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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 above. Visit our website at <https://vicroadsassociation.org>



Dear Members,

I want to start by wishing you a Happy New Year. I want to thank you for your support and friendship and hope that 2024 brings you happiness and security. I can't however, wish that your football team will succeed in 2024, because mine has had no success for quite a long time and the clock keeps ticking.

We didn't celebrate the New Year in any way when I was a boy, but in my late teens it was one of the most exciting days in my calendar. There were public dances and one year we arranged our own dance in the carpentry workshop of one of our friends. We played vinyl records and, because it was out of the way, we raged on until about 4 o'clock the next day.

One year, we all went up to Numurkah which was the home town of one of our friends. There were about six of us and we were billeted out to various families. The whole town came out on to the main street to sing and dance and make merry. It was a memorable night! That night,

at about 2 o'clock in the morning, a mate and I decided to go home to the house where we were staying. We crept inside and tripped over things in the dark trying to find the light switch. When we did find it, we realised that we were in the wrong house. We dashed out as quickly as we could, and the neighbours, whom we met at a barbecue the following day, were totally unaware of our shambolic efforts.

I went up to Numurkah again – this time with a girlfriend. We were staying at her girlfriend's place which was a dairy farm about 10 km out of town. It had been arranged that her father would come in to town to pick us up so we proceeded to walk along the road towards him. As I was being introduced to him, he extended his hand to mine and I suddenly slipped into the table drain by the road. It didn't create a good impression!

It was stinking hot on New Year's Day and I remember sitting in the dairy, drinking beer with my host while we sprayed cold water on each other.

Of all the festivals in all the societies of the world the New Year festival is the most common. It is universally celebrated and observed in most of the cultures of the world. The earliest known record of a New Year festival dates from about 2000 BCE in Mesopotamia (now Iraq) where, in Babylonia the new year began with the new moon after the spring equinox (mid-March) and in Assyria with the new moon nearest the autumn equinox (mid-September). For the Egyptians, Phoenicians, and Persians the year began with the autumn equinox (September 21), and for the early Greeks it began with the winter solstice (December 21). On the Roman republican calendar, the year began on March 1, but after 153 BCE the official date was January 1, which was continued in the Julian calendar of 46 BCE.

So, you can see that it is not always celebrated on 1 January. In Jewish culture, it is moveable and falls on the first day of the month of Tishri which falls between September 6 and October 5. The Muslim calendar normally has 354 days in each year, with the new year beginning with the month of Muharram. The Chinese New Year is celebrated officially for a month beginning in late January or early February. Other Asian cultures celebrate the day at various times of the year. In southern India, the Tamil community celebrate the new year at the winter solstice; Tibetans observe the day in February; and in Thailand the day is celebrated in March or April. The Japanese have a three-day celebration from 1 to 3 January.

In Christian, medieval Europe, the leaders of the Church didn't like the idea of the New Year being celebrated on a Roman feast day, so they played around with the dates a little. At first, they changed the start of the year to the 25th of December, and then, deciding that Christmas is best left alone, to the 25th of March. Eventually, Pope Gregory XIII realised that there was nothing wrong with the old way of celebrating New Year, so he changed the date back to the 1st of January, in 1582.

In all this there is a common theme. New Year is connected to a calendar which is, in turn, connected to the cosmos – all of which means that it is connected to the most ancient of civilisations where men and women gazed at the stars and wondered what future would befall them.

Enjoy!



Chinese New Year.

A CELEBRATION OF HEAD OFFICE 1961 - 2023

I am delighted to report that the Department of Transport and Planning (DTP) has confirmed that they are hoisting a celebration to mark the closure of Head Office at 60 Denmark Street, Kew. At this stage, it's anticipated that this event will be held sometime in late April 2024 but a definite date won't be known until the end of January. Jim Webber and I – representing VicRoads Association - have had preliminary discussions with the DTP and commenced liaison. I will keep you posted on progress and provide you all with an update in early February.

In the meantime, Jim has suggested that we should get colleagues to write up their recollections about Head Office on no more than one A4 page – including a portrait photograph. We could incorporate these recollections in a document including the stories I have already published in the newsletters. I think it would also be great to collect any artefacts and memorabilia so that we can have a display telling stories of the past. Stan Hodgson has already given me a few items that would be appropriate. We will establish a deadline of say a month before the appointed day to edit and format the submissions.

The Committee will also appoint a small sub-committee to manage the arrangements. Attendance will be open only to those people who register. This is needed for security as well as for catering purposes. We will invite registrations early in the New Year.

In the meantime, I will keep you informed of arrangements as they develop.

Please contact me if you have any queries or suggestions.

WHAT'S COMING UP

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

The table below shows a tentative summary of events for 2024. Some activities have not been confirmed but we will update details when they are finalised.

Date	Event	Contact Person
Monday 5 February	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up.
Monday 4 March	1.15 pm – 3.00 pm - Peter Don, Rail Futures, <i>Growing Victoria's Regions- Rail the Catalyst for Regional Growth</i> to be held at the Phyllis Hore room at the Kew Library.	David Jellie
Thursday 14 March	12 noon Annual General Meeting followed by lunch at 1.00 pm, Waverley RSL	Ken Vickery
Tuesday 2 April	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Monday 13 May	10 am Shrine of Remembrance – highlighting the recent upgrade followed by lunch and a possible tour of Royal Botanic Gardens	Jill Earnshaw
Monday 3 June	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Monday 24 June	10.30 am TAC Geelong for briefing on road safety strategy followed by lunch with ex-VicRoads colleagues.	Nick Szwed
Monday 2 July	12 noon for 12.30 pm Lunch at Waverley RSL	Ken Vickery
Monday 5 August	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Monday 19 August	10.30 am West Gate Tunnel Project	David Jellie
Monday 7 October	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Friday 25 October	12 noon. Annual Golf Day at Greenacres.	Jim Webber
Monday 14, Tuesday 15 October	Regional trip to Traralgon (for lunch with ex-VicRoads staff), overnight in Orbost & then to Cooma to be briefed on the engineering and financial aspects of the Snowy 2.0 Project from 2pm to 3:30pm. Overnight in Cooma or other Snowy town, then return to Victoria via Canberra, Albury or other options on 16 October.	Jim Webber
Monday 2 December	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Tuesday 10 December	12 noon for 12.30 pm, Christmas lunch, Waverley RSL	Ken Vickery
2025		
Monday 3 February	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up.

Occasional Lunches at Shoppingtown Hotel, 12 noon.

Our first lunch for 2024 will be held on Monday 5 February. There is no need to register – just turn up. Please note that the Occasional Lunches are held on the first Monday of the designated month except for the one on Tuesday 2 April.

Monday 4 March 2024 at Kew Library, 1.15 pm to 3.00 pm.

Peter Don of Rail Futures will give a presentation to us on *Growing Victoria's Regions- Rail the Catalyst for Regional Growth*,

The Kew Library is in Cotham Road, Kew, next door to the campus of Trinity Grammar School (to the east), and Alexandra Gardens (to the west). It is a couple of hundred metres east of the junction of Cotham Road and High Street. The 109 tram to Box Hill stops opposite the library at the corner of Cotham Road and Charles Street. There is plenty of street parking in the area. The Phyllis Hore Room is at the south end of the building and can be accessed from the car park.

If you wish to attend, please register with me by email on pdjellie@hotmail.com

Peter is a member of the Rail Futures Institute. Rail Futures is an independent, non-partisan group formed to advocate sustainable rail solutions for public transport and freight problems. Its membership includes experienced rail professionals, engineers, and economists. The Institute believes the case for rail solutions needs to be argued with sound commercial, economic, and social reasoning, and it contributes to better public debate on transport problems from a rail perspective.

Annual General Meeting - Thursday 14 March at 12 noon at Waverley RSL followed by lunch at 1.00 pm.

At this meeting I will present our Annual Report and we will also elect committee members. If you would like to join the committee, please contact our Secretary Jim Webber at jameswebber1717@gmail.com or 0412 064 527.

We will also receive the Treasurer's report, confirm our auditor for 2024 and confirm our fees – all as required by our Rules of Association.

I will try to make it as interesting as possible and promise it will not go beyond 12.45 pm!

Ken Vickery is our contact for this function. If you would like to come, please contact Ken on kenvickery@tpg.com.au or 0409 561 168. Family and friends are welcome.

WHAT'S BEEN HAPPENING

Annual Golf Day – 27 October 2023

The 9th Annual Golf Day was held at Green Acres Golf Club in East Kew on 27 October 2023.

It was won by Roy Gilmour - 34 points - from Jim Webber, Neill Tull and Warren Butcher – 28 points. This makes Roy our most successful golfer, having won the three trophies.

Previous winners are:

2014 Ken Vickery
2015 Jim Webber
2016 John Ford
2017 Rob Gilpin
2018 Roy Gilmour
2019 Ken Mathers & Jim Webber (tie)
2020 Not Held
2021 Roy Gilmour (34)
2022 Not held

The most successful Green Acres members were Colin Cust (31 points), Lance Rimes (30 points) and Craig Kelly (29 points).

Excursion to Ballarat and Bendigo Regions - 15 to 17 November 2023.

We had a great trip to Ballarat and Bendigo between the 15th and 17th November. A party of eleven people from Melbourne attended and it was wonderful to catch up with members (and non-members) for dinner at each location.

These trips are very informative about what is going on around the state and are grand opportunities to enjoy the company of friends and colleagues. This one was no exception.

Wednesday 15 November 2023

On Wednesday, we met Regional Roads Victoria in their Ballarat office and were greeted by Simon Grant (Regional Director DTP), Liam Butcher (Director Regional Maintenance DTP) and Damian Van Dyke (Major Roads Projects Victoria).

Liam described the major restructuring of the DTP and briefed us on the delivery of road maintenance services via contracts.

Damian briefed us on the progress of the duplication of the Western Highway from Buangor to Ararat. It is well known that there has been a significant delay in this project mainly brought about cultural issues regarding trees along the alignment. In February 2019, the design was significantly altered to avoid two trees identified by some members of the Aboriginal community as being of significance. Additional design revisions made since allow for a total of 16 trees of interest to some members of the Aboriginal community to be retained.

A new draft Cultural Heritage Management Plan has been prepared for the remainder of works on the Western Highway Upgrade, between Buangor and Ararat. The plan was done in close consultation with the Traditional Owner group who have decision-making responsibilities for matters of cultural heritage protection in respect of the project area.

Construction will not take place on the project until the new Cultural Heritage Management Plan has been finalised and approved. However, crews will continue to undertake environmental management activities and maintain the safety and security of the project site. All parties are hopeful that this will provide the path for cultural heritage management for the project to be resolved respectfully and with certainty.

There is an urgency to expedite these arrangements. In the 10 years to August 2022, there have been 163 crashes on the Western Highway, between Ballarat and Stawell, including 18

fatalities and 90 people seriously injured. These accidents include 27 head-on collision accidents involving 110 people, which is why it is vital for the safety of the community that this road is upgraded as soon as possible.

Damian then showed an excellent collection of videos and photographs of the new bridge across the Murray at Echuca – as described in Newsletter 250. Some of his photographs are shown below.



Local residents walking across the Murray River Bridge on the eve of the official opening.



Inside the box girder.



Pedestrian/cycle bridge across the Campaspe River – adjacent to the road bridge.

I want to thank Carolyn Byrnes (Executive Assistant to the Director) and Geoff Lawrence for their assistance in making all the local arrangements.

We had lunch at the office with some of the local staff and a free afternoon – with many of us visiting the excellent Ballarat Art Gallery. In the evening we had a very pleasant dinner at the Golden City Hotel.

Thursday 16 November 2023

On Thursday, we drove from Ballarat to Horsham (with morning tea in Stawell) where we visited the silo art which comprise two outstanding images. Of all I have seen, these are my favourites.

The paintings were done by Sam Bates - aka Smug - and the site is located on the corner of Hazel Street and Wawunna Road in Horsham. Smug is an Australian contemporary street artist and is well-known for his photo realist large murals. He uses photographs he shoots himself as the basis of his creations. His work is universal – most of his work is in Europe and America. He lives and works in Glasgow in Scotland. All his work is done using spray cans.

Sam Bates is very elusive. He was born in a small Australian town about three hour's drive from Sydney. He was always interested in art. Despite drawing for years, it wasn't until he left high school that he actually picked up a spray can and began targeting walls instead of book pages. When he was younger, he was part of the graffiti culture - skating and hanging around in the streets with his friends. No one knows how he acquired his artistic name of Smug. He does not remember himself.

The main painting in Horsham, shown in the next image, depicts Yanggendyinanyuk¹, a local indigenous man with a rich story worth telling. It is called 'Yangga Dyata' which means 'Walking on Country'. The other one, of a Red-tailed Black Cockatoo, is out of the picture on the left of the image. It is partly obscured by a steel fence.



This image provides an idea of the scale of the paintings. It shows the main painting on the silo and the recent painting linking it to the second painting - of the cockatoo - which is out of the picture on the left.

Many people were unaware of the second mural and so Sam returned to paint the wall in front of the silo in May 2023 to link both murals together while giving the visitor a rare close-up view of the stunning detail of the artwork.

Yanggendyinanyuk was born in 1834 in the Wimmera Region of North-West Victoria. His life was marked by outstanding achievement and leadership but was also marred by significant loss and grief. He was celebrated for his role in finding the Cooper-Duff² children in the 'Lost in the Bush' story and for his part in the first Indigenous cricket tour to England.

The most famous case of children lost in the bush is that of the Cooper-Duff children, who went missing in the Wimmera region of Victoria in 1864. Isaac (aged nine), Jane (aged seven),

¹ Pronounced Yang-gen-jin-a-nook - meaning 'His Walking Feet'.

² Some references refer to them as the Duff-Cooper children.

and Frank (aged almost four) spent nine days lost in the bush before being rescued by indigenous trackers.

More than 30 local people began a search, following tracks for days before a thunderstorm obliterated them. When Aboriginal trackers were brought in, they quickly rediscovered tracks and found the children, emaciated and weak, but alive. All survived their ordeal. It was calculated that they had walked over 60 miles, with the older two jointly caring for Frank, carrying him, and placing him between them at night. On particularly cold nights Jane used her dress to cover Frank.

The story of the rescue captured headlines and inspired paintings and children's books across Australia and England, although most of the remembering centred on the bravery of the children themselves, especially the older sister, Jane Duff, and not on their Aboriginal rescuers.



The Cooper-Duff children, who were lost in the bush and found by Indigenous trackers. The children, Jane, Isaac and Frank were lost in the bush for nine days in 1864. When they were located, only Frank was conscious, but they all recovered.



Detail of the main painting showing the blocking out of the painting of the cockatoo on the end wall of the adjacent flour mill – in the left of the picture.

The image of Yanggendyinyuk's totem – a Black Cockatoo - is painted on the end wall of the adjacent flour mill. As you can see from the next image, it is a brilliant solution to fit the end of an unusually shaped building.

Under regulations back in the 1860s prescribing where Aboriginal people were permitted to reside, Yanggendyinyuk joined a dwindling band of Wutyubaluk people at Ebenezer mission. Located on a bend of the Wimmera River near Lake Hindmarsh, the mission had a complex history as both a Wutyubaluk corroboree site and a place where Aboriginal people had been killed by colonisers.

In 1875 an epidemic of measles ripped through Ebenezer, killing a fifth of the residents. Yanggendyinyuk survived the virulent infection but suffered serious complications with brain inflammation, leading to mental disturbance. He became gripped by melancholy and an urge to end his life. Refusing to speak, he was sent to Ararat Lunatic Asylum in September to keep him safe. Although mental illness carried terrible stigma, an enlightened treatment had been adopted in Victoria's asylums that aimed to promote recovery through fixed routines, purposeful occupation, and uplifting activities. Yanggendyinyuk's mood brightened considerably when a cricket match got underway. From then, he steadily recovered under the therapeutic regime and was discharged after eight months.

Yanggendyinyuk is remembered for his dignity and resilience in enduring the devastating effects of European colonisation, his resolve to resist alcohol, his collaboration across racial divides to search for children lost in the bush, his proud display of Aboriginal culture to an international audience, and his tenacious battle with mental ill-health. The Wutyubaluk warrior and elder's cultural resilience lives on in his descendants, who were instrumental in achieving Wutyubaluk native title in 2005 (the first to be granted in south-eastern Australia) and in reawakening Wergaia, the ancient language of Yanggendyinyuk.



The black cockatoo painted on the end wall of the flour mill.

This is a remarkable story about a remarkable man and Smug's legacy of these wonderful paintings is an appropriate and moving way of paying tribute to him.

From Horsham, we drove the short distance to Murtoa where we visited the iconic Stick Shed.

This visit was another epiphany for me. I had seen photographs of the Stick Shed but they did not do justice to the building – especially its enormity. It is National Heritage listed and takes its name from the 560 Mountain Ash unmilled poles or ‘sticks’ up to 19 metres high that support the mammoth 270m x 67m building.

The Stick Shed is a grain storage facility known as Murtoa No. 1 Grain Store. It was built over four months between September 1941 and January 1942 and filled with grain within six months of construction. It was the first emergency bulk wheat storage shed built in Victoria and is the only remaining shed of this type in Australia.

The Stick Shed covers 16,000 sqm under roof. The size and scale of the Stick Shed reflects the massive growth of the wheat industry and the need for mass distribution, bulk grain handling and storage facilities for Australia’s oldest agricultural crop.

Murtoa was selected as the site for The Stick Shed as it was located within a major wheat cropping area, and adjacent to the main railway line between Melbourne and Adelaide. It was also at the confluence of an additional branch line connecting the Northern wheat areas of the Mallee via Hopetoun. The working section of the present day GrainCorp Murtoa Grain Receival Centre can hold up to 400,000 tonnes of grain and is the largest inland receival centre in Australia.



A cathedral to store wheat.

The shed as designed held 3.5 million bushels or about 92,500 tonnes of wheat. Green Bros contractors of Bendigo undertook construction on this site in September 1941. Much of the building was constructed with little mechanical aid and a limited workforce due to the war.

A steel shortage meant the shed was built largely from readily available timber - 56 rows of 10 unmilled Mountain Ash poles erected into the auger-dug footings in the ground. Concrete was manually poured around the footings. Galvanised hoop-iron was used in most structural joints. This adapted solution was due to problems with differing pole sizes and the expected shrinkage, warping and twisting of unseasoned hardwood. This contributed to the building's capacity to survive for more than 75 years, as it gave the structure the ability to move and shift due to internal usage stresses, and high winds without collapsing.

There are over 150 tonnes of corrugated iron on the roof. The roof angle was sloped to reflect the same angle a pile of wheat forms naturally. It has a rainfall run-off of about 35 megalitres of water per annum.

Stick Sheds built after Murtoa in Victoria had tin floors which was the main variation from this first shed which has concrete flooring. Incredibly, the massive Stick Shed was constructed in only four months: a real display of persistence and dogged determination to ensure that the valuable commodity of Australia's wheat harvest was protected as soon as possible.



The happy travellers – left to right: Graeme Stone, Graeme Newman, Jenny Stone, Noel Osborne, Rosslyn Wright, Chris Osborne, John Wright, Iris Whittaker, Glenys Veith, Gary Veith, David Jellie and Ted Barton.

It is the scale of the building which is so inspiring. You could easily accommodate two Florence cathedrals in its space although its towers would be higher. The photos above are misleading as they are taken at about the quarter point from the end wall.

If you haven't seen it, put it on your bucket list!

In the afternoon we drove to Bendigo via Rupanyup and Sr Arnaud taking in their silo art as we went. In St Arnaud, the artist is a local man, Kyle Torney. He has called his work 'Hope'



'Hope' by Kyle Torney.

It tells a story of three pioneer residents of St Arnaud, a former gold mining town. During the 1800s hope was about a miner looking for a fleck of gold in his pan, hope that his wife was able to buy food and clothing for her family and hope that a young child will prosper. He spent several weeks going up and down on a cherry picker to complete the work. The silos are located at 3 McMahan Street.

Kyle is dedicated to the promotion of his town through tourism. He has now painted many murals throughout the town. Many are portraits of local residents and the community assisted Kyle in choosing the images from a series of sketches that he made. Now, St Arnaud is known not only for its silos, but also for its public art.



Two other paintings of public art in St Arnaud by Kyle Torney – 'Mates' at 16 Kings Avenue and 'Owen' at 13-19 Napier Street

In the evening, we dined with about 20 Bendigo Region colleagues at the Foundry Hotel. Lindsay Clay did a marvellous job in rounding everyone up, including two ex-Divisional (Regional) Engineers (Managers), Tom Glazebrook and Mal Kersting. It was a very warm gathering and reflects the camaraderie that existed in the region.



Left to right – John Baldock, Bob Adams, Ted Barton, Tom Glazebrook, Mal Kersting and Noel Osborne.



Left to right – Ted Barton, Tom Glazebrook, Mal Kersting, Noel Osborne, Lindsay Clay, Iris Whittaker and Mary Lydon.

Friday 17 November 2023

Seamus Haugh of DTP gave us a thorough tour about the philosophy, design and construction of Galkangu – the new Bendigo GovHub in Lyttleton Terrace. Galkangu is a four-storey timber building. It cost \$133 million to construct and it centralises the delivery of a range of government services previously provided at a number of different locations in and around Bendigo.

The building can accommodate up to 1,000 City of Greater Bendigo and Victorian Government workers - creating a one-stop-shop for customers while building a stronger and collaborative public sector presence in Bendigo.

The project team collaborated with the Dja Dja Wurrung Clans Aboriginal Corporation to include indigenous design elements and language into the architecture, landscaping and spaces.

A major environmentally sustainable design feature is one of Victoria's largest timber frames, along with efficient indoor air quality systems, solar panels, water and energy monitoring systems. It has a five-star energy rating.



Images of Galkangu.

Following the visit to Galkangu, we adjourned to the Bendigo Art Gallery, took in a very pleasant lunch and then dispersed for our home destinations.

Christmas Lunch – Tuesday 12 December at 12 noon

I will defer this report until the next newsletter.

VALE

We extend our sincerest sympathy to the families and friends of the colleagues listed below.

Ian Mackintosh

I am indebted to Ted Barton and Nick Szwed for this tribute to Ian. Both were close colleagues of Ian.

Ian Mackintosh passed away on 12 September at the age of 83.

Ian joined the CRB in the early 1960s. Records show that he was employed in the Traffic and Location (T&L) Section in 1968, when Robin Underwood was T&L Engineer and Don Pritchard was Assistant T&L Engineer. Ian was attached to the Traffic Design section headed by Ted Barton and at that time Ian was classified as a Engineer Class 2 working on the original program of railway level crossing elimination/removal. Reorganisation within the CRB in 1969/70 resulted in the creation of the Traffic Engineering Division and its organisation chart for 1972 shows Ian as Engineer Class 2 in a Traffic Design group under David Freeman. Ian's position was part of the Engineer's Training Scheme. At that time, Max McPherson was the Traffic Engineer and Ted Barton, the Assistant Traffic Engineer.

In about 1976, when Ted Barton was appointed Traffic Engineer (replacing Max Macpherson) Ian headed the Traffic Surveys Group under Assistant Traffic Engineer, Keith Hastings and was responsible for all traffic surveys, including the annual March traffic census, speed studies, origin/destination studies, vehicle characteristics and 'swept path' investigations - and for liaison with Regional Divisions on these matters.

In about 1983 when the CRB split into the Road Construction Authority (RCA) and the Road Traffic Authority (RTA) a large proportion of the Traffic Engineer's staff moved to the RTA. Ian stayed with the RCA in the Traffic Engineering Group and became responsible for street lighting work associated with the cost sharing arrangement set up by the Government. This involved checking the lighting layout design and performance of schemes submitted by municipal councils with an application for cost sharing between Municipal Councils, the State Electricity Commission and the RCA. In later years Ian became secretary to the cost sharing committee and continued in this role up to his retirement.



Ian was a foundation member of the Victorian Australian Institute of Traffic Planning and Management (AITPM) which was formed in 1995. He held the roles of Treasurer and Secretary

and was a major player in organising the first AITPM national conference held in Melbourne in 1997.

Ian suffered from dementia in his final years and passed away on 12 September 2023.

Elizabeth Noel Hoitinga

Noel died at the end of November aged 90. She was the Librarian at the CRB – and I think it is likely that she was the first librarian in the CRB.

Noel was born Elizabeth Noel Chapman in Minyip in 1932. As her name implies, she was a Christmas baby. Her father was the local General Practitioner in the district. The family moved back to Melbourne in the late 1930s but, because of the polio epidemic, Noel went to live with other family members down on the Mornington Peninsula.

Noel loved attending our Christmas lunches even though she was confined to a wheelchair in her later years. Her daughter, Kathy, used to bring her along.



Noel – circa 2000s.

She always had a fascination for books so it was quite natural for her to choose librarianship as a profession. After graduating from the University of Melbourne, Noel went overseas thus commencing her lifelong passion for travel. When she returned, she worked in the Kew Library for a short time and later – in 1956 – she joined the CRB at the Exhibition Building in Carlton.



Noel's graduation photograph – circa early 1950s.

She was definitely the first librarian in the new office at 60 Denmark Street, Kew, when the shift occurred in 1961. It was there that she met a young Dutchman called Mark Hoitinga who was an accountant. They subsequently married and had two daughters, Kathy and Jane.



Mark and Noel on their wedding day.

Noel worked in the CRB library up to the day before her first daughter, Kathy, was born in 1963.

In 1966, Mark applied for a position with the British Phosphate company based in the Gilbert Islands (now called Kiribati – pronounced Kiribas). His application was successful and he went ahead while Noel and her two infant daughters followed early in 1967. Later that year, Mark was tragically killed in a road accident while driving to various sites around the island delivering the Christmas payroll.

Noel returned to live with her mother with, and with two infant children to support, she became a teacher-librarian at Malvern Girls School and then later, at Korowa Anglican Girls School in Glen Iris.

She loved working there. She enjoyed the holidays – sharing holidays full time with her children - and it was a time of new technology and systems in librarianship. She enjoyed these challenges and continued her work with Korowa until her retirement.

But Noel did not rest on her laurels in retirement. She worked tirelessly for her church in various capacities (including working in the opportunity shop), taught English language to newcomers to Australia, joined Probus and the Gardening Club – and of course, travelled extensively.

Noel was a person who grabbed life in both hands as demonstrated by her membership of our association and interest in our activities even though she had not worked in the organisation since the early 1960s. I think you can see it in her broad smile in the photographs. All strength to Noel!

NEW MEMBERS

I want to extend a warm welcome to the following new members:

John Harper, Robert Adams, Leon Szarski and Neville Schmidt. It was great to see some of them at recent functions.

RECOLLECTIONS OF HEAD OFFICE

Charles (Max) Palmer

Max wrote to Jim Webber and me as follows:

‘One thing about head office was the design of the windows, being of a split design with the top and bottom halves being independent. To close the top half required a person of above average height to close it, particularly if it was opened out to any extent.

Now no names no pack drill although I think one of you may have knowledge of the situation described below.

In Bridge Division there was one engineer of quite small stature who used to smoke horrible smelling cigarettes and to make matters worse, did not like having the windows open.

This resulted in some of the young engineers in the immediate vicinity opening the top windows to near full extent making it virtually impossible for the smoking engineer to close the window.

So, the smoking engineer arranged for the carpenter shop down stairs to make him a pole with a hook on it so that he could reach the top window to close it.

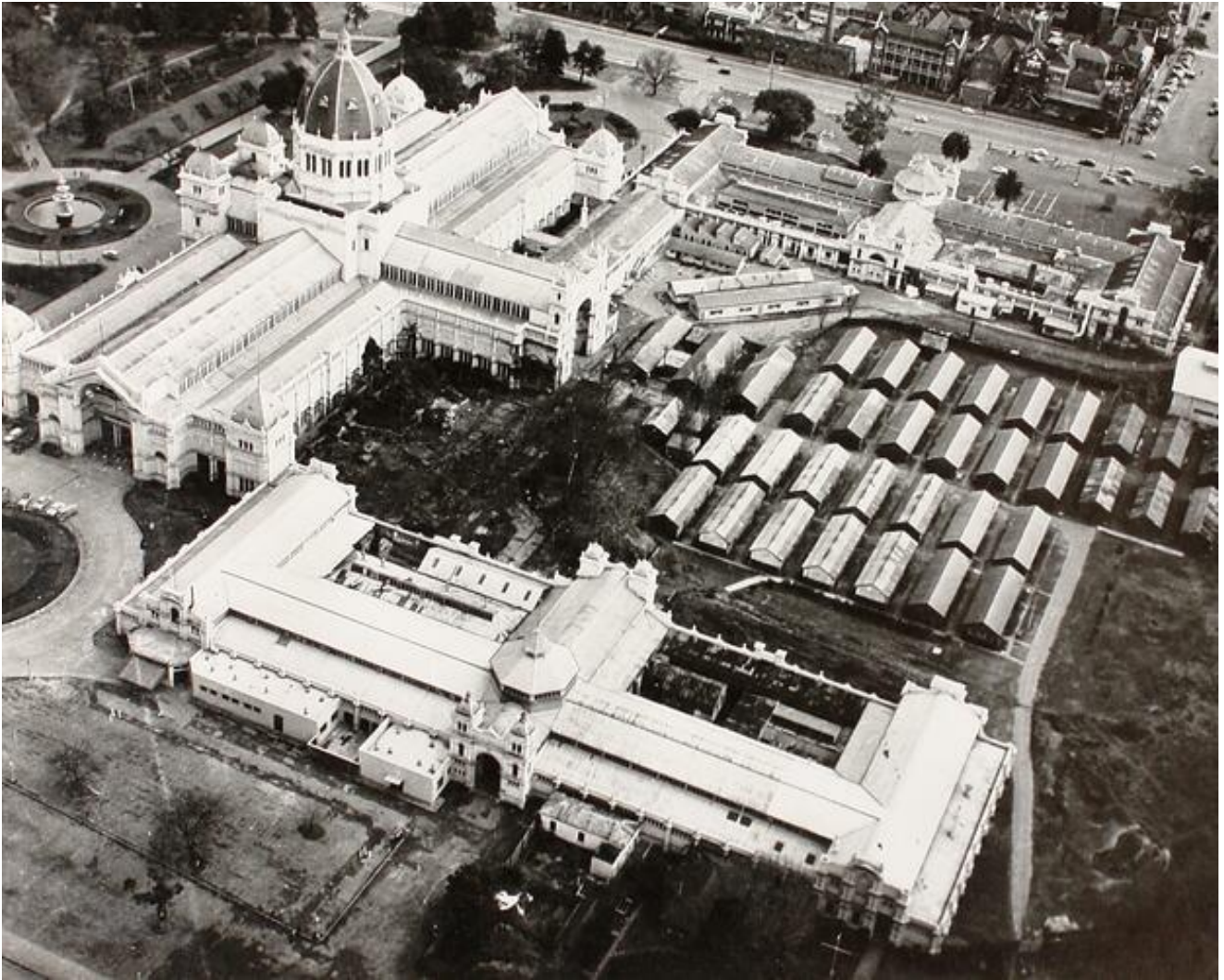
This pole often went missing and on one occasion it mysteriously shrunk by half.’

I am not as discreet as Max. The miscreant was Mr Halafoff who chain smoked the most evil-smelling weed imaginable. I hasten to add I never touched his pole – but I know who did it. The result was that he used to sit at his desk dressed in a great coat and hat - with the office door closed and the window wide open.

The driving force for new Headquarters

From its creation in 1913 and up to 1927, the CRB was located in the Titles Office in Lonsdale Street in the city. During its first 10 years or so, the CRB only had about 50 staff members. There was a store yard in Montague, South Melbourne, from which plant and equipment for the CRB’s day-labour gangs were provided. In 1928, as the demand for a larger and more improved road network grew, the Board shifted to larger premises in the western annexe of the Exhibition Building in Carlton in order to accommodate an increase in staff level.

At the same time, the Transport Regulation Board (TRB) and the Motor Registration Branch (MRB) also shifted into the annexes at Carlton. The annexes weren’t much more than fairly basic timber and tin sheds and hardly improved the facility for work from the conditions at the Titles Office. For example, all the staff had to walk through the Bridge Section to gain access to the modest staff canteen. All CRB files were stored below the Exhibition Building itself in a basement appropriately termed as the ‘dungeon’.



An aerial view of the Exhibition building in 1956. The CRB and TRB buildings are the annexes in the north west.

The Master Plan

The following entry was included in the CRB's Annual Report for 1960.

'Since 1928 the Board has occupied offices in the Exhibition Buildings, Carlton, on a rental basis. For many years this accommodation has been inadequate despite erection of temporary huts in the rear of the Western Annexe. Further space within the Exhibition Buildings could not be obtained from the Exhibition Trustees who also desire more space for their own purposes. Increases in the Board's revenue over the last few years with consequently increased construction and maintenance work throughout the State have necessitated provision of additional office space. Several sections of the Head Office Administration area are, in fact, housed in other buildings in Carlton. The cramped and obsolete nature of the existing offices and their scattered location have caused many difficulties in administration and have militated against recruitment of adequate staff.

In 1959 the Board was fortunate in obtaining a 98-year lease from the Victorian Railways Commissioners of the site of the former Kew Railway Station. A contract for the erection of a new permanent office building comprising lower ground floor, ground floor and six upper floors on this site was let on 6th November, 1959, to Lewis Construction Co. Pty. Ltd., the date for completion being 1st November, 1960. The architects are Leith and Bartlett Pty. Ltd. The

building, which has been designed in the form of the letter "H" and comprises the first stage for development of the site, will have a gross floor area of approximately 141,000 square feet. This figure provides a small margin above the Board's current needs, and those of the Traffic Commission and the Australian Road Research Board. Provision has been made for adequate off-street parking for visitors and staff, and two seventeen-passenger lifts are being installed.

Multi-story construction of the building was favoured because this form provided:

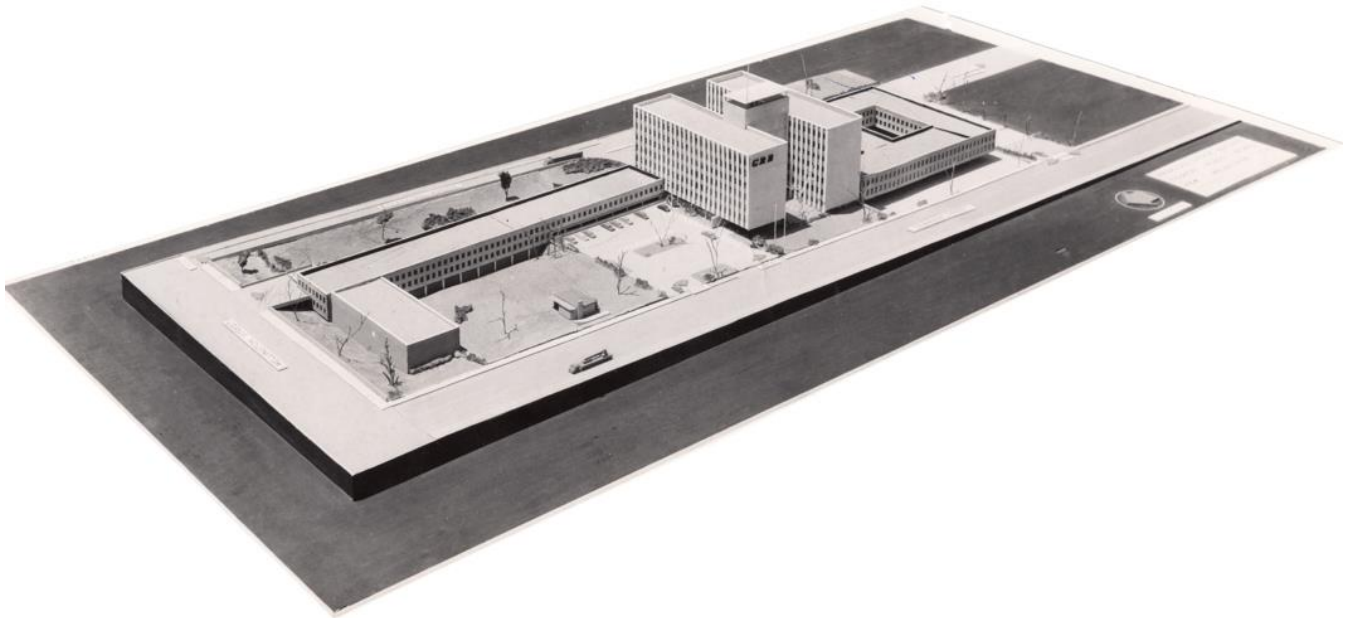
- (1) Compact grouping of lifts and other services in the central tower;
- (2) Minimum distance in moving between any departments in the building;
- (3) Minimum area of space in lobbies, passages, &c.;

- (4) Ease of control and direction of visitors.

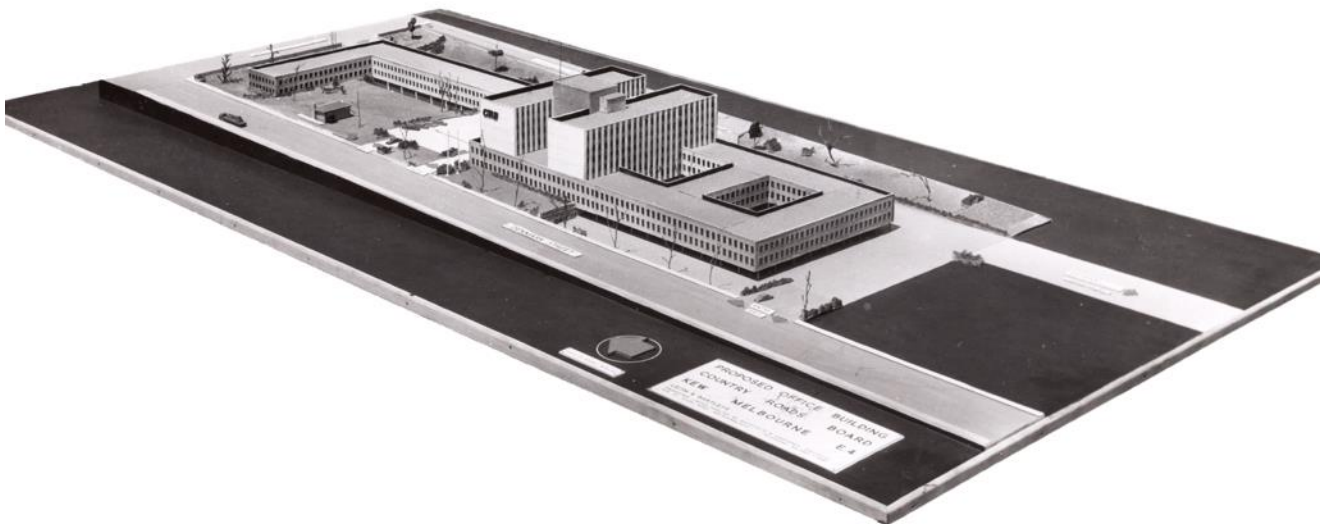
Orthodox steel column and beam construction, concrete encased, with simple spanning slabs between beams is used. External cladding is generally of precast concrete panels, alternating with windows and glass panels. Care has been taken to ensure that the two office wings have northern and southern light. Continuous louvred sun hoods, 3 feet wide, are to be fitted to all northern aspects of the building. The eastern and western walls have no windows. In general, individual offices are located on the northern sides of each wing. The general, clerical, and drafting offices are situated on the southern sides to obtain the full advantage of more uniform southern light. Provision has been made for a theatrette, staff cafeteria, resident maintenance supervisor's living quarters, observation deck, a dark "tunnel" for experimental testing of traffic devices, service station, printing and photography sections.

Timber and stone of Victorian origin have been used extensively throughout. It is expected that the building will be available for occupation during December, 1960.

The new offices have been so designed on the site as to allow for further building development as dictated by the Board's needs. Plans are at present being prepared for the building of a laboratory at Kew to permit the Board's Materials Research Division to be more efficiently accommodated than in their present cramped and unsatisfactory quarters, which are, moreover, in an area of Carlton shortly to be resumed by the Housing Commission.'



This model was one of two made showing the proposed ultimate development of the site. The baby health centre defiantly asserts its presence in Denmark Street despite it being surrounded by the juggernaut of the CRB. Such is the power of babies!



This is the other model but with a different configuration for the ultimate development.

Both plans were never realised. The construction of the Materials Research Building along Wellington Street was the only other development on the site – and the baby health centre disappeared. But both proposals were fairly realistic when you consider, in the 1970s, the CRB occupied the multi-storey office blocks in Princes Street and High Street in Kew. The accommodation provided by those two buildings would be about the same as the additional office space shown in the two master plan models above.

NEWS FROM MEMBERS

Norm Butler

Norm wrote as follows:

'After reading Kel York's commentary on "shoddy construction" of roads in Victoria being at the heart of our current road maintenance woes, I could not restrain myself from responding from an old roadies' viewpoint.

Kel's letter to The Hon Jaana Pulford MLC seems to put the road maintenance problem down to a failure of the system of Quality Assurance in providing a satisfactory standard of workmanship in building new works over the past 20 years or so. This may well be so in some instances - I am not currently in a position to know - but equally, so could road damage be due to problems in the Quality Assurance system in preventing overloaded trucks from using the network.

There is however more to the road maintenance issue than problems with Quality Assurance. Unfortunately, much of Victoria's Road network (including the Municipal controlled network) is very old. Many pavements still in use were put down over 40 years ago. The pavements were often constructed with natural materials and have survived by regularly resealing the surface to keep out water. With many years of penny pinching by Government and Councils these protections to the old pavements have not been kept up, the bitumen seal has perished and lost its waterproofness. During wet weather, water penetrates through the seal causing breaks in the seal to occur to form potholes, breakups and in some cases complete loss of surfacing. Every wet spell we see a recurrence of the problem.

This situation is not new. In the early 1990s there was a similar situation of road pavement potholing and breakup which was fortunately rectified when the Kennett Government accepted the Vicroads' maintenance strategy of regularly resealing roads.

Another matter is the marked increase in vehicle axle weights and number of axles per vehicle. In the 1970s the largest commercial vehicle was a semi-trailer with a carrying capacity of 36 tonnes. This increased in the 1980s to 42.5 tonnes. B Double, B Triple and A train combinations have increased the number of axles per vehicle and total vehicle mass. Maybe the pounding of road surfaces in wet weather by a rapid succession of heavy axles also contributes to these road breakups.

Finally, the makeup of road pavements from the past could be coming back to bite us. Much rural work utilised unbound natural gravels and crushed rock. As an example, in the 1980s the Princes Highway East from Orbost to the NSW border, under heavy usage by cartage of wood chips to Eden NSW, had continual breakups so much so that a full-sized road gang was employed full time to repair the granitic sand pavements. In the early 1990s a 2-year program of binding the granitic sand with cement eliminated the problem. With increased traffic axle loads maybe it is time to move to bound pavements with increased use of cement and lime modified pavements - such as adopted by the RTA in NSW.

As you can see, Kel's comments hit a nerve with me. There is more to the argument than one solution and hopefully good sense will prevail in increasing reseat rates and looking to pavement modification in the near future.'

Ross Paul

Ross wrote as follows:

I enjoyed reading your newsletters particularly about Head Office where I spent many years in Metro Division - on the 4th floor of the Material Research building (1974 to 1979) before

Metro moved to a leased office in East Kew - and later to Materials Division from 1988 to 1996 (later to become GeoPave) before it was moved to a new office in Burwood.

Attached is a submission I have made about the poor condition of our existing road network and some ideas on how “catch up” pavement maintenance could be undertaken towards a more pro-active approach rather than reactive one as seems to be the case at present (i. e. waiting until pot holes and serious pavement failures develop before taking action).

I am not sure where to go with this but it could be considered as an article in VicRoads Association newsletter to “test the water” or whether I should use it as a submission to our local State and Federal MPs or possibly to the Federal and State Ministers of Transport.

Any other comments would be welcome.’

I have included Ross’ paper later in this newsletter.

Stan Hodgson

I spent a very pleasant morning with Stan talking about the characters of the Country Roads Board and its successors. He provided me with wonderful photographs published in this newsletter and he talked about the characters he knew who had been so kind to him. One was Paddy O’Donnell who sent Stan up to the Kiewa Valley to build the bridges on the highway which opened up the country to enable the SEC to build the Kiewa Valley hydro scheme.

Stan supervised the establishment of a pre-casting yard to make the bridge components and, each month, he submitted a progress report to Paddy. However, Paddy took Stan to task about his reports – he said that concrete is ‘placed’ not ‘poured’ as Stan termed it.

Another was Caleb Roberts – the Chief Engineer. Stan was appointed as Personal Assistant to the Chief Engineer. Caleb was an imposing presence with a military air, and was commander of Z Force during the Second World War. He always referred to Stan as ‘Young Hodgson’ but, despite Caleb’s military demeanour, Stan said that he was a good and sympathetic boss. He’d often say he’d get Young Hodgson to look into it.

Caleb never strolled! He strode out as if conquering the world, always with papers in hand, dealing with three matters at once. One day there was a mighty bang as Caleb crashed into a glass door while striding out at full speed studying his papers. Thereafter all the glass doors in the office were etched with the CRB football logo.

As I mentioned in an earlier newsletter, Stan was appointed to liaise with the architects for the construction of Head Office on the design and construction of Head Office at 60 Denmark Street, Kew. He showed me the sample of glass that was presented to the Board to finalize the colour of the building.



Stan Hodgson with the sample of glass used on the façade of the Head Office building.

Stan was encouraged to apply to the University of Melbourne to complete his degree in civil engineering. Paddy wrote out a letter for him and his application was successful.

During his time at university (1952), Stan was living in Geelong and still working at the CRB. This presented Stan with a problem because of incompatibility between the railway time table and his working hours. This was brought to the Board's attention and the Assistant Staffing Officer informed the Bridge Engineer as follows:

'I have to inform you that the Board has approved of your recommendation that Mr. S.H. Hodgson be allowed to arrive 25 minutes later on Monday mornings, and leave 20 minutes earlier on Friday evenings, the time to be made up each week.'

LEST WE FORGET

In this edition I include the service history of 'Oddie' Maguire from Bendigo Division. I think you will see that Oddie's story is rather different to the others.

Sergeant Oliver (Oddie) Herbert Maguire, VX119750 (V59772)

Oliver was born in Golden Square, Bendigo in February 1920 and joined the CRB in 1938 as a labourer. According to an undated reference in his archive, he was "*Called up under Part IV of the Defence Act and attested for service on 11 February 1940. He was mobilised for Full Time Duty on 31 October 1941 and after serving continuously from that date for a total effective period of 1,617 days which included Active Service outside Australia for 491 days, was honourably discharged on 4 April 1946.*"

On his discharge notice, it states that Oliver joined the Citizen Military Force (CMF) on 31 October 1941 where he served until 24 November 1942, at which time he joined the 2AIF. It

also states that he served in New Guinea from 27 December 1941 until 9 February 1943 and in Morotai from 20 August 1945 to 8 November 1945.

This means that he joined the Reserve (Service No. V59772) in February 1940 when he was nearly 23 years old and, and while a member of the CMF, he was sent to New Guinea in December 1941. In November 1942, he was enlisted in the field to join the 2AIF (Service No. VX119750). In his Attestation Form he gave his occupation as 'Motor driver'.

When Oliver joined the CMF, he was allocated to the 38th Infantry Battalion. This battalion had its roots in Bendigo. It was formed during the First World War (in 1916) at the racecourse in Bendigo but it had to shift to Campbellfield due to a severe outbreak of cerebro-spinal meningitis. During the Second World War it performed garrison duties in Australia and Oliver's archive mentions places such as Bendigo, Seymour and Balcombe. Presumably it carried out similar duties in New Guinea because Oliver embarked for Port Moresby on 27 December 1941, arriving there 3 January 1942. It was still 10 months or so before he transferred to the 2AIF.

He was hospitalised in May 1942 with dengue fever.

His file is difficult to interpret and it may be that he joined the 30th Australian Infantry Brigade Head Quarters after his transfer to New Guinea. This battalion was also raised during the First World War. At any rate, he transferred from the Brigade on 2 November 1942 to the 6th Division Concert Unit and he remained there - in New Guinea - until embarking on the HMAS *Canberra* in Port Moresby on 7 February 1943 bound for Cairns. He entrained from Cairns to Sydney and in July 1943, he was transferred to the Australian Army Amenities Service.

At the outset of the Second World War, the Australian Army Amenities Service (AAAS) mobilised travelling Cinema Units to screen popular 'flicks' of the day to Australian troops wherever they were stationed. Soon after, in November 1939, the first Concert Party, the 6th Division Concert Party was formed. Other Divisional and Unit Concert Parties soon followed providing entertainment for the troops under the control and guidance of the Australian Armies Amenities Service. It was almost the end of the war, 1945, before the official order came through designating them as the 1st Australian Entertainment Unit. By the end of the war over twenty Concert Parties of the 1st Australian Entertainment Unit had toured in Australia, Europe, the Middle East and New Guinea giving more than 12,000 performances to Australian and Allied Forces, relieving the tedium of hours off duty. Amongst the Australian talent which featured in their shows were George Wallace, Michael Pate, Gladys Moncrieff, Bebe Scott, Jenny Howard, and Colin Croft.

Perhaps one of the most famous Second World War Concert Parties was the Changi Prisoner of War, 8th Division Concert Party, which was formed only two days after the POWs arrived at Selarang barracks. The first show was a simple variety show in which anyone who wanted could get up and perform. Soon after, the Japanese gave permission for a permanent Concert Party of 30 men to be set up. These men spent three years of their captivity putting on shows for their fellow POWs. There was a new show every two weeks, and over the years they included variety shows, musical dramas, pantomime and serious drama. On top of that, a 30-piece orchestra could be heard every Sunday evening. For three years it was the only entertainment on Singapore Island.



AUSTRALIAN WAR MEMORIAL

026044

New Guinea, July 1942.

The photograph above shows a concert party which was formed from among the troops of an Australian Infantry Brigade serving in the area for the entertainment of Australian and American troops - known as the Port Moresby Concert Party. This picture shows the company busy erecting curtains, lights, and setting the stage for their opening performance. Most of the material used was from bomb-wrecked buildings in Port Moresby.

On the Australian War Memorial website relating to the AAAS, biographical details are provided for ten men who served in the service. Some had special skills such as a vocalist, a film projectionist and a musician but most had more mundane occupations.

Oliver was promoted to Lance Sergeant in November 1943 and was transferred to Victoria. In June 1944, he was admitted twice to hospital with tenosynovitis in the right arm and in April 1945 he transferred to the Australian Cinema Unit. In August 1945 he embarked on the *River Clarence* for Morotai. The war was over at this stage but he spent three months there – presumably showing pictures to the troops before returning to Australia. He was promoted to Sergeant in October 1945.

He was discharged from the Army in April 1946 and returned to Bendigo. In 1947, Oliver married Thelma Elaine McCallum. He returned to the CRB as a driver.

Oliver died in Bendigo in November 2009.

A NEW APPROACH TO ROAD MAINTENANCE

This is Ross Paul's paper that was mentioned earlier.

As regular visitor to South Gippsland region it saddens me to witness the rapid deterioration of the rural road pavements. One could say that this has now reached crisis point and possibly a national disgrace. Further, on 13 November 2023 the newspapers published some details covered by a Grattan Institute report to the federal government calling for an immediate injection of at least one billion dollars into urgently required road maintenance.

Over the past 20 years or so, road maintenance has been undertaken under several long-term routine maintenance contracts which seem to be more oriented towards reactive maintenance rather than preventative maintenance. This means that the contractor does not take action or is not called out until potholes or serious and dangerous pavement failures have occurred or about to occur.

Over this period the rate of structural rehabilitation has probably been no more than one to two percent of the road network length meaning that pavements designed for the usual 20 to 30 years structural life need to last up to 100 years without serious failures occurring. This is an unrealistic expectation having regard to the increase in flood events and the increase in numbers and types of heavy vehicles using roads. This is not expected to change much in the immediate future while the major portion of road funding is directed towards the so called “Big Build” projects.

As design of road pavements is generally conservative because of the variability in design inputs, most pavements tend to last more than the design life provided they are constructed to the appropriate standards, the materials comply with the road authority specifications and the surfacing and drains are maintained to a reasonable standard that prevents water entering the pavement. This in turn should maintain a smooth and safe running surface. However, it is a tall order to expect a pavement to last up to 5 times the design life without the need for major rehabilitation and strengthening work being undertaken in between. It appears that we have now used up all the “fat” in our pavement designs from yesteryear and we are getting more and more serious failures occurring.

Perhaps it is not well understood by politicians and road network managers that unlike other structures such as buildings and bridges, pavements eventually fail under repeated loading once the design number of heavy vehicle axle passes has been reached. Every time a heavy vehicle axle group passes over the pavement there is a small amount of irrecoverable damage done to the pavement which accumulates over time with each axle pass until the pavement becomes structurally weak. The damage is usually in the form of deformation (rutting) and/or flexural fatigue cracking of either the sprayed seal or the asphalt surfacing (crocodile cracking) in addition to loss of shape and increased roughness. Once the number of axle passes reaches the design axle passes (say 20 to 30 years of trafficking) the rehabilitation of the pavement is required and may consist of either strengthening poor quality base layers by stabilisation, followed by a granular re-sheet (rural) or asphalt overlay (urban) or if not practical or raise the level, complete reconstruction.

It is now becoming obvious that pavement rehabilitation has been grossly insufficient over the past 20 to 30 years and we are now paying the price with degradation in the quality of the road surface and expensive and disruptive minor patching and pothole repairs that do not last very long.

There are also maintenance resourcing problems especially after periods of heavy rain where rapidly developing potholes and serious pavement failures cannot be repaired quick enough before they become much larger creating a dangerous situation for road users. Repair work undertaken in wet conditions usually needs to be redone when the pavement dries out. This is all very expensive and disruptive to road users.

The question now is how we begin to arrest this problem and make pavement maintenance more effective until such time as more emphasis is given by politicians and road management agencies toward preservation of the existing road network and redirecting funding accordingly.

As we are unlikely to receive a massive injection of funds to completely catch up with the required structural rehabilitation and strengthening of road pavements in the immediate future (this will take many years), we need to look at undertaking routine maintenance in a different way than at present.

An idea I have given some thought to as a means of catching up with preservation of road pavements maintenance, is to establish several small major patching units (say one in each region) to work continuously around the State undertaking major patching of all visibly distressed areas that are likely to turn to potholes and more serious failures within the succeeding 12 months (e.g. crocodile cracked areas, serious surface deformations and maintenance of road surface drainage).

Pavement repairs could be undertaken either in a half lane or full lane width proceeding from the start and a finish of each section of Highway and Main Road repairing any areas showing visible distress. Whilst there will always be a need for pothole patching, the incidence of severe potholing will reduce over time as major patching work continues. There may be a need to prioritize the worst road sections based on Pavement Management data, but the patching unit completes roads section from start to finish until completion of pavement repairs within that section. This will improve efficiency and reduce travelling and set up time.

A suitable scenario could be to set up several major patching contracts for each region using a “train” of equipment as follows:

- A small excavator to clean out table drains as necessary.
- A profiler to remove the top 30 to 50 mm of failed surfacing.
- A road grader, watercart and vibrating flat roller to re-compact and prepare the disturbed granular base and to improve shoulder drainage by cutting off excess build-up of grass and debris that is holding water at the edge of the pavement.
- A small bitumen sprayer for emulsion priming or primer sealing of the prepared granular surface.
- An asphalt paving crew to place 30mm to 50mm of asphalt surfacing in the excavated area to match the existing pavement surface.
- Specialised traffic controllers with all the necessary signs and temporary traffic signals to close off the traffic lane being worked on,

If the standard of the granular base material is of very poor quality, it may be necessary to intermittently undertake some light cement stabilisation unit (1% to 2% cement) to produce a pavement base material that is stronger and less sensitive to moisture.

For rural roads apply a SAM seal (i.e., rubberised seal) over each major patch as part of the following annual resealing program ensuring the patch is properly sealed off particularly including 150 mm to 200 mm over the transverse and longitudinal joints between the repaired and non-repaired pavement (Thin patches tend to be partially permeable particularly at the joints).

Similar patching or small construction units could also set up for urban roads however as existing failed asphalt surfacing may be thicker than for rural roads, possibly two layers of asphalt may be required. It is unlikely that a stabilising crew would be needed as most urban

pavements have good quality crushed rock pavement base under an asphalt surfacing. The excavator would not be required unless there are table drains present. The SAM seal would not normally be provided for asphalt surfaced urban pavements repaired with two layers of asphalt however crack sealing may be required to seal off joints between the repair and the existing asphalt surface to prevent the ingress of water.

The major patching treatments would only be considered as a 5 to 10 year treatment, however the amount of patching undertaken on various road segments could be used to prioritise future structural rehabilitation works (granular re-sheet or asphalt overlay). I believe that larger patches used as a means of preventative maintenance is a far better use of taxpayer funds to arrest the serious deterioration of the road pavement and surfacing before serious failures and potholes develop. Larger pavement repairs usually produce a better riding surface compared to a whole series of small pothole patches requiring multiple visits and constant attention to keep the road trafficable.

I assume that annual major patching works would be based on a schedule of rates contract for each region based on estimated quantities. It would be necessary for the contractor to mark up the limits of failed areas of pavement for major patching well in advance and it would be up to a Road Authority representative to confirm the areas marked out for major patching which needs to be done and to confirm final measurements for payment purposes.

I consider the major patching proposition as described above would be a better way of spending the major portion of routine maintenance funds particularly if any one-off injection of funds for “catch up” routine maintenance is granted as recommended in the Grattan report. I am not suggesting major patching would be a substitute for necessary ongoing structural strengthening and rehabilitation over the longer term, nor would it mean that emergency pothole patching would not continue to be required. It is more a way of reducing the intensive reactive maintenance (such as emergency patching of potholes after they develop) as is the case at present. As major patching progresses across the principal road network over time, the amount of emergency pothole patching required should progressively reduce.

AND NOW FOR SOMETHING BEAUTIFUL

Below is a transcript of a speech given by Sir John Gorton, the Prime Minister of Australia from 1968 to 1971. He had served in the RAAF as a fighter pilot during the Second World War and survived three crashes from which he wore the scars for the rest of his life.

Perhaps it is wrong of me to call this speech beautiful. It was delivered before he became a politician and it is so considered and insightful, it seems inevitable that he should take the path to politics. It has been described as one of Australia’s greatest unknown speeches – his words are as true today as they were on that night.

He gave this speech to a relatively small audience near his home at the Mystic Park Hall (in northern Victoria) on 3rd April 1946. It was a welcome home dinner for returned servicemen and a tribute to one the local lads who had not returned home, Bob Davey.

“There has been a good deal of confusion of thought as to why we went to war, and as to what we can reasonably expect as the result of our military victory. We did not go to war to make a new and better world. We cannot expect to make a new and better world as the result of the exercise of brute military force. We can only expect to achieve the kind of world we want by the use of brains and effort during peace. We fought only to preserve, for ourselves and our children, that conception of political freedom and justice which was being attacked by a tyrannous power. We succeeded in that defence. Yet, I have heard not only civilians but

returned soldiers say that because the world is not better, but worse, therefore the war was fought in vain. That it was a futile thing without reason or result, and that all the suffering which it entailed was wasted.

It was not wasted. We got what we went after. We retained a system of government in which we, the people, choose our governors, dismiss them when we wish and have a voice in our own destiny. We retained a conception of justice in which the humblest one among us has equal rights before the law with the head of the State. We believe those principles were worth defending, not because in themselves they provided all that could be desired for human happiness, but because we believed that we could only advance to a full and satisfying life for all if we retained the freedom on which to build.

A foundation is not a house; but without a foundation you cannot build an enduring structure. That we have retained this foundation is the answer to those who claim the war was futile.

But it is now, in the peace, that we must make our advances. I believe that the returned serviceman wishes us to secure for all men that economic freedom which we have never had, and to which all who are willing to work are surely entitled. We must remove from the minds of men the fear of poverty as a result of illness, or accident, or old age. We must turn our schools into institutions which will produce young men and women avid for further education and increased knowledge. We must raise the material standard of living so that ill children can grow up with sufficient space and light and proper nourishment; so that women may be freed from domestic drudgery; and so that those scientific inventions which are conducive to a more gracious life may be brought within the means of all. We must raise the spiritual standard of living so that we may get a spirit of service to the community and so that we may live together without hate, even though we differ on the best road to reach our objectives. And we must do all this without losing that political freedom which has cost us so dearly, and without which these tasks cannot be accomplished.

Outside Australia peace has set us tasks as hard. All around us we see a world living in the gloom of half-peace, in the immediate agony of starvation and disease, and in the shadow of a future atomic world, whether we like it or not. And what affects the world will affect us. We must do our utmost to alleviate the immediate suffering, and we must take our place in the world, not as a self-sufficient, sealed-off unit, but as a member of a family, the members of which are dependent the one upon the other.

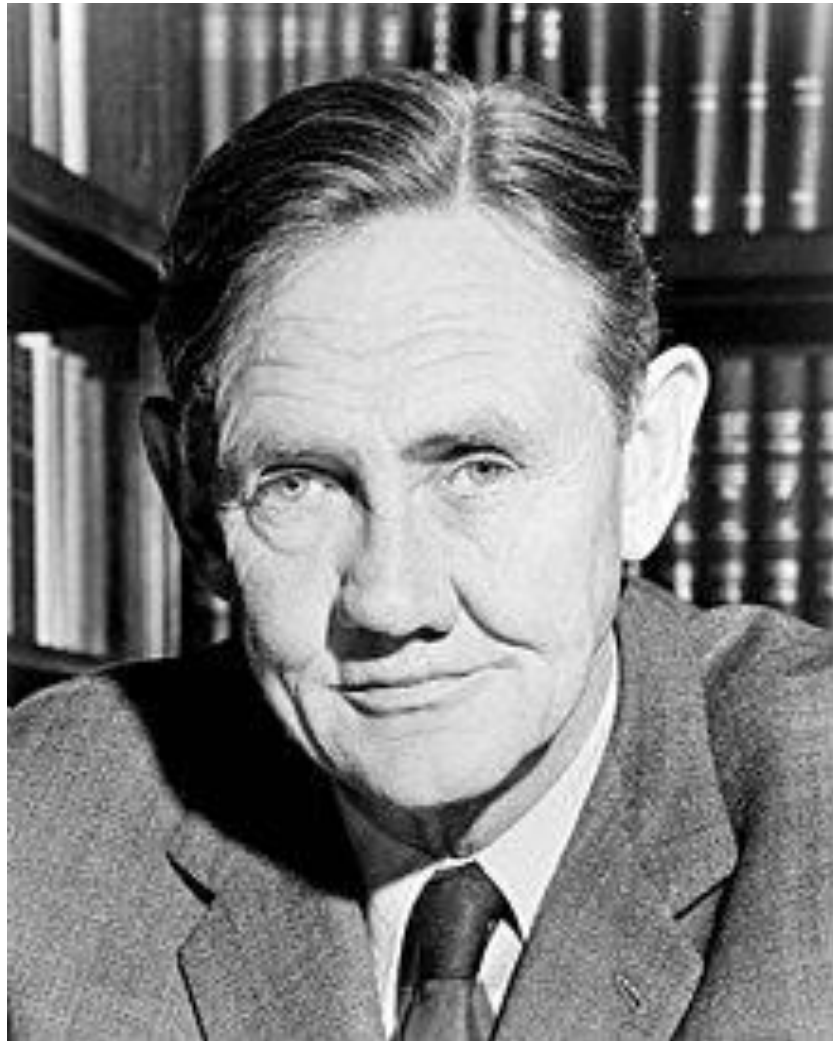
We must do this. For no person of susceptibility, no soldier who has seen his comrades killed, no Christian, above all no mother with growing children can stand idly by and see the chance which we have once more won, once more wasted.

This is why I demand of you, in the name of the dead and returned, that you do not consider this war as a task finished; that you do not regard this celebration as the last chapter of the book. Look on it rather as half-time! A joyful occasion certainly, but only a break in the continuous task. For tomorrow we must carry on again, and the tasks which lie in front us are immense and urgent as never before.

What can we do? Individually, in may not be much. But we can at least all think on the problems which are in front of us and be ready to act on our thoughts if the opportunity arises. We can try to reason out how we may best take our place in the family of nations, and how we may best provide a full and satisfactory life for all our citizens. We can practice tolerance and understanding. And we can be ready always to defend against attacks, either from within or without, the political freedom, the measure of freedom which we already have.

It will be hard. Without the spur and urgency of a war, it will mean a constant effort from all of us. But I am going to call on your imaginations. I want you to forget it is I who am standing here. And I want you to see instead Bob Davey. And behind him I want you to see an army; regiment on regiment of young men, dead. They say to you, "Burning in tanks and aeroplanes, drowning in submarines, shattered and broken by high explosive shells, we gave the last full measure of devotion. We bought your freedom with our lives. So, take this freedom. Guard it as we have guarded it, use it as we can no longer use it, and with it as a foundation, build. Build a world in which meanness and poverty, tyranny and hate, have no existence.

If you see and hear these men behind me — do not fail them."



1968 - Sir John Gorton – Prime Minister of Australia.

TRIVIA AND DIDACTIC WHIMSIES



My left leaning friend

A friend always seemed to lean slightly to the left. It bothered me, so I suggested that he see a doctor and have his legs checked out. For years, he refused, telling me I was crazy, but a few months ago, he finally went.

Sure enough, the doctor discovered his left leg was a half -inch shorter than his right. A bit of orthopaedic surgery later, both legs are exactly the same length now, and he no longer leans.

"So," I said, "you didn't believe me when I told you a doctor could fix your leg."

He just looked at me and said, "I stand corrected."

A thirsty game of golf

A golfer was having a round on the famous St Andrews course in Scotland. He became quite thirsty so he wandered down to the Highland burn to take a sip of water. As he cupped his hand to scoop up the water a nearby green keeper shouted to him:

'Dinnae drink tha waater! Et's foo ae coo's pooh an wee'.

The golfer replied:

'My Good fellow, I'm from England. Could you repeat that for me, in English?'

The keeper replied:

'I said, use two hands - you'll spill less that way!'

Modern customer service

Sorry, but I need to vent!!!!

I experienced the WORST customer service today at a local store. I don't want to mention the name of the store because I'm not sure how I'm going to handle this.

Last night I bought something from this store and I paid cash for it. I took it home and found out it didn't work.

So today, less than 24 hours later I took it back to the same store and asked if I could get a refund.

The cashier told me "NO".

I asked if I could get a replacement instead, Again, she told me "NO."

I asked to talk to a manager Now I'm really not happy, and I explained that I had just bought the item, had got it home, and it didn't work.

The manager just smiled and told me straight to my face that I was "OUT OF LUCK."

No refund. No FREE replacement.

I'll tell you what... I am NEVER buying another Lottery Ticket from there again.

David Jellie - Editor
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