Flying Corps in B Flight, No.4 Squadron - first as a motorcycle dispatch rider, then later as a rigger, engine mechanic and finally in the stores and equipment section. Wood was engaged to make minute examinations of any captured enemy aircraft, taking samples of fuel and lubricants and keeping tabs on any new German instruments or methods of construction, reporting on items of interest to the British Headquarters.



Harold Wood showing some of his model aircraft - circa 1930s.
(Courtesy Museums Victoria)

After the Armistice, No. 4 Squadron was moved to Bickendorf Aerodrome, near Cologne, Germany, to take possession of German aircraft surrendered to the allies. Here he began building models in his spare time and conceived the idea of building a series of museum display models to document some of the key developments in aviation.

The first model he delivered to Melbourne Museum in 1923 was the 1:16 scale model of the Vickers Vimy plane flown by Keith and Ross Smith on the first Britain to Australia flight in 1919-1920. The plane was housed in the Australian War Museum in the Exhibition Building in Melbourne - and the model was built from measurements from the original aircraft.



The Vickers Vimy model built by Harold Wood.



This model of a Roe IV triplane was made in 1924.

When Harold returned from the war, he re-joined the CRB. He was affectionately known throughout his career as 'HP'.



Harold Wood - from the CRB staff photograph of 1921.

In 1927 Harold moved to Benalla, eventually becoming the CRB's District Engineer. The District Engineer was the forerunner to the Divisional Engineer and Harold actually became the first Divisional Engineer in Benalla in 1941. It was during this time that he built and improved the roads to Victoria's alpine ski resorts to Mt Hotham, Mt Buffalo and Mt Bogong. His work also facilitated the construction of the Kiewa Valley Hydroelectric Scheme by the construction of a quality road replacing the old pack-horse trail. It was only 26 miles long but it took four years to build.

He continued building model aircraft in his spare time including models of Kingsford Smith's Fokker monoplane, Southern Cross, and the DH88 Comet for the Museum. When Kingsford Smith and Charles Ulm's Australian National Airways plane once landed at Benalla, Harold rushed to the airfield to take measurements of the aircraft for the Southern Cross model. Wood continued making detailed scale models for the Museum over the next 43 years, producing 21 models in total, documenting key events and designs in

the history of aviation from the 1890s to the late 1950s. These models form a large part of Museum Victoria's aviation collection today.

In 1948 Harold was transferred back to Head Office in the Exhibition Building where he became the CRB's Highway Engineer. In this position, he was responsible for the state-wide road programme and held that position until he retired in 1958 after 44 years of service. He was held in the highest regard in the industry and had a reputation for high ethical standards and professional practice.

Harold has another claim to CRB history in that he was the person who designed the CRB 'football' logo. This occurred when he was the Divisional Engineer in Benalla in the mid 1930s. Harold was an expert draughtsman and he placed the gold, oval sticker on the door of his official Board car, a Ford Coupe V8.

He died in September 1982.



The CRB football logo designed by Harold Wood.



Harold (left) celebrating his retirement with his son, Ken, (centre), his wife, Eileen, and his father, Harry, seated in the centre. The others are probably CRB personnel.

FROM THE ARCHIVES

Barwon Region Staff 1987

Please forgive me if I have misread any names. The text was very hard to read especially for my poor old eyesight. Let me know of any errors so that I can correct the record - and if you can identify the missing names.



Back row (left to right): Liz (?), Rod Bennet, Gary White, Heather (?), (?), (?), Leo Stella, Vin Elliot, Leith Whollers, (?), Roger Plumridge, Denis Lewis, Rod Westwood.

Middle row: Charlie Low, Geoff Moran, Bernie Gabble, Bob Smith, Tamara Sirninac, Marg Keneally, Heather (?), David Senior, Allan Norton, Colin Batson, Ken Turley.

Front row: Ann Mauzer, Julie Debrio, Bob Scott, Rick Hattam, Howard Ellis, Colin Roy, Mike Hoare, Tom Richmond, Mike Jones, Ian Templeton, Greg Salt.

AND NOW FOR SOMETHING BEAUTIFUL

Rob Aitken sent me these images and stories about Harold Wood's skills as a maker of models of aircraft. I think you will agree that all these models are extraordinarily beautiful and are worthy of our admiration.

Rob obtained the photographs from Harold's grandson, Ian Riddell. Ian's father Les Riddell married Harold's daughter Joan. Les and Rob's father were great friends and served together for some time at Benalla's Elementary Flying School during the Second World War.

I have chosen a few - at random - and I might drip feed some more in future newsletters.

Sopwith F.1 Camel Aeroplane made in 1918

This is a highly detailed 1:12 scale model showing the wooden framework of the wings and fuselage of a Sopwith F.1 Camel, without fabric covering. It was made in France by Harold Wood, in 1918. He made the model in his spare time from materials obtained from crashed aircraft.



The Sopwith Camel is perhaps the best-known fighter aircraft of the First World War but was considered obsolete in November 1918, even before the war ended, and was being replaced by the updated Sopwith Snipe. It entered service with the Royal Flying Corps in 1917 armed with twin .303 machine guns firing through the propeller arc under a humped fairing which is believed to be the origin of the Camel's name. It could also carry light bombs in a ground attack role.

No. 4 Squadron, Australian Flying Corps was equipped with Camels while serving in France in 1917-18. Australia's leading First World War flying ace Captain Arthur H. 'Harry' Cobby DSO, DFC flew the type almost exclusively to achieve 29 confirmed victories. The Squadron was re-equipped with Sopwith Snipes shortly before the war ended.



PBY-5A Catalina Flying Boat - 1955

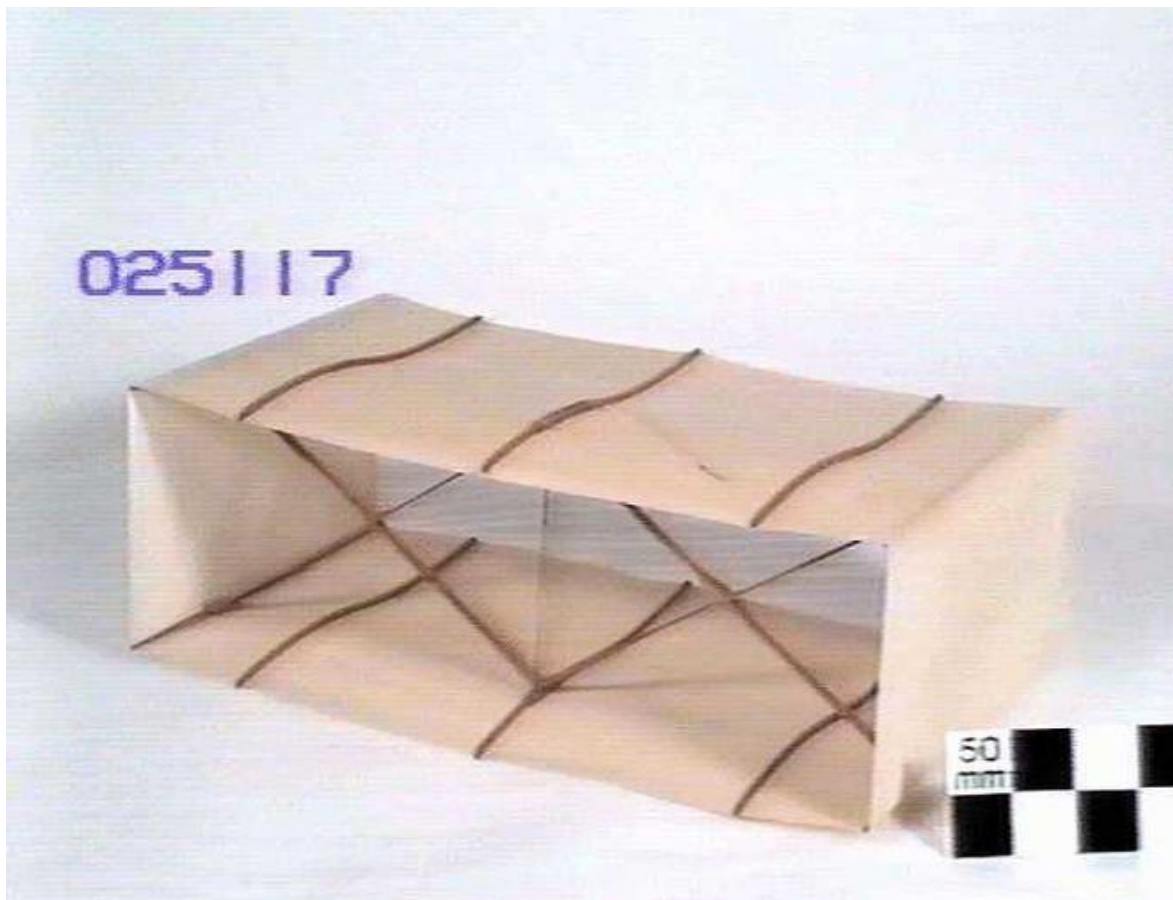


This 1:32 scale model was commissioned by Museum Victoria and built by Harold Wood in 1955.

During the Second World War, the PBY was used by the US, British Commonwealth and Soviet Union. Its great range (about 3,700 km) made it suitable for reconnaissance and U-boat patrol work. The PBY-5A version was equipped with retractable undercarriage to enable land and water operation. The RAAF received its first 18 Catalinas (as they were known by British users) in 1941, flown across the Pacific from California with mixed Qantas and RAAF crews. A total of 168 Catalinas of several types were received by the RAAF. Painted black, some were operated on long-range bombing and mine-laying missions as far north as Hong Kong.

In Victoria, No. 1 Flying Boat Repair Depot was established at Lake Boga which repaired and overhauled RAAF Catalinas as well as other types of flying boats. Qantas also flew Catalinas as the only regular wartime air service to Australia. These aircraft flew between Perth and Ceylon (now Sri Lanka) from 1943 to 1945. Passengers received a 'Secret Order of the Double Sunrise' certificate as the flight was usually about 31 hours duration. In 1951, P.G Taylor flew an ex-RAAF Catalina named 'Frigate Bird II' to Chile, the first flight between Australia and South America. This aircraft is now held in the collection of the Powerhouse Museum in Sydney. The Catalina was also used by Trans Australia Airlines (TAA) in New Guinea in the early 1960s.

Kite Model - Lawrence Hargrave Design, Rigid Box Kite, New South Wales, Australia, 1908-1909



This half-scale model of Lawrence Hargrave's rigid box kite with reverse curves was commissioned by the Museum and received in 1961.

This design was the subject of Hargrave's final paper presented to the Royal Society of New South Wales on 1 December 1909. The two horizontal lifting surfaces have a convex and concave profile in the form of a shallow curve. Hargrave noted that this design enhanced stability but caused a reduction in lift and efficiency corresponding to the increase in the curvature. A slight curve was found to be the most efficient design. Hargrave's experimental work with box kites demonstrated that this design was highly effective in generating lift. His experiments with tethered kites at Stanwell Park south of Sydney, proved the superiority of the box kite design in 1894-95. By linking four box kites together, Hargrave was lifted some 16 feet clear of the ground on 12 November 1894. The box kite became the preferred method of construction for most early aircraft including the 1903 Wright Flyer which made the first successful powered flight in December 1903.

Autogiro Model - Cierva C.6C / Avro Type 574, 1933



This model of the Avro-built Cierva C.6C with stub wings was commissioned by the Museum and built by Harold P. Wood at Benalla, Victoria and delivered to the Museum in 1933.

In about 1920, a Spaniard, Juan de la Cierva, began experimenting with what he called an 'Autogiro' flying machine combining a conventional aircraft fuselage and a free-wheeling rotor for short take-off and landing. The Autogiro is recognized as the forerunner of the modern helicopter although the principles of helicopter flight are very different using a powered rotor. After testing a series of machines in Spain, Cierva produced his C.6A in 1923.

The promising performance of this machine prompted H.E Wimperis, the Director of Scientific Research at the British Air Ministry (who later wrote a report leading to the establishment of the CSIR Aeronautical Research Laboratory in Melbourne) to invite Cierva to test and develop the C.6A in Britain. Flight test results at Farnborough were promising and two similar machines were built using Avro 504 fuselages.

The C.6D was later built and test flown by the noted Australian aviator Bert Hinkler in 1927. Cierva designed a series of increasingly capable Autogiros in the early 1930s which were put into small-scale production by several aircraft manufacturers. Following Cierva's death in an airliner accident in December 1936, the impetus for further development faded and the major manufacturers concentrated on conventional aeroplanes or helicopters.

Aeroplane Model - John Duigan Biplane





This model was made by Harold P. Wood in 1960 to mark the 50th anniversary of the first flight of the Duigan Biplane in 1910.

The model is built with a wooden framework and a fabric covering over wings and cotton rigging. There is a small motor in the centre and three wheels underneath.

Duigan's biplane is recognised as the first Australian-designed and built aeroplane to successfully achieve powered flight. It was first flown by Duigan on 16 July 1910 at Mia Mia, near Heathcote, in central Victoria. although Duigan did not consider this short hop to be a fully-controlled flight. He regarded his flight of 196 yards on 7 October 1910 to be his first true controlled flight

Duigan was born at Terang, Victoria in 1882 and studied electrical and motor engineering in London, before returning to join his younger brother managing a family property 'Spring Plains' at Mia Mia in central Victoria.

Inspired by the many flights of Wilbur Wright in France in 1908, Duigan built a Wright-type glider from a postcard photograph sent by a friend in Britain in late 1908 and managed to fly it in a strong wind tethered to 110 metres of fencing wire. Following this success, Duigan began work on a powered aircraft, which he first flew on 16 July 1910. Over succeeding months, further modifications and improvements were made until he managed sustained flights of up to a kilometre at heights of 30 metres. In January 1911, Duigan demonstrated his plane to newspaper reporters, and the following May he made several public flights before a crowd of 1,000 at the Bendigo Racecourse following a demonstration hop at the April 1911 Bendigo Easter Fair.

Duigan's achievement is all the more remarkable for the fact that he had never seen or flown an aircraft previously and had little technical information with which to work. His first design was based on little more than a postcard of the Wright Flyer, and theory drawn from Sir Hiram Maxim's 1908 book 'Artificial and Natural Flight' and subscriptions to British aviation journals. With the exception of the engine, parts of the undercarriage and the propeller (made by John Fulton, a Carlton patternmaker), each component was made by Duigan and his brother Reginald in a rudimentary workshop on the farm.

In September 1909 the Commonwealth Government offered a £5000 prize to the inventor or designer of a flying machine suitable for military purposes. Believing his aircraft was ineligible because it could not meet the requirement of 'poising', Duigan did not submit an entry by the due date of 30 June 1910. Later, when he discovered that 'poising' had been defined simply as the capability to turn within a half-mile circle, he wrote to the Government and asked for special consideration. The Commonwealth refused to accept his entry but the Defence Department requested a demonstration of the machine which took place in June 1911. It would be the last time the pioneering aircraft was flown.

During the First World War, Duigan served with the Australian Flying Corps (the predecessor to the RAAF). On 14 March 1916, he was commissioned as a lieutenant in No.2 Squadron and after training was appointed to command a Flight. After further training in England, he was promoted to captain and served as an instructor. From December 1917 he saw action in France with No. 3 Squadron (re-named from No. 2 Squadron and No. 69 (Australian) Squadron, Royal Flying Corps)) flying mainly on reconnaissance patrols over the Anzac Corps front line. He was awarded the Military Cross for gallantry after a skirmish in which he and his observer Lieutenant Alec Paterson MM were attacked by four German Fokker Dr I triplanes over Villers-Bretonneux on 9 May 1918. Despite being severely wounded he regained control and made a forced landing. After recovering from his injuries, he was involved in flight training in England and served briefly as the

Commanding Officer of No. 7 (Training) Squadron, Australian Flying Corps in the United Kingdom until demobilisation in early 1919.

Later in life Duigan Senior ran a motor engineering business, 'Old Bridge', in Yarrawonga, before returning to Melbourne in 1941 to work in the quality control branch of the Royal Australian Air Force for the duration of the War. He died in 1951.

Duigan lived in Colac for a time and was friendly with my uncle who obtained his wings with the Royal Flying Corps near the end of the First World War. I recall my uncle and my parents talking about Duigan who lived in a large house on a hill overlooking Colac. I have an impression that many of the conservative citizens of Colac thought that Duigan was a bit eccentric. Many years later I became very friendly with Guigan's son, John. He married a girl who was a lifelong friend of my wife - they went through Teacher's College together. He had spent time in the Navy and lectured at the Civil Defence School in Macedon while running a farm in the area. We were frequent visitors for Sunday lunch. John was one of the funniest men I knew. His wedding speech crippled everyone but it was all about nothing. He called his dog 'Silas O'Henry Dog' and he had a pet chicken which he called 'Cackle O'Henry Chook". When the RAAF was selling off its Sabre Jets by tender, John submitted a bid for one for \$100 - explaining that his father was the pioneer aviator of Australia and it would be a nice gesture on the part of the government to let him have one. He did not succeed but he built his own light aircraft and flew it from Flinders Island to Alice Springs to celebrate the anniversary of his father's first flight.

TRIVIA AND DIDACTIC WHIMSIES

Light Rail Transit (LRT)

LRT are surface rail systems (such as trams) which operate like heavy rail systems (trains) to quality standards such as frequency of trips and reliability, passenger safety and comfort, and economy. Ideally, LRT systems should also connect with other transport modes. Unlike heavy rail and metro systems, they are not entirely independent from road traffic. Their reliability is affected by road traffic congestion unless special traffic control measures are in place to ease the passage of the rolling stock of the LRT. Melbourne's tram network is a classic LRT system.

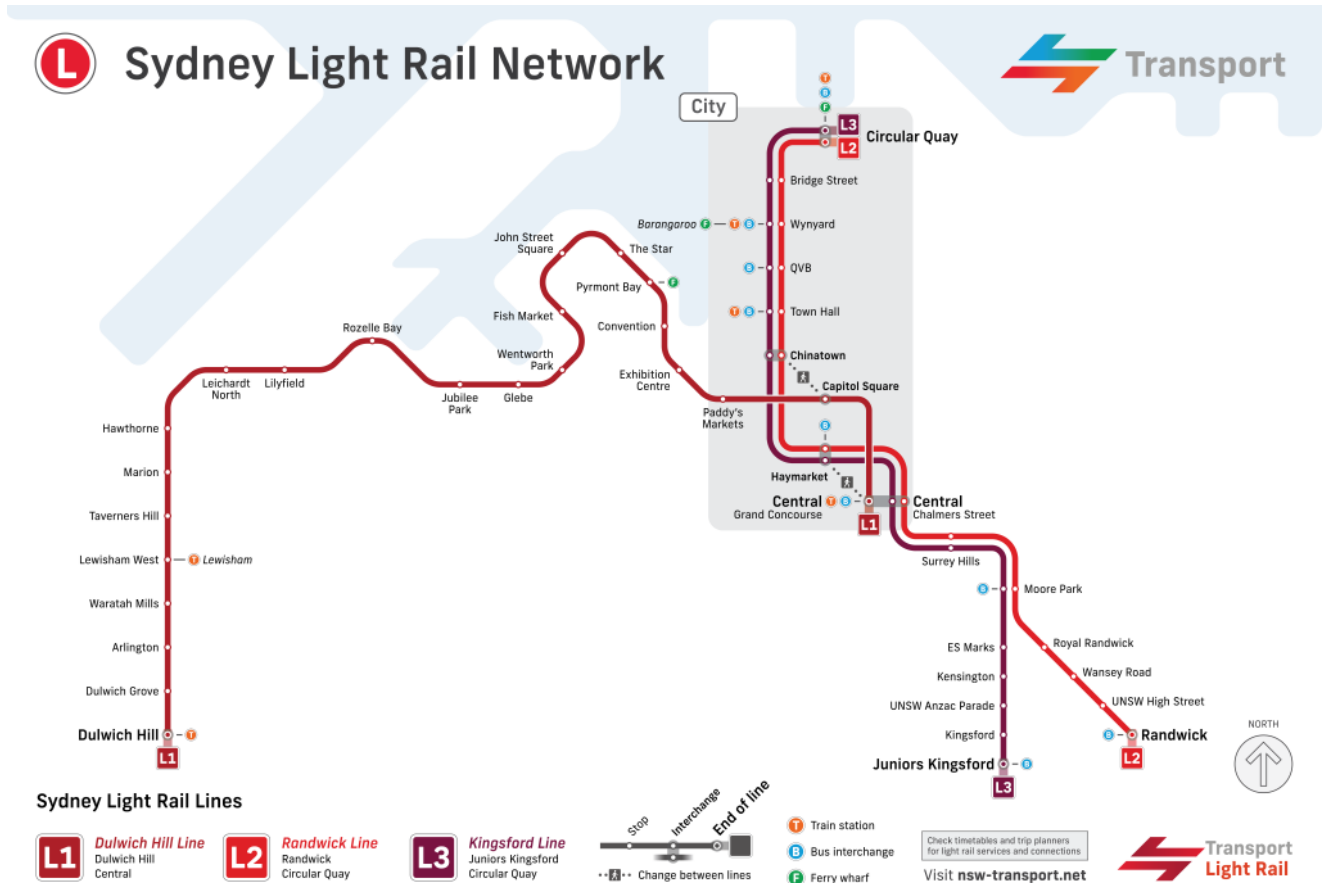
I catch either the 79 or 75 tram into the city when I go to the football, the theatre or anything else for that matter. I occasionally do short trips down to Glenferrie Road or to my art studio in Burwood Road Hawthorn. Trams are part of Melbourne's footprint and the improvements made to the infrastructure over the last couple of decades have markedly improved the travelling experience. VicRoads had a special group dedicated to this task.

I can't say the same for the rolling stock. Once I thought that the older classes of trams had a certain charm, but now as an octogenarian, I think I would prefer a smoother, more silent service with interior comfort. I travel to Canberra periodically and when there, use the tram down Northbourne Avenue and I love it. There are lots of seats, air conditioning and great commuter technology on board. The service is also good in that it is pretty frequent especially in peak hour. There is no need to run because the next tram will be there in five minutes (in peak hour) and the ride is much smoother than we experience in Melbourne.



The Canberra Light Rail.

Sydney has also reinstated a light rail network - comprising three passenger routes - Dulwich Hill, Randwick and Kingsford. These routes are 25 Km long.



Melbourne has the longest tram network in the world measured by route kilometres - just ahead of St Petersburg in Russia - 250 km c.f. 240 km. These are followed by Cologne (193), Berlin (192), Katowice in Poland (183), Moscow (181), Vienna (178), Milan (172), Budapest (156) and Lodz (151).

LRT and tramway systems are in operation in 388 cities, the majority of which are in Europe (206) and Eurasia (93), followed by Asia (41) and North America (36). Germany and Russia alone feature 123 systems (31% of total). This represents 2,300 lines for a total of 15,600 km of track.

Together, LRT carries approximately 13.6 billion passengers every year (45 million daily). Regions like the Middle East and Asia are developing new infrastructure at a fast pace, while Africa and South America are starting to consider LRT as suitable option, complementary to metro and Bus Rapid Transit.

There were many more tram systems in cities in Europe in the 1920s and 30s but many of them were not revived after the war. However, LRT is now having a resurgence. Since 1985, LRT has been established in 120 cities and further expansion is underway. The USA is starting to embrace the technology and systems have been recently installed in Dallas, Salt Lake City and 23 other cities.

The most used systems are found in Budapest (396 million passengers per year), Vienna (363 million), Bucharest (322 million), Prague (317 million) and Saint Petersburg (312 million). As distinct from the most used systems, the busiest systems are measured by thousands of annual passengers per kilometre of track. Using this measure, the busiest networks are Hong Kong (4813), Istanbul (4294), Tokyo (3920), Sarajevo (3840), Zagreb (3517), Jerusalem (28926), Zurich (2808), Brno (2771) and Budapest (2475).

Patronage of Melbourne's tramways was severely affected by the Covid pandemic. In 2017, annual patronage was 206.3 million people but in 2021-2022 it was only 82.9 million.

Key features of Melbourne's Tram network are:

- 475 trams
- 1,600 tram stops
- 450 accessible stops for wheelchairs
- 50% of tram passengers live within 7 km of the CBD
- 32 major activity centres are on tram routes
- 250 km of double track network
- Over 200 million passenger trips per year
- 24 routes
- Over 5,000 services per day
- 24 million vehicle kms travelled per year
- 75% of the network is shared with road traffic

I will write more about Melbourne's trams in future newsletters.

Some Words of Wisdom

The secret of a good sermon is to have a good beginning and a good ending; and to have the two as close together as possible - George Burns

Santa Claus has the right idea. Visit people only once a year - Victor Borge

Be careful about reading health books. You may die of a misprint - Mark Twain

My luck is so bad that if I bought a cemetery, people would stop dying - Rodney Dangerfield

Money can't buy you happiness. But it does bring you a more pleasant form of misery - Spike Milligan

Don't worry about avoiding temptation. As you grow older, it will avoid you - Winston Churchill

What's in a Name

The Drill Sergeant Major noticed a new recruit and barked at him, 'Get your backside over here! What's your name?'

"Paul," the new recruit replied.

"Look, I don't know what kind of bleeding-heart pansy palaver they're teaching in boot camp today, but I don't call anyone by his first name," the sergeant scowled. "It breeds familiarity, and that leads to a breakdown in authority. I refer to my recruits by their last names only --- Smith, Jones, Baker. I am to be referred to only as 'Sergeant.' Do I make myself clear?"

"Yes, sir, Sergeant!"

"Now that we've got that straight, what's your last name?"

The recruit sighed "Darling, my name is Paul Darling."

"Okay, Paul, here's what I want you to do"

Kids in church

3-year-old Reese: 'Our Father, who does art in heaven, Harold is His name. Amen.'

A little boy was overheard praying: 'Lord, if you can't make me a better boy, don't worry about it. I'm having a real good time like I am.'

One particular four-year-old prayed: 'And forgive us our trash baskets as we forgive those who put trash in our baskets.'

A Sunday school teacher asked her children as they were on the way to church service, 'And why is it necessary to be quiet in church?'

One bright little girl replied, 'Because people are sleeping.'

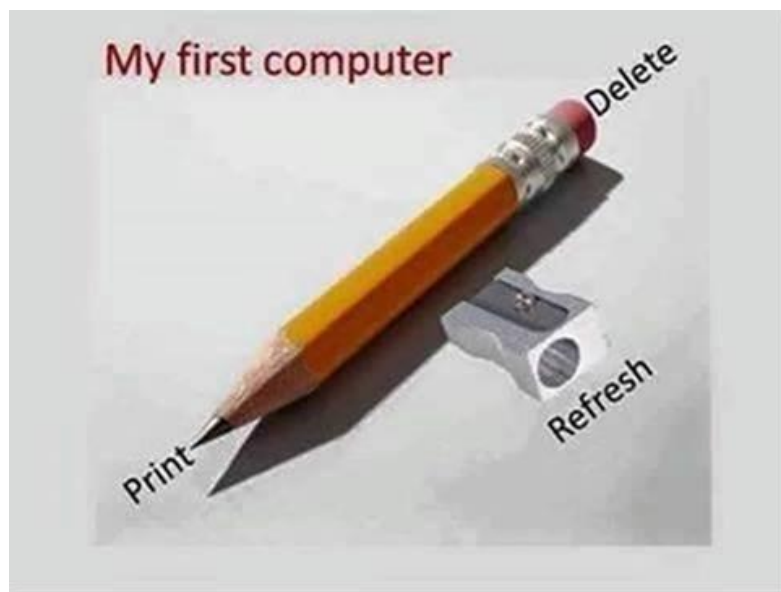
Lost Soul

A little boy was waiting for his mother. As he waited, he was approached by a man who asked, "Son, can you tell me where the Post Office is?"

The little boy replied, "Sure! Just go straight down this street two blocks and turn to your right."

The man thanked the boy kindly and said, "I'm the new pastor in town. I'd like you to come to church on Sunday. I'll show you how to get to Heaven."

The little boy replied with a laugh; "You're kidding me, right? You don't even know the way to the Post Office."



What font to use

It has been suggested to me that the newsletter might be easier to read if it were in a different font. I use Trebuchet (with font size 10) because it is clean and neat but newspapers usually use a serif which they must think is easier to read. I have used Times New Roman for this paragraph (size 11 font). I would be happy to receive your comments.

The same paragraph below is in size 12 font. Is it better?

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David Jellie - Editor
pdjellie@hotmail.com