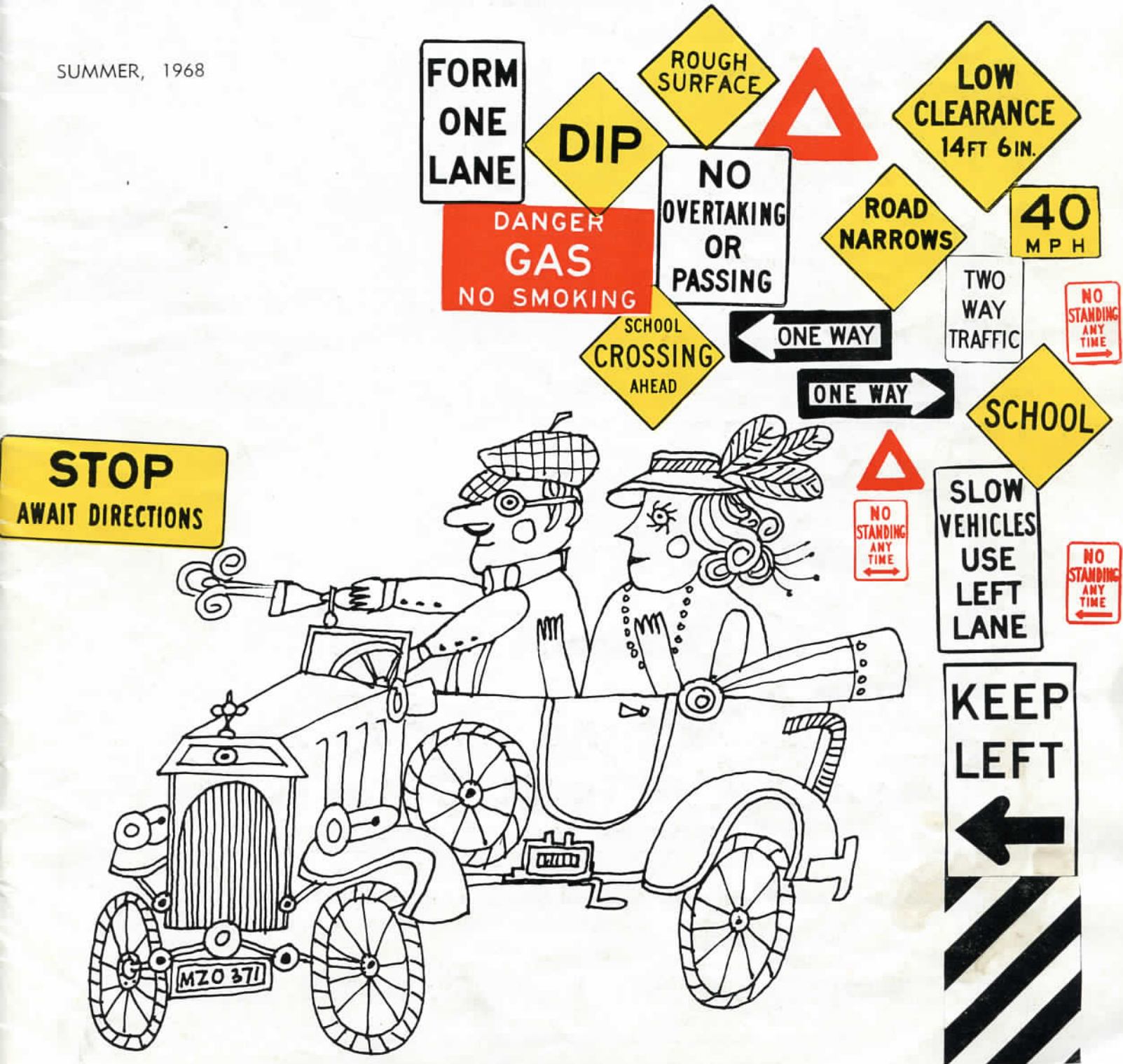


roadlines

SUMMER, 1968





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ROADLINES

OFFICIAL MAGAZINE OF THE COUNTRY ROADS
BOARD HEAD OFFICE SOCIAL ASSOCIATION

60 DENMARK STREET, KEW, VICTORIA

Vol. 4, No. 4

DECEMBER, 1968

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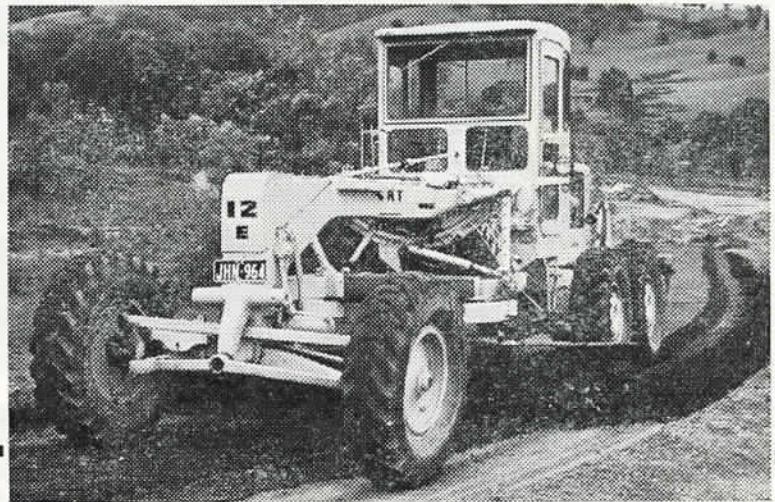
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We thank all advertisers for their co-operation in supporting "ROADLINES." It is hoped that continued support of the journal will be given, as it is only with your assistance that this magazine can keep the high standards that are necessary for this type of publication.

(Note: Copy closes for Autumn issue on Friday, February 14th).

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Editorial

Roadlines has reached another crisis. The stalwarts of the first editorial committee have resigned — Di Scott to get married and John Fargher to seek his fortune in commerce. Their departure has not caused our difficulty but merely highlighted the problems which have been brewing for sometime.

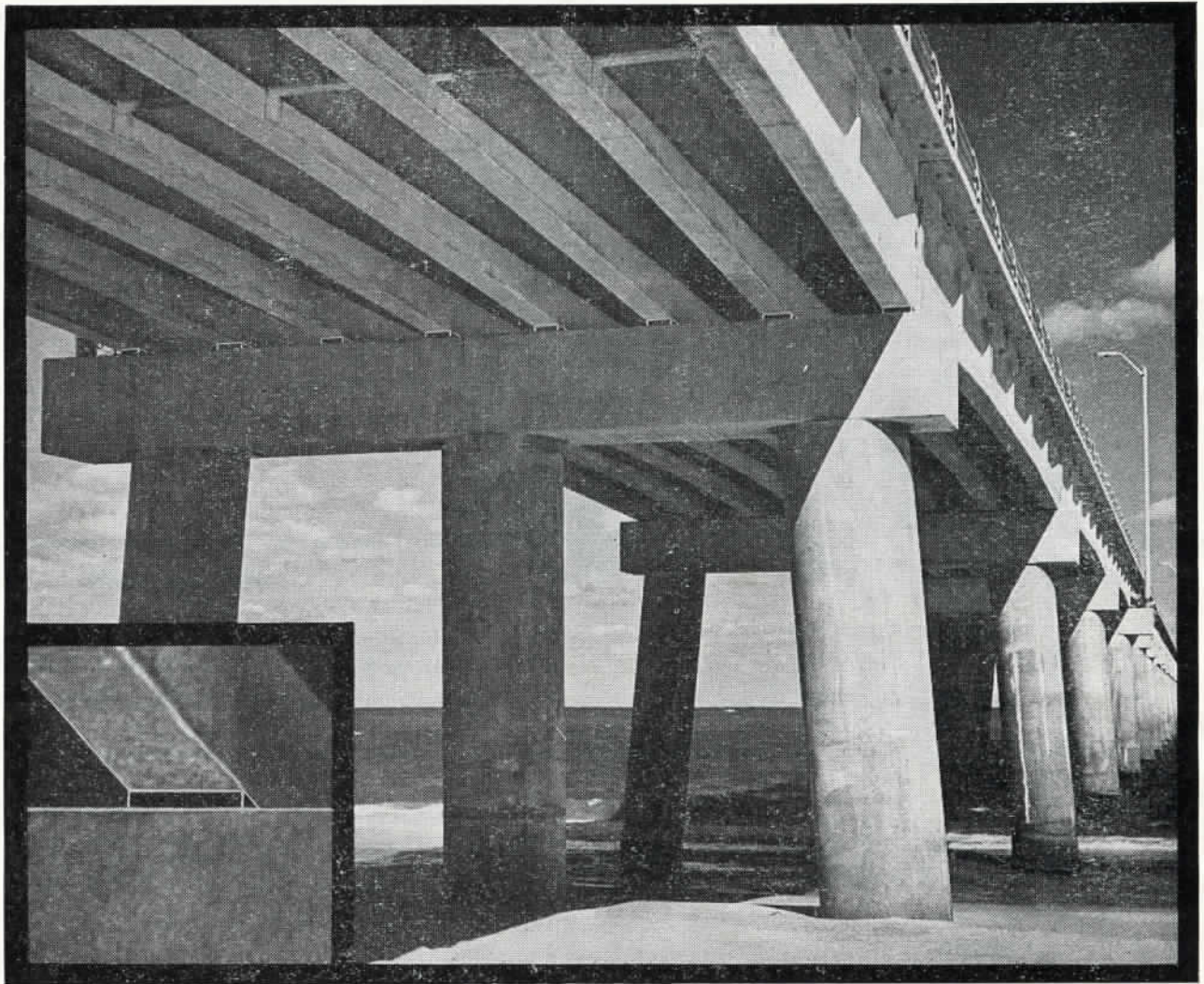
Roadlines is a staff association magazine produced by the staff for the staff. It is not and never can be a house magazine published by management. It relies entirely on voluntary effort and, at present, the only sure sources of material are the Divisional Notes. Readers may not realise that practically all covers were designed by one person — Di Scott and that another staff member has been called upon to fill, sometimes at 24 hours notice, what otherwise would be blank pages in almost every issue; in one no less than three articles were written this way. Do you wonder that the poor bloke wishes to remain anonymous!

This is just not good enough and the editorial committee is making one last effort to revitalise Roadlines. The committee realises that too much material is as embarrassing as too little because material not used for lack of space does nothing to encourage the writer. On the other hand, when there is nothing to print panic reigns in the editorial office.

As a trial for 1969, a fee of up to \$10 will be paid for feature articles with a maximum of \$20 per issue. This it is felt might stimulate the more lethargic geniuses of the pen and might cushion the disappointment of those whose work does not get into print.

Would those submitting articles please remember our aim. At least one "shop" article and one of general interest in each edition. A little humour would not go amiss! But, please, no "sick" jokes.

A Happy Christmas and Prosperous New Year to you All.



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If you drive along the Ocean Road this summer you will probably not think of the road itself. Nevertheless, all those aspects of the Australian way of life epitomised by the road must inevitably flash through your mind at some stage of the journey.

The sea, surfing, skindiving, spearfishing — crayfish, camping, caravans, cliffs, Port Campbell — The Twelve Apostles, the Blow Hole, Lochard Gorge and others named after many an early shipwreck. All this and sunshine too!

But just for a moment cast your mind back to the arduous back breaking work of the old soldiers carving the road through rock in the days before bulldozers, rotary drills or jackhammers. When holes for blasting were drilled by hand — one man holding the steel and another swinging the sledge.

These men certainly earned their pittance in an age when any job was better than the breadline.

As is the case with most great projects, the Ocean Road cannot be wholly ascribed to any one person. Perhaps the germ of the idea was born in a letter sent by the Board's Chairman, Mr. W. Calder, to the State War Council on 27th September, 1916. Mr. Calder suggested that funds to be provided for repatriation and re-employment of returned soldiers could be spent with advantage on roads in sparsely populated areas. Subsequently a list of eight possible roads was submitted — one of these was the South Coast Road (Western District).

The next recorded action seems to have been the formation in 1919 by a group of Geelong citizens of a Great Western District Patriotic Road Scheme which involved the construction of a modern highway along the lines of the famous coastal highway in California — commencing at Barwon Heads and ending at Warnambool.

Lateral roads were proposed at various points along the route. It was also proposed to appeal to the public for funds for the road and to urge the Government to have the lateral roads constructed under the Country Roads Act and as developmental roads.

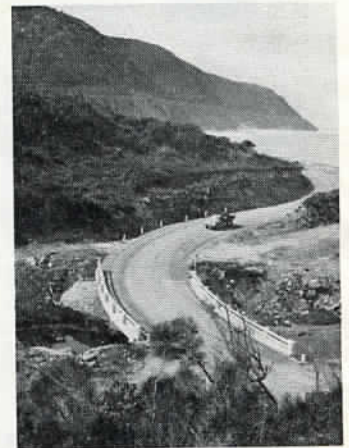
The proposal was enthusiastically accepted. Mr. W. Calder, Chairman of the Board, and Mr. Fricke, with Government approval, undertook management and supervision without charge, and Major McCormack acted as Honorary Engineer to the Trust, founded by the Hon. Howard Hitchcock with the following objects: to employ returned soldiers and sailors to construct the road; to make it a memorial to those who served in the Great War and when complete to improve and beautify it. The estimated cost was \$300,000.

The work proceeded on the road under the Board's supervision and in collaboration with the Hon. H. Hitchcock CMG, OBE, MLC Chairman and Captain Edward Mosley, MLA. Hon Secretary of the Great Road Trust. In 1925 the Board reported: "Already the sum of \$42,000 has been contributed by the public and expend-



Hand drilling for explosives charges, Ocean Road.

THE OCEAN ROAD



Ocean Road, Grey River Bridge

By C. K. GRAY,
from notes submitted by Geelong Division.



Continued on Page 9 Construction on new alignment north of Princetown.

THE OCEAN ROAD

ed to advantage upon the construction of 8 miles of side cutting and 17 miles of track five feet wide along the grade line.

The whole of the work is being carried out by returned soldiers and the first section to Lorne is now open to traffic. The soldier gang is now engaged in widening the grade track between Lorne and Wye River".

By the time the work was completed and opened to traffic by the Lieutenant Governor on 26th November, 1932 the Chairman of the Great Ocean Road Trust was Mr. C. R. Herschell who wrote to the men working on the road in December, 1932 thanking them for their assistance and paying each of the 30 employed the sum of one pound less tax.

This opening was of course the end of the work. In August 1933 an amount of \$50,000 was made available to the Board for unemployment relief and this caused Mr. Herschell to write that for the first time the Trust was out of debt. In October the same year 325 men were working on the road and the toll charge was car and driver 25 cents plus 15 cents per passenger.

In December tragedy struck. Flooding caused extensive damage between Aireys Inlet and Petticoat Creek and the road had to be closed from time to time to remove slips. This still happens but the wider formation today renders the task of repair very much simpler.

Traffic in those early days was very much less than today and in spite of the toll the Trust was always short of funds. Nevertheless it stood by its principles and steadfastly refused to make additional income by accepting advertising hoardings.

Work continued and in April, 1935 the Memorial Wall at Mount Defiance was unveiled by the Governor, Lord Huntingfield, and in September, 1936 after legislation permitting the proclamation of tourists' roads, the Trust handed the road over to the Board. The letter of acceptance being sent from the then Minister of Public Works, the Hon. G. L. Goudie "With reference to the conferences which have taken place recently between representatives of the Government and members of the Great Ocean Road Trust, I now desire to inform you that the Government is prepared to take over the Great Ocean Road in terms of the offer communicated to me in your letter dated 1st August, 1936.

The conditions under which the transfer will take place have been embodied in an Agreement which will be submitted for the approval of Parliament.

"May I say, in accepting the gift on behalf of the Government, that this action on the part of the Trust splendidly emphasised the purpose for which it was established — the provision of employment for thousands of returned soldiers and the creation of a great and enduring memorial to those who served in the Great War.

"The inspiration which led to the construction of the road was, and still is, worthy of the highest praise. Out of the sacrifices of the Great War has come a noble peace-time tribute utilitarian, aesthetic and particularly appropriate.

"The Great Ocean Road is utilitarian because it has definitely added to the economic wealth of the community; its aesthetic appeal lies in the fact that it has made accessible considerable areas of magnificent scenery, ranging from the picturesque to the awe-inspiring; and the undertaking is appropriate since it was carried out by returned soldiers themselves.

"For the highly successful completion of the work, the thanks of the people of Victoria are due to the late Honorable Howard Hitchcock, CMG, OBE, MLC of Geelong, the founder of the Trust; to yourself and your co-directors, and others associated with the Trust who, working in an honorary capacity, have overcome tremendous difficulties and, after twenty years of worthy effort, have achieved the objective sought.

"The Government of Victoria offers the Great Ocean Road Trust its hearty congratulations on the consummation of its task."

Since proclamation, permanent road patrols have been set up at Anglesea, Lorne, and Apollo Bay in Geelong Division, which has only this year taken over the section between Calder River and Lavers Hill from the Otway Shire Council. From Lavers Hill the road is under control of Warrnambool Division.

For the first decade after proclamation little work was done on the road but, since the end of World War II the rate of progress has been accelerated. The alignment has been progressively improved, new concrete bridges constructed and the length of sealed roadway extended.

For some years it was necessary to place load and length restriction on vehicles using the road but these have now been removed. Now tourists can drive comfortably and safely over the whole route although the unsealed section through the Otway Ranges requires extra care.

The nature of the country and the high rainfall will make incessant demands for maintenance particularly where landslides are prevalent. There will also be increasing tourist traffic which makes a programme of continual improvement essential.

Work is in progress on widening the narrow section from Windy Point to Sheoak River. The approaches to the Cumberland River bridge are being constructed to a sealed width of 24 feet and west of Lavers Hill a new 20 feet wide sealed pavement is under construction. There is also programmed as a "Special Project" the extension of the road from Peterborough to Childers Cove.

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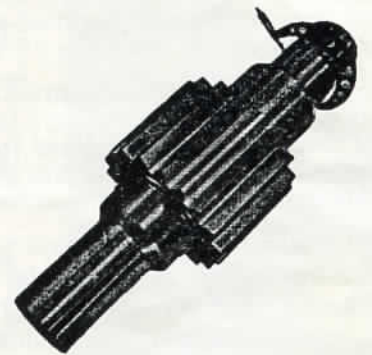
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BUZZ TWICE FOR GOOD OLD REG

by FRED BICKHAM

Within minutes of reporting for duty at the Ex-hampton office of the Department of Internal Revenue, Mr. Grapple, the Chief Collector of Taxes, was taking me around the Control Office to meet the other thirty members of the staff.

First one up was Grapple's deputy — Mr. Sidewinder — a sneaky looking chap shaped like a Benedictine bottle. Mr. S. combined his big welcome with a quick run-down on staff relationship. He had just reached the old codswallop about working together as a happy family, etc., when I noticed dense clouds of blue smoke emanating from the corner of the room. It was obvious that a fairly serious fire had started somewhere near the switchboard.

I pended the matter for a few minutes to give the automatic sprinklers time to operate, as I decided that it would be discourteous to cut in on old Sidewinder now that he was going so well.

A hacking cough from the heart of the billowing fumes ended all uncertainty. I thought, "Good grief, there's somebody trapped in there!"

Grapple, without turning his head, murmured soothingly, "Oh, Reg, would you come through a minute please — I'd like you to meet Clarence Clinchlock, our new man."

In one sense, Reg never came through at all — he brought the damned smoke with him. I then learned what everybody else had known all along — Reg Quail was a chain smoker whose presence was signalled by about three cubic yards of tobacco haze which continuously swirled and spiralled around his ears. You couldn't unfor-

tunately, have one without the other.

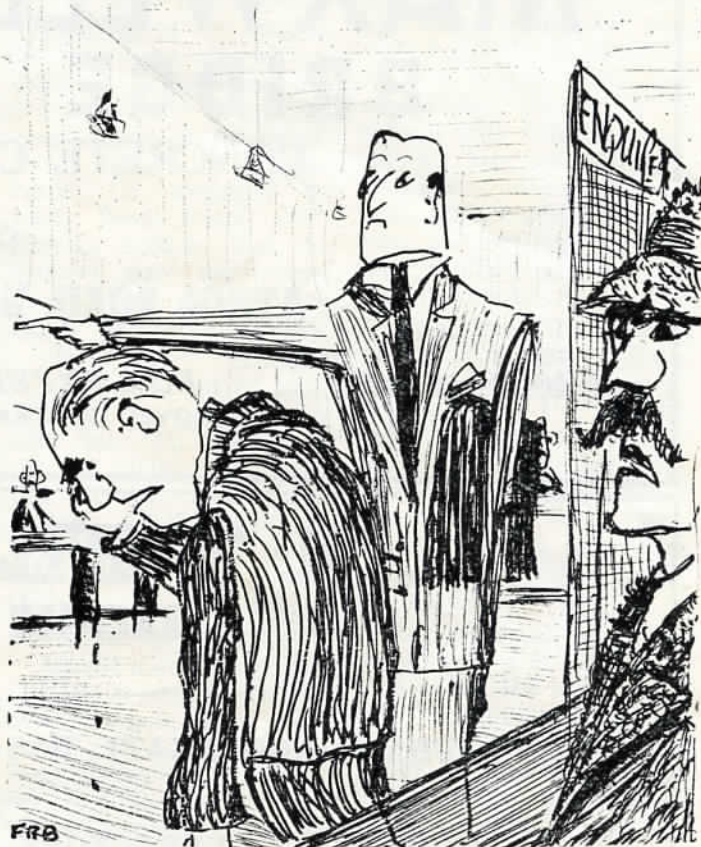
He crouched before us like a punch-drunk fighter from the Stone-age—an improbable Temporary Clerk, Class II, black hair thin on top, his swarthy countenance smacking strongly of Trincomalee. Chestnut coloured suede shoes purchased in Aden by a Lascar friend complemented the crumpled grey suit, run-up years before by a Mr. Ben Ali of Port Said.

A scrap of glowing baccy papered to his lower lip wiggled up and down as he mumbled his responses. Sparks showered on to a grubby paper collar.

I learned later, that to fellow workers Reg was a dead loss, because although he coughed smoke over everybody throughout the day, his packet never contained more than a single crumpled cigarette at any given time. Percy Plaint, our legal man, claimed that Reg smoked a select brand of mini-fag about an inch long, custom-made for him by the Balkan-Sobranie people.

Incredibly, Grapple had taken over from Sidewinder, and was eulogising the pathetic little man at my side ad nauseum — "pillar of strength — over the years substantial contribution — key man — blah! blah!"

Reg took it all with becoming modesty, and indicated his nonchalance by jingling a hefty fistful of



loose coins in his trouser pockets.

When it was all over, we moved on and the round of introductions continued pleasantly enough. I was glad to find that the rest of the chaps were a pretty good bunch, although I did get a bit fed up whenever one of them looked expectantly at Grapple to ask "Has he met Reg yet?"

As spring gave way to summer, and demand notes in black print gave way to those with red, the collection procedure changed into bottom gear as the hard core of "difficult cases" and undisguised tax dodgers were reached. My work in the Arrears Section kept me out of doors a lot, but whenever I was in the office I made it my business to quiz Reg when-

ever the opportunity occurred.

I learned that his education was the minimum necessary for temporary clerkship in the Civil Service. His writing was childlike, and he stumbled and stammered to convey the simplest thoughts. All that summer he lolled at his desk near the switchboard as the real business of revenue gathering went on around him.

Occasionally, he addressed and mailed envelopes, some official, others to bookies. He also registered letters in between working the switch and doing the Daily Mirror crossword. Whatever he tackled in the work line was stretched to the limit and invariably finished long

Continued on Page 13

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GOOD OLD REG

after the deadline fell due.

Despite this, no-one in the office would say a word against him. It was Mr. Grapple himself, however, who, in his languid Oxford drawl, stopped me making a complete fool of myself in what I came to regard as the "Quail Affair".

We were having a quick cup of tea together in a nearby Lyon's Corner House when he broached the matter of my relationship with Reg.

"Clinchlock, I am well aware of your views on Reg Quail, and I want you to leave him alone. This is going to hurt like hell, old boy, but you might as well know that if ever I was forced to choose between you and Reg, you wouldn't stand a chance in hell. Moreover, Side-winder and the rest of the staff would back me all the way. Here, have another Chelsea bun!"

The bun was fresh from the oven but somehow it didn't go down as easily as its predecessors. I gulped a few times and waited for Grapple to continue.

"As you well know, if I can hang on here for another year without getting a black mark — odds are I'll be sitting in the Regional Collector's chair before I'm fifty. On the other hand, nobody loves us tax collectors, including the public and it's quite conceivable that a 'complaint to Minister situation' could develop at any time.

For instance, some pudding little clerical error — wrong initial — misspelt surname — an incorrect ledger entry and where am

I? A dirty word in the Chancellor's vocabulary.

"Result," Grapple drew his hand across his throat, "End of Rupert Grapple, Esq."

He stood up to go. "And that, my dear chap, is where Reg comes into the picture. Just wait and see!"

We left it at that and returned to the office in time to go to lunch.

On Friday, 13th September, I made a unscheduled call on Colonel Howitzer-Peppertop at his country seat, Jodphur Towers. After a rather heated discussion I collected five hundred pounds from him. In return the Colonel got an official receipt stating his income tax arrears were paid in full.

My intention was to return to the office that afternoon to process the list of paid accounts and to bank the loot as laid down in the Manual for Collectors of Taxes. Unfortunately, just as I popped my head into the saloon bar of the Poachers Arms to check the time I bumped into Sam Scarper, the well-known tax dodger.

One thing led to another, and by the time I left the pub with Sam's rubber cheque, I was just in time for high tea at Ted Tipler's Temperance Hotel.

About thirty minutes before we opened for business on the following Monday morning, all hell broke loose in the corridor.

Colonel Peppertop, purple with rage, broke through the outer ring of defences, stormed through a pair of lightly padlocked swing doors labelled "Closed", and opened verbal assault on poor Miss Dillwater, who was busy

straightening her stockings behind the enquiry counter.

Frothing at the mouth, he waved an official receipt in one hand and our registered letter threatening court action in the other. It was then that I remembered I'd forgotten to notify Percy Plaint, OIC, Arrears Section, that the Colonel had surrendered his cheque to me ack emma the previous Friday.

"By Gad!" bellowed Peppertop for all to hear, "I'll go to the Minister with this. I'd court martial the blighter who sent this letter. Abominable outrage — feller should be cashiered. Bloody slack staff work somewhere! Here you! Get the officer-of-the-day at the double!"

Almost immediately, Mr. Grapple fronted up at the counter, pale but composed. He carried the big blue arrears ledger across his chest like a shield. The Colonel's attack continued for another five minutes, but failed to shake Grapple from his defensive position behind the grill. As soon as the Colonel paused to renew his forces for a further onslaught, Grapple opened the ledger at letter 'P' and commenced psychological warfare.

"As Officer-in-Charge here, I must humbly apologise for this stupid blunder — absolutely inexcusable — officer concerned — severest measures."

He pressed the buzzer twice and called out "Mr. Quail — forward please!"

At this command a subtle change came over Reg's demeanour. He resembled a western-style gun-fighter unexpectedly summoned from recreation leave to carry out a particularly dangerous commission. He rose from his seat and carefully folded his newspaper.

The tiny butt smouldering damply on his lower lip was fastidiously unpeeled and placed reverently in a nearby OXO tin. He treated us all to a solemn wink before screwing his face into an expression of unbearable sadness. He slumped his body into a cowering position and shuffled forward to face the music.

We all heard the Colonel say "Gad! is this the little beggar whose been dunning me for money I've already paid? We knew how to deal with nasty little men like you in the 56th Khyber Lancers. What have you to say to that, you young scoundrel?! Speak up, man!"

Reg mumbled something inaudible until Grapple took over. His performance rivalled Sir Laurence Olivier at his peak.

"Quail!", he thundered, "you owe this gentleman the humblest apology. This is not the first time your gross carelessness has let down your colleagues and the Department. Colonel Peppertop has every intention of notifying the Minister of this scandalous error.

In the circumstances you have left me no alternative but to give instant dismissal. Collect your wages from the Head Cashier and get out!"

Reg rolled his head forward pathetically — when he looked up again tears were causing down his gypsy-brown cheeks.

"Oh Sir," he quavered, "for the sake of me wife and five children — give me another chance. You'll never regret it. I know I should have checked Mr. Clinchlock's receipts before I sent the registereds, but I've been so worried lately — wot with a new baby on

Continued on Page 15

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COMMUNICATION — ITS ARTS AND CRAFTS

An essay by GEORGE WHLEY

Communication — and all that implies, is a complex and controversial subject, and a comprehensive study of it in all its many connotations is not possible, of course, in a short essay.

But, to summarise the oldest or perhaps the earliest and simplest meaning of the word "communication" I would say, as one interested in and not necessarily as an exponent of the art, that the word conjures up a desire, or a need, inherent in the gregarious nature of man, to pass ideas and information from one person to another.

From the earliest beginnings, when communication between one person and another was made by mere utterance, up to today's use of elaborate processes for communicating ideas and information, predominantly through the agencies of mass media, the art of communicating is as old as mankind itself; only the methods adopted and the equipment used for its many processes have undergone change.

Alongside the growth in communication has been the coincidental development of our democratic principles and practices.

I think the first major "break-through" in effective communication was achieved during the 15th century with the introduction of the printed book, when you consider that the printed word has since served as an effective permanent record and has proven to be an adequate means for rapid distribution.

Whilst today's processes for transmitting information from one person to another, or from a group of persons to another, are efficient and can reasonably be said to have contributed much towards promoting better understanding and tolerance, particularly when ideas, knowledge, and learning are exchanged, certain processes of communication have, at the same time, become very useful instruments for exercising political control, and in creating trading opportunities.

Similarly, within admini-

strations of organisations processes of communication are not only used to exchange ideas or information, but are also used as methods of control.

As in other spheres of human activity the world of communication regrettably has its "monsters". The cold-blazened-light of the television advertisements, the pseudo-glamorous film strip and the blaring radio announcement, are all designed in their context to persuade and cajole us into buying a particular brand of manufacture.

This process of communication is styled to promote trading, but is not really one of the most ideal uses to which the art of communication should be applied.

I have been told, authoritatively, that the processes of communication, through the media of television, the "dailies", periodic magazines, and radio, receive much more substantial financial support than that offered formal education.

Indeed, I think the only real practical use to which communication can be applied successfully, and one that will confer some lasting benefit, is when it enables experience and knowledge to be transmitted and received, and thus shared.

From the beginning of the 18th century, communication, so far as transmission of information was concerned, was largely connected with the press, and at the beginning of the 20th century the popularity of the magazine had become apparent.

Within organisations, industrial and commercial, there is a growing consciousness of the value of achieving a good standard of communication

Continued on Page 16

GOOD OLD REG

the way and me having to feed and bed me mother-in-law, as well as me Mum and Dad!"

Grapple's voice was rock-hard. "You should have thought of them before. Now go and don't come back!" He pointed dramatically to the door. Reg seemed to shrivel in his skin as with all eyes upon him he trudged between the rows of desks. He paused and looked back before slinking out through the fire exit.

The Colonel stood aghast as he realised the tragic consequences of his complaint. He paled — his lips trembled. "Look here, Grabbum — you were damnably hard on that young chap.

He showed a dashed lot of pluck — face will haunt me to the rest of my days. I'll drop the whole matter if you'll give him another chance."

Eventually, Mr. Grapple reluctantly promised he would reconsider his decision. At precisely 10.30 a.m. the Colonel left completely subdued.

At 10.31 the Control Office door opened and Reg, smiling broadly, walked in to be congratulated by Messrs. Grapple and Sidewinder. The rest of us crowded around grinning like mad. We all slapped him on the back.

"Well done, Reg, you were magnificent," said Grapple. "Your best performance yet — wouldn't you agree, Sidewinder? Those tears certainly bowl-ed out old Peppertop — base over apex. He's promised to pay up on the dot in future!"

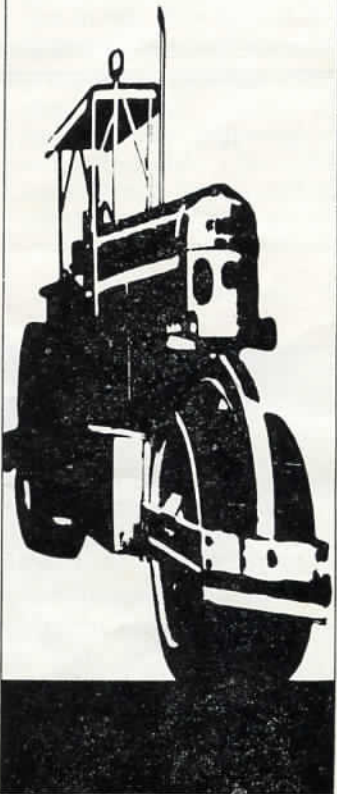
He held up a five pound note. "He even asked me to send this to your family."

We all laughed when Percy shouted out "It's not

enough to get married on, Reg, but at least you'll be able to buy some decent fags for a change!"

That evening I treated them all to a bloody good booze - up in Reg's favourite pub — "The Valiant Soldier".

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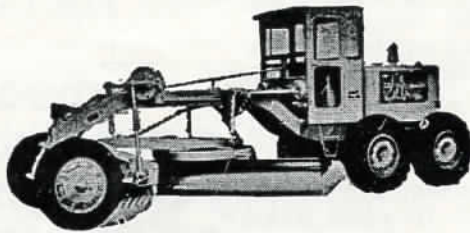


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COMMUNICATION — ITS ARTS

between one echelon and another.

The success of administrations of enterprises depends to a large extent upon the individual efforts of its members. How their talents and abilities are used depend to some extent on the quality of the processes of communication between one echelon and another.

If we are to extract the maximum benefit from today's efficient processes of rapid communication — which, after all, have been disturbingly instrumental bringing our problems of conflicting ideologies into sharper focus, my view is that much more tolerance and understanding will need to be exercised at the same time.

Parochialism, sectional interests and the like may be rightfully serving their purposes as beneficial organs, but with today's tremendous growth in the processes of

world communication I visualise the time will come when the need to parochialise will diminish.

An important facet in the planning and the successful execution military operations — and I speak of experiences in the last war — was the practice of the Commander-in-Chief to *communicate* the intentions of the plan to *all* those who were taking part, so that no one was left in the dark.

Finally, so far as the mass media is concerned, the question as to what extent certain processes of communication should be controlled and what should be free is going to be difficult to resolve, and even now is open to debate.

(The subject of communication is a most exhaustive one and to fashion in words conjoined references in good continuity would require many many pages. The essay, therefore, is only a collection of thoughts as they occurred to me).

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The new line marker on trial at Syndal

LINEMARKING IN VICTORIA

By T. BYRNE, Traffic and Location

Linemarking in Victoria is a highly organised affair currently costing the Country Roads Board a quarter of a million dollars per annum and employing 20 men and \$50,000 worth of sophisticated equipment.

It was not always so of course. Line marking had very humble origins in 1932 when a few hazardous curves, vertical and horizontal were marked with a solid centreline by a machine somewhat similar to a tennis court marker.

The motoring public were quick to note and appreciate this innovation and as the programme for sealing the State Highways progressed, the necessity for white lines increased.

New painting and maintenance was laborious and a pressing need for a machine to do the job arose. Finally in February 1936, on the approval of

the Governor in Council a machine was bought for £136.

It consisted of a two horse power motor driving a compressor which sprayed paint from a 16 gallon container.

The output of the machine was about a $\frac{1}{2}$ gallon of lacquer per minute and at an application rate of about ten gallons per mile, gave a striping speed of two miles an hour. The engine and compressor and reservoir were mounted on a truck which towed a wheel barrow type sprayer behind.

This machine amply fulfilled all the linemarking needs at the time but later

it was found necessary to replace the small motor with a Ford 'V8' engine, and in 1937 the line-marker instead of being towed, was pushed by the plant truck.

This was a big improvement because it allowed the truck driver to see exactly what was going on but it introduced a problem which is still with us today.

The steerer of the line-marking machine must concentrate on keeping the spray guns in line with the spots which mark the path the centreline is to take.

To deviate by one inch laterally in 300 feet causes a 'kink' in the line which is appreciably noticeable when viewed from the perspective of the driver's eye height. Good steerers are worth their weight in gold!

In 1937, double white lines were introduced on vertical and horizontal curves and some straight sections were centrelined. By 1938/39, the length of line painted throughout the State was 280 miles.

By 1941 the line marker was rapidly becoming un-serviceable and was replaced with a new line-

marker built at the South Melbourne Storeyard. This new machine was the last word in linemarkers.

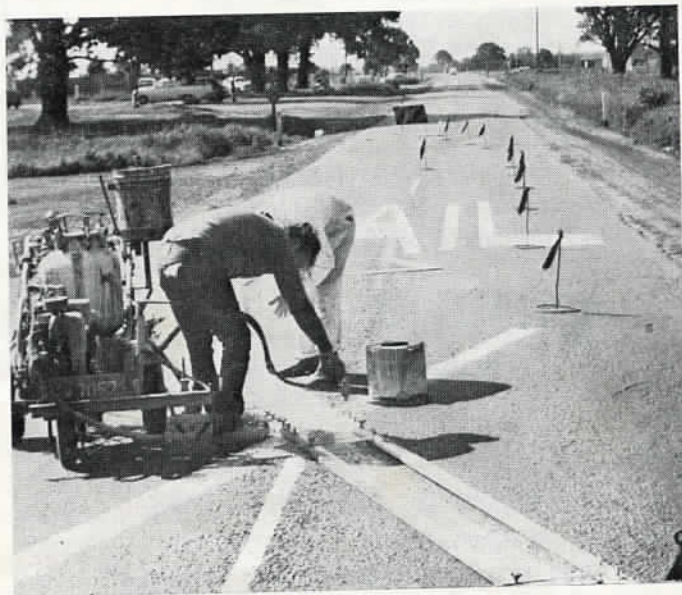
A four wheel, tiller steered design, it had a ten horse-power compressor motor and a 50 gallon paint pot mounted on the pusher truck. It was designed to stripe at five miles an hour. It is to the credit of its makers that this machine is only now about to be replaced.

With a machine like this, the Board was firmly committed to an extended programme of linemarking and the centreline was hailed as "the most important innovation made by the Country Roads Board for some years".

The benefits of linemarking were easily recognizable to the general travelling public who regarded it "as a valuable guide to drivers by day and night and in fog it is almost indispensable".

War was upon us however and the scarcity of materials was beginning to make itself felt. In 1941 experiments were carried out with 'standard stripe' — a line 15' long follow-

Continued on Page 19



Small marker on the South Gippsland Highway, at Cranbourne

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LINEMARKING IN VICTORIA

ed by a 25' gap (later reduced to 10' line and 30' gap).

The trial strip was in Lancefield Road near Essendon Aerodrome and it was found that the dashes tended to merge into each other and the line was as easy to follow as a continuous one.

The resultant increase in speed of striping enabled the linemarkers to exceed 1000 miles of stripe for the first time in the year 1942-43, but by 1947 this distance was reduced to 750 miles and then "by resorting to the expedient of using yellow paint, the only colour available."

As wartime restrictions eased the linemarking statistics grew and grew. Originally linemarking was only carried out during the summer period, now it is a year round job. In 1949/50 the annual figure was 2090 miles of standard stripe, in 1943-/54 — 3220.

In 1949 the cost of painting one mile of standard stripe was £6 and today the cost is still \$12 per mile, good economy in this inflationary age.

In 1962 — 20 years

since its introduction—the old linemarker painted 7212 miles of stripe at an average speed of 5.7 miles per hour. The demand for a second machine was growing. Only 80% of the programme was being painted each year despite large amounts of overtime being worked by the crew.

In 1961 the then Chief Engineer, Mr. Mathieson write to the Traffic and Location Engineer, "When are we going to do something about a new machine?"

What about going the whole hog and getting one like the California machine?" This somewhat direct approach resulted eventually in the design by the Mechanical Sub-branch of a new machine which incorporated several new features.

The compressor was powered by a standard 139 cu. in. Holden engine which delivers 100 cubic feet of air per minute. The paint reservoir contains 340 gallons of paint, sufficient for one day of linemarking.

The compressor besides being able to spray 3 gallons of paint per minute,



Western Highway near Horsham gets a restripe. This machine's useful life is over — after 27 years on the road.

as it does when striping double white lines, also powers the pump which fills the paint reservoir from 44 gallon drums and operates the winch which hoists the machine to its towing position.

Obviously, the faster a machine can stripe the more economical the job becomes. The limiting factor to speed is the operator's ability to control the beginning and end of the stripe to an accuracy of 3 ins. in 40 feet (0.6%).

Although expected to stripe at 10 m.p.h. (15 feet per second) good operators can work at 15 m.p.h. (22 feet per second) for anything up to 100 miles a day.

Delivered from Syndal workshops in November 1963, this machine after a settling down period, soon showed its teeth. In the year 1962/1963 the mileage of standard stripe was 7455; in 1964/65, 9451 miles; in 1965/66, 13,115 miles and in 1966/67, 15,036 miles.

In 1955, a small linemarking machine was bought by Dandenong Division to stripe urgently needed reseals. This machine, although towed to

and from the job, was self propelled while working and had a detachable hand gun for spraying intersection markings.

Benalla Division made its own machine to fulfill this function and in 1962 Traffic and Location Division's small machine for work mainly in Dandenong and Metropolitan Divisions.

Over the next two years, the eight rural divisions were equipped with their own small linemarkers.

With so much duplication work on Melbourne's main outlets, the small linemarker working in the metropolitan area was swamped with work and another machine was bought in 1968.

Now with both machines flat out they are just able to satisfy demand. Painting about 1400 arrows each per year as well as all stop lines, turn lines and "RAIL X" markings, the value of their work cannot be overstressed.

The Board's newest acquisition has just been delivered from Syndal workshops. With more pipes, valves and switches than a

Continued on Page 21



Teething troubles for 23-A-5 on the Warburton Highway. Last year this machine used 22,600 gallons of paint and striped 8,770 miles of standard stripe.

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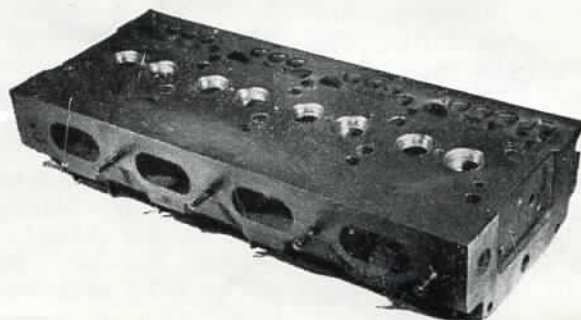
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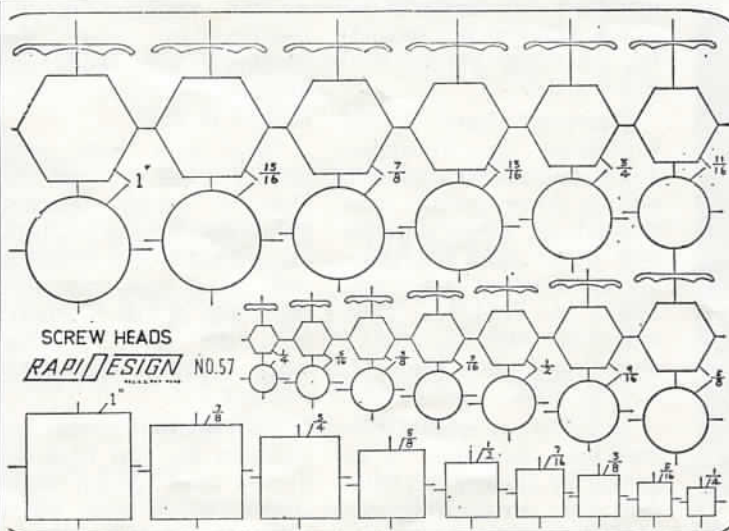
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LINEMARKING IN VICTORIA

sputnik it represents the very latest in linemarking design.

It has been built principally to stripe main roads within 50 miles of Melbourne. To do this stop-start type of work, the machine is self propelled.

It has heated paint reservoirs for quicker drying and paddles to agitate the paint for homogeneity. It is fitted with a fold-away gun at the side and so that the steerer can 'line-up' for edge lines the driver's seat, steering wheel and other driving controls can be detached from their centre position and relocated on the side of the linemarker in about five minutes.

This machine will enable the retirement of the linemarker built in 1941—after 27 years and over 75,000 miles of striping, the end of an era indeed!

Improvements in technique have been brought about by experimentation. A most significant experiment was carried out in 1962. Small glass beads dropped onto wet paint gave good reflection of light and made lines stand out when lit by car headlights at night.

Bead dispensers have been fitted to all machines since then and soon all lines in Victoria will be so reflectorized. After experimentation the Board also purchased a scraping machine for removing unwanted lines.

Used in conjunction with the present method of spraying a solvent chemical on the line it is expected to erase lines almost without trace.

The units are crewed by men who are specialists in their own field. The con-

centration required in keeping to the straight and narrow cannot be relaxed for a minute and every man must play his part. At the end of the day the teamwork displayed in cleaning and stowing equipment and generally getting things shipshape is a pleasure to watch.

The greatest annoyance to linemarkers is the motorist who inconsiderately runs over the wet lines leaving tell-tale strips on the road and on his tyres. The overseer's comments on these thoughtless drivers are illuminating but, unfortunately, unprintable.

The standard of C.R.B. linemarking is high. If a steerer jerks the wheel slightly while paint is being sprayed, the guns will spray a banana shaped line. "Bananas" are definitely forbidden and if you see them you will know that this is not a C.R.B. road.

A cat was run over on the Clifton Hill overpass and had the singular misfortune to die in the exact centre of the road. The next morning, patrolmen sadly removed the body of a white painted cat—mute testimony to the accuracy of some dead-eye steerer.

Thirty-six years ago, no one could possibly envisage the present indispensability of line marking. As freeways grow and intersections get bigger, linemarking becomes more and an integral part of roadmaking. Today, edgeline is being painted on some hazardous section of State Highways. The verdict—good but expensive. And would you believe it, that's exactly what was said about linemarking thirty six years ago.

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DIVISIONAL NOTES

BALLARAT

A welcome is extended to Vernon Clarke who has commenced duties as an Assistant Experimental Officer in the Ballarat Laboratory.

Congratulations to Tom and Kate Laffey on the arrival of their second son, Paul Justin.

ANNUAL BALL

Now an annual event, the Depot Social Club once again organised a Cabaret Ball, held this year at Mount Xaxier Golf Club. One hundred people attended the ball and it was voted a great success. Full credit must go to the Social Committee and Mrs. Maureen Armstrong (who catered for the supper) for a wonderful night.

Preparations are well under way at the Depot for the Annual Children's Christmas Party. There are several new plans in view for entertaining the children this year, so it promises to be a bigger and brighter party than in previous years.

FAREWELLS

Goodbyes are becoming fairly common in the Ballarat Office. During the last quarter, we farewelled two engineers, Jim Morse who returned to Warrnambool to work in the family business, and David Rowland who was appointed an Engineer in Plans and Survey Section, Head Office. To Jim and David we extend our good wishes.

Henry Davidson, Truck Driver on Maintenance Patrol Gang, retired owing to ill health, after ten years service with the Board.

WALKATHON

Walkathons are becoming a quick way of emptying the staff's pockets. Ann Sherry amazed everyone by completing a course over sixteen miles, and while we were all still recovering from the shock, Margaret Stewart completed one for twelve miles. The next walkathon which we all expect to become sponsors

of, is under the control of the Ballarat Rotary Club. There is some doubt as to whom our actual walker will be as we have heard a whisper that he is looking for a substitute.

SQUASH

The Division's first venture into the Ballarat Squash competition proved highly successful.

The girls won the "C" grade women's pennant while the men unluckily missed out on reaching the finals.

In the individual championships, Bernadette Rice won the "C" grade championship defeating team-mate Margaret Stewart in the finals. Kerry Burke completed the double by winning the men's "C" grade championship.

CRICKET

A challenge is hereby issued to all Divisions, either individual or combined, to contest a best-of-five "Tests" in the old and ancient past-time of lunch-time cricket.

Venue: Lalor Park, 1315 Sturt Street (at rear).

Pitch: Reinforced concrete.

Outfield: Same.

Wicket: Two 4 gallon drums.

Grandstand: Two tier fully enclosed.

Origin of game: Directive from Premier prohibiting the use of official cars.

Gear: Tennis ball and hard wood bat.

Rules: Vary according to the batsman's ability. Disputes to be settled by the A.D.E., Ballarat.

Time of Play: 12.45 p.m.—1.30 p.m. approximately.

BENALLA

JIM HARVEY RETIRES

Superintendent of work Jim Harvey, retired from the Board's services on 4th October. Jim had a long associa-

tion with the Board dating back to 1929.

He was associated with many major projects throughout the State during his career and also worked on the North-South road in the Northern Territory.

To mark his retirement approximately 100 of his former workmates assembled at the Glenrowan Hall on the evening of 4th October to say farewell.

Superintendent of works Russell Smith, Overseer Tom Beggs, Roadmaster Tom Haydon and Engineer Brian Chandler spoke briefly on behalf of the assembled and the many who could not be present who knew Jim.



The gathering presented Jim with a lounge chair, a reading lamp and two deck chairs.

Shortly before he was to retire, Jim was taken ill and it was most pleasing to see him making a rapid recovery. It is understood he intends to settle in Mansfield where he is well known to local people.

Prior to the function at Glenrowan, Jim was entertained at afternoon tea at the Divisional Office where he was presented with his last pay cheque, gratuity payments etc. which amounted to a considerable sum. Mr. Farish, the Divisional Accountant, made the presentation. All wish Jim a long and happy retirement.

★ ★ ★

Other retirements in Benalla recently include Bill Harper who retired on 14th October. Members of Lou Webb's gang presented Bill with a pocket watch.

Presentations were also made to Reg Edwards and

Austin Whitehead who retired within a few weeks of each other. The presentations were made at late afternoon function at the Wodonga patrol yard.

★ ★ ★

NEW STAFF

New members of the Staff are Engineer Peter Morton and Clerk Des Hare. On the other side of the ledger we have lost Stock Inspector Neil Cook who has decided to head up to Queensland. Noel Osborne is back with us after spending a couple of years in the Army and a short while at Head Office.

MARRIAGES

Recent marriages of Office Staff — Graeme and Helen McDonald and Gary and Heather Edwards.

BIRTHS

Ella and Ivan Haydon have a daughter, their first after two sons. News from the Precast Yard says Fay and Barry Goodman have another son, their third, they also have a daughter and Bruce Harper and his wife have a new arrival. Wally O'Callaghan and his wife have a new daughter, their fifth.

SOCIAL CLUB NEWS

The Social Club has gone into opposition to Roadlines by printing a monthly news sheet entitled "Castle Chronicle."

The yearly car treasure hunt was held on 27th October with 40 adults and 33 children in 20 cars taking part. Winners — Norm Butler first, Bob Gardner second and Ted Renton third. The day finished with a barbecue at Swanpool.

BENDIGO

Early September saw the arrival of Bruce Phillips, another engineer from Bairnsdale. Bruce soon had his hands full with a reconstruction job on the McIvor Highway and it is "whispered" that he has already made his pre-

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DIVISIONAL NOTES

sence felt with Bendigo Jaycees.

Rumour has it that Overseer Ray Letts may enter next years Bendigo Thousand. After recent form displayed in dashing to the aid of an attractive young blonde, whose car had become bogged in the centre of a reconstruction job, he seems a certainty to start from the back mark.

Another contender Overseer Wally Macumber, who is said to have engineered the unfortunate young lady's predicament was seen to stumble and fall in the dust of his more agile opponent.

★ ★ ★

Peter Bolitho, laboratory assistant who volunteered for National Service was farewelled by the staff on 30th September. Peter recently paid the Divisional Office a visit during his first leave from Puckapunyal. Due to his shortage of hair Peter had to be re-introduced to most of the staff.

★ ★ ★

It appears that Overseer Joe Ketterer doesn't care for butter in his scones with his morning tea. "Of course I like fresh buttered scones" scoffed Joe as he ate the butter and threw away the scone.

★ ★ ★

Congratulations to Frank Rinaldi, a member of Ned Egan's gang, who married Anne Dodd in Bendigo on 26th October. To Frank, who recently returned from National Service during which he served in Vietnam, and his new wife all in Bendigo wish the best of happiness.

★ ★ ★

Some 40 overseers attended Bendigo Division's bi-annual Overseers' Conference late in September. Nearly all municipalities from the division were represented and combined with the Board to make the day a success. The one day conference which featured lectures by some of Bendigo Division Engineers covered many of the problems met in road construction.

Social club functions have taken an upward trend during the past two months. Two golf days, one at Neangar Park the other at Bendigo, and

a Dinner Dance have been held. The Dinner Dance which we hope will become an Annual Event was particularly successful. The new Brolga Hotel Motel at Lake Eppalock was the venue, with advantage being taken of the evening to present a bottle of champagne to Leigh Osborne, Engineer, Class 1 who was celebrating his 21st Birthday.

Nola Dalrymple, our telephonist, resigned from the staff on 7th November, and was married to John Williams, Essendon's Centre Half Back, at St. Andrew's Church Bendigo on 9th Nov., '68. After a honeymoon in Queensland, Nola and John will be living in Essendon — of course!!

Nola joined the Board's Staff in Nov. '62 and took over duties on the switchboard in Feb. '63. Her bright personality became well known throughout the Division and her efficiency was appreciated by the field staff and Municipal Engineers, many of whom extended their best wishes to Nola and John.

The staff gathered for afternoon tea given in her honour and Mr. Upton presented "Splinter" with a Corning Ware Buffet set on behalf of her C.R.B. friends.

We wish Nola and John much happiness in their married life.

With Nola departing we take this opportunity to welcome her replacement Janice McDermid. Janice ensures that she arrives bright and early and fully awake every morning by riding a motor scooter.

OBITUARY

To Mrs. Bert Enever and family we extend our sympathy on the death of her husband who passed away on October 29th. Many members of our organisation will remember Bert who commenced work with the Board in January 1947 with Patrolman Richter. Later Bert worked as a Tool Storeman and in later years as a gardener in the Division Office, retiring on 10th June, 1963.



Jim Stirling, well-known throughout the Divisions as the man with the camera, has retired. We understand that his slogan is still "Have camera — will travel." Good luck, Jim.

THE MAN FROM BUNGAREE



On Friday November 8th another C.R.B. era closed — The last of the steam men and one of the Board's most colourful identities will retire, Henry Conrad Muller, Harry to all, first joined the Board in March 1937 and was re-employed on five separate occasions in as many years, for a few months at a time. Such was a feature of the employ-

ment conditions in the early years.

Harry's last steam roller job was on the construction of the East Sale Aerodrome. In Harry's words "Many are the men he would have loved to iron out under his roller with particular regard to overseers, to return them home to their misled wives, like a newspaper under the door".

To appreciate his humour one would have to know this mountain of a man — to know his gentle nature despite his colourful expressions. Whenever he waved, his hand would blot out the sun. Once when introduced to two engineers he exclaimed "Just what I need, two engineers to bang their heads together". The humour was appreciated and often repeated by the recipients.

Harry grew up in the wild Spud Murphy country of Smeaton and Bungaree and wilder were his tales of these tough Irish Aussies who could drop kick mallee roots across the river in bare feet and live on Bungaree sandwiches (A billy goat between two sacks of flour).

Once they had a policeman in the district but he turned up at a local football match in a gig with orange wheels. To make the local football team one had to stab kick a bag of spuds 60 yards through a steel dray tyre.

In 1948, Harry worked in the Bairnsdale Division under D. E. Bill Dolamore and Alan Jacka but rheumatics returned Harry back to Bendigo Division.

In 1952 he did a spell in South Melbourne when Mr. Tuppman was the Mechanical Engineer and recalls such men as Ben Bromley, Ab Johnson, Tiny McKenzie, Possum Grant, Sid Mulford like himself a steam roller driver, George Rettie and further afield, Overseer Frank Ryan.

His last job for Frank was at Korweingboora the names, events and places rolling off his tongue with practised ease. Three gangs Mac McKenzie, Chris Zanelli, George Zeally, Rus Laity, Karl Kesper, Harry Harrison, Jack Bowman and Tom Gibson and many, many more he recalled.

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DIVISIONAL NOTES

Harry was known the length and breadth of the Division.

The first power grader he can recall was drawn by a tractor, an auxiliary engine operating the blade and associated equipment. When the boy from Bungaree first joined the Board there were still a few graders drawn by bullock teams. His first power grader was a Fordson minor later graduating to an Oliver 90 and later still to a tandem wheel grader.

A keen fisherman he was asked after one of his trips how many he had caught "Four" says Harry, "Three as long as my finger and a small one".

Once while his grader was under repair, he acted as traffic controller for Overseer Chris Kelly, now retired. Harry supplemented his bat with a pick handle — "How yer goin' Harry." "No trouble at all" says Harry "They all speak to me".

When retelling the story of the woman driver who ran him off the road. Harry recalled cleaning up two chain of Mallee before coming to a stop and expressing his desire for his Sunday boots to do another clean up job.

"Bull" Santon, a young apprentice used to cheek Harry in a puckish way whenever he came to the Depot, just to hear him retort "Death shall be the penalty, but as we are merciful I will screw you off at the hip" at the same time demonstrating a screwing action with his huge hands — this was the cue for Bull to take flight, but really they were great mates.

Harry was a bachelor with a difference and almost a nomadic gypsy. His clothes line was always filled with clean washing and when he moved camp, with him would go his pots and pans, clothes props and aerial, fire buckets and firewood and all.

His last grader was a Cat 12 which was fondled and cared by him for ten long years, required little attention from the Depot staff but it fell down at the last hurdle just a couple of months before he retired.

With his recently acquired caravan Henry Conrad Muller is off with his rheumatics to the warmer climate of north-

ern NSW but we will all be happy to see him again whenever he returns to Bendigo.

Prepared by E.R.J.

GEELONG

RETIRED PERSONNEL

Several visits have been made to some of the Division's retired Personnel recently and of these namely Ex. Patrolman Jim Brown who now resides at Malmsbury sends his regards to all, Jim is still fit and well and enjoying life.

Ex. R/Master Ossie (Bondy) Bond residing at Queen Street, Belmont, is still the same as ever, cheerful and always enquiring after his friends.

Ex. Div. Engr. Clerk Harold Corrigan is looking better than ever and sends best wishes to all on the Board.

Tom Bath is still around and looking and keeping well also sends regards to his friends.

Bert Coleman (Ex. Depot) looks fine and enjoying retired life. Mick Saunders (Ex. Patrol Apollo Bay) is keeping well and sends his regards to all.

APPOINTMENTS

Congratulations to Viv Malkoff who has been appointed Class 2 Engineer at Warrnambool Division. Wonder whether

Mr. Peter F. B. Alsop, an engineer attached to the Country Roads Board divisional office at Geelong, has been awarded a seven months road and bridge engineering scholarship to study in France as from December 2. The scholarship is offered by the Association pour L'organisation des stages en France and the Australian arrangements are handled by the French Government Commercial Attache. Mr. Alsop has taken a keen interest in the control of soil erosion, particularly the control of sand dunes on the Great Ocean Road and the Barwon Heads-Torquay road between the Bluff and Black Rock, and at the end of this course he intends to examine similar projects in France, Holland and England. Mr. Alsop, who resides in Geelong West, will be away for one year. He is a graduate of the Gordon Institute of Technology and has been working with the Country Roads Board for the past eleven years.

Vic will teach the boys down there the "slick" card handling that he has shown at Geelong.

GOLF

The Annual Golf Day between Ballarat and Geelong was held in September at Portarlington Golf Club and once again Geelong were the winners of the Shield.

Ivan Duffield (Geelong) was in great form but nevertheless Jim McCarthy (Ballarat) showed the quality of the golfer he is, considering he had not played for nearly two years.

After the game all adjourned for a barbecue and lemonade at the Depot to round off a most enjoyable day.

YARRA YARRA

The team didn't do so well at the Head Office Golf Day held at Yarra Yarra on the 28th October, 1968, but nevertheless enjoyed the day as usual, and congratulations to Ivan Duffield on his fine performance on winning the "Oldfield" Cup, not only can he play golf but is not bad at mini-Kelly Pool either, especially when opposed to "Rev" Luttrell.

BOWLS

Heard said that two prominent carpet bowls members were unsuccessful on a recent trip to Horsham but nevertheless enjoyed the week-end away.

Should have taken their

Golf Clubs and really enjoyed themselves especially if they may have been lucky enough to meet some of the Horsham boys.

Hec. Rutherford, Cost Clerk, unfortunately suffered a serious accident recently which has meant hospitalisation and we all hope that it is not too long before Hec returns fit and well.

Also on the sick list is Jack McHugh who has looked after the Norlane Camp so well.

Congratulations to Dick Blain and his wife on the arrival of a daughter. Dick informs us that the new arrival is a future Miss Geelong.

OBITUARY

It was with deep regret that the Division learnt of the death of Alan Lester George, Shire Engineer, Shire of Otway, whilst holidaying in Queensland, on the 30th August.

Mr. George was born at Geelong in 1907 and after obtaining his Diploma of Civil Engineering at the Gordon Institute of Technology, Geelong in 1927 was articled to C.W.C. Farren with whom he worked in both the Otways and at Corryong where he met his wife Joyce (nee Paton).

In 1936 he worked for some time with E.T.M. Garlick, later to become the firm of Garlick and Stewart.

In 1937 he joined Ipswich (Q'land) Sewerage Authority where he designed the Sewerage Scheme which was estimated to cost \$1 million.

Returning to Victoria in 1948 he rejoined Garlick and Stewart and took up the post of Resident Engineer in Colac where he was consultant to the Colac Water and Sewerage Trusts.

Mr. George was appointed Engineer of the Shire of Otway in 1952 and held that position until his sudden death in August, 1968.

Mr. George will be greatly missed by the Geelong Divisional Personnel who extend their sympathy to his widow and two children.

The Shire of Otway has an outstanding record for long

Continued on Page 27

DIVISIONAL NOTES

service employees and wonder if any other Municipality could equal its record four employees average 144 years service to the Shire.

Mr. T. J. Fry commenced 1932.

Mr. W. J. Evans commenced 1929.

Mr. A. F. Romage commenced 1936.

Mr. P. J. Lawler commenced 1931.

Congratulations to above-named. We hope that they will give many more years service to the Shire.

HORSHAM

Welcome to Engineer John Coles and family who recently moved to Horsham from Bendigo Division.

Congratulations go to Dawn and Bart Kavanagh on the arrival of Michelle Dawn on the 16th July.

Best wishes for future happiness to Terry and Carol Bates. Terry and the former Carol McIntyre were married on Saturday the 27th July. Hope Terry's car suffered no ill effects after its slight attack of rice, confetti and what-not on the eve of his marriage.

Welcome back to Engineer Glen Savage who spent a pleasant few days in hospital recently.

Comptometrist Sherrel Wilde has now recovered from her "Walk Against Want" from Natimuk to Mt. Arapiles. Sherrel dragged quite a few shekels out of the staff members as a result.

Congratulations to Gary Baird, Accounts Section, who recently celebrated his 21st birthday.

A recent recruiting drive for the Board sponsored army engineer units has resulted in several men enlisting from this Division. These potential war winners may be in for a surprise if one can believe all that one reads.

It would seem that they are entering a new (?) Scottish

(?) Plant Squadron with kilts to be issued. A circular with instructions on reporting for "kilting" was received by them recently. Watch it fellows and refuse the mini type or you'll freeze!

Our best wishes go to Patrolman Don Lush of Beulah for a speedy recovery. Don has been on the sick list for some time.

Storeman Dan Atkinson transferred to Syndal after 3½ years in Horsham Store. A presentation was made to Dan prior to his departure in June.

Overseer Bob Dumesny recently transferred to the Horsham Depot, as Depot Foreman after about 11 years in the field.

Several members of the staff, including some wives, have taken to wielding table tennis bats lately. The group is led by Laurie Comerford.

Laurie, Glen Savage and John Coles have been carrying the Tigers to victory in A grade where they are 3rd on the ladder. Bart Kavanagh, David Haine, Gary Baird, Jim Seary and Ken Breuer posing as the "Roadsters" are fourth in C grade. The C.R.B. retained the Horsham C grade championship this year when Ken Breuer won. Last year Lloyd Davies won it.

Engineer Laurie Comerford left the Board on the 6th September to take up a position as Shire Engineer at Chiltern.

Don Lush, Class 2 Patrolman, retired on the 15th October. Unfortunately he retired whilst on sick leave. Also Charlie Whitehouse, fitter, retired on the 14th October whilst he was off duty due to an injury. We wish both Don and Charlie a speedy recovery and happy retirement.

Vic Ratcliffe is ill also and is commencing three months Long Service Leave. We hope he will be fit again on his return.

Wally Hall has returned to work after four months sick leave. Norm Young is back

at work after ten weeks off duty due to an injury.

Len Hunter commenced work as a Storeman with the Board on the 1st August.

A well known Horsham C.R.B. fellow needed a new muffler on his car so he took a spare muffler and a tail-pipe to the service station. The service station manager couldn't fit the pipe to the muffler. Guess whose face was red when it was discovered that a bit of mum's vacuum cleaner pipe was missing. Great day for the Irish.

Barrie Sleep and his wife Betty have another son — Gareth Clifford. Brother for Dwayne. Father doing well.

Kathy Hardy, Stenographer, spent ten days of her annual leave in Tasmania recently — portion of the travelling time was spent at the rails.

It is with regret that we record the passing of Mick Bowler on 6th November at the age of 58. Mick joined the Board's service in 1945 after war service and worked as an Overseer in the field and quarry from 1950 until 1958 when he transferred to the Horsham Depot. The sympathy of all who worked with him is extended to his wife and daughter Marie.

The annual golf day at Yarra Yarra Golf Course was somewhat of a disappointment to the local lads for they did not take off the coveted teams event for the Division as expected. Needless to say a good time was had by Messrs. Alan Pryor, Adrian Murphy, Hedley Potter, Dave Haine and newcomer to the ranks, Glen Savage.

Jack Ritchie, who left the Board to work with a private earthmoving contractor made the trip as a visitor. Glen showed good form on the day to finish with the best nett (74) out of the team. Congratulations go to the organisers from all of the boys, a well run show.

A challenge was immediately issued from other members of the staff to play off a match to see if the right team went to the golf day. These are Ian Gardner, John Coles, John Wilson, Ken Breuer and Peter Grace and the current "bunner" Bob Taylor. Bob

was fortunate enough to take off a trophy out at Horsham Golf Club a few weeks ago. He had 88-27-61 for 42 Stableford points.

WARRNAMBOOL

STORK CLUB:

Congratulations and our best wishes go to David and Jenny Lynton on the safe arrival of a baby girl — (Sarah Jennifer).

Our best wishes also to Glyn Jones (Bridge Engineer) and his wife on the arrival of a chosen son — little brother for Rhys.

TRANSFER:

Mr. John Storey was given a Presentation and Afternoon Tea here prior to his Transfer to Dandenong Division on the 26/9/68.

Mr. Lodge presented a travelling rug to John on behalf of the Divisional Office Staff wishing both John and his family well for the future. John was also presented with a few "Choccy Frogs"?

We say once again John — The best of luck in your new position.

Victor Malickoff — Geelong Division — will be starting here in Warrnambool Division on Monday 4th November. We all extend a welcome to Victor and his family.

BEREAVEMENT:

No doubt that many people outside this Division will be sad to hear of the passing of Overseer Frank Murray on the 3 Oct. 1968, aged 58 years.

Frank commenced full time employment with the Board on 13 Oct. 1941, many will remember him from the days in the Northern Territory and as a Supervisor of Road Construction and B.S.T. Works.

Frank's passing came after a series of operations and he ceased work on 17th Feb. 1968. One of Frank's varied

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DIVISIONAL NOTES

interests was as a Committee Member of the South Warrnambool Football Club.

Sympathy on behalf of all is extended to Mrs. Murray and family.

VOLLEYBALL:

Congratulations to "Hotmixers" who for the first time since the team was formed—2 years ago, won the "B" Grade Volleyball Final by defeating W.E.W. 3-0 — N. Jephcott was the best player for Hotmixers in the final. Also a great effort from Graham Brown (Captain-Coach) who took out the Best and Fairest player for the Season in "B" Grade.

With the support of the Divisional Office Staff "Cheer Squad", Hotmixers really put on a fine performance.

Our Cheer Leader — Ray Roberts, really encouraged Brownie every time he went up for a spike — Real Class from a Top Brass.

The Team Members Were:—

G. Brown (Capt. Coach), N. Jephcott, B. Kerr, M. O'Shea, N. Henry, G. Gunn, G. Jones and F. McDonald.

Hotmixers were promoted to "A" Grade for the Summer Competition and are shaping up very well, so far they are in third position — Good Luck boys for this Season.

WEDDING:

Mr. and Mrs. John Hall. The Bride was formerly Miss. Maureen Cain of Camperdown. John is a Supervising Engineer at Warrnambool Division.

FOOTBALL MATCH:

The Annual football match between the Office and Depot was held on October 6th 1968 at Tower Hill ground, Killarney. Despite wintry winds and rain, a good attendance resulted.

Colin McLachlan umpired. Office Captain, J. Bourke led his team to a 1 goal victory over Depot Captain G. McKay's team. Mr. Lodge (retired at half time) presented trophies.

Best player — G. Spetch. Hardest triers — J. Brunt and "Mullet" (A. Williams), M. Ferguson, President of depot Social Club spoke on the success of the day. Long grass saved the injury list.

GENERAL

MISSING FRIEND

Ted — Hurray Back. The Liberal Blue is taking over.

Ted Phipps — Class I Engineer is spending 3 Months in Bridge Section at Head Office.

Graham Brown — Engineer will be attending Head Office at the beginning of January for approximately six (6) months.

While in Warrnambool on a Board inspection of W'bool City and W'bool Shire, the Deputy Chairman Mr. R. E. V. Donaldson and the Member, Mr. Thorpe paid a brief visit to the Div. Office.

Mr. Donaldson and Mr. Thorpe met many of the office staff during their visit, which was much appreciated.

General Office Stenographer

Janis Ramsay was feted at a Shower Tea held on 25/10/68. Janis is resigning from the Board on 8/11/68 a week prior to her marriage to Darryl Neal of Scotts Creek.

From all of the office staff — the very best wishes Janis and Darryl for your future happiness.

BRIDGE S/Branch

Recently the engagement was announced of Kevin Mintern-Lane to Miss Marie Bridges of Reservoir. Kevin is a member of the bridge boring gang and along with his father Tom, is well known throughout the Divisions.

Congratulations to Ron George of Lang Lang and his wife on the arrival of their son, Craig Ronald on the 8th September.

Two former members of the Sub Branch staff who recently left the Board to join mining organisations were Ivan Chiselett and John Fargher.

We wish them well in their new positions. John particularly was well known for his activities as a past secretary of the Social Association and his association with "Roadlines".

Broken fingers were the fashion in recent weeks but the two victims, Frank Rogers and Ernie Gierke have now resumed work together with Overseer M. Hanley at Broadford.

Wedding bells are expected to ring loud and clear for Garry Moffat, Sub Branch Engineer, early in December.

A man rang up his friend to thank him for a race tip. "You said it was a great horse, and it sure was," he said. "It took 15 other horses to beat him".

When the Department heard that a certain farmer was underpaying workers an inspector was sent to investigate. "How many people do you employ?" he asked. "Three hired men," replied the farmer.

When informed that it was understood that he was paying them low wages, the farmer called the three men and said, "Tell this fellow what your wages are".

"Fifty dollars a week," each of the hired men answered.

The Chairman bids farewell to Miss Chomley on her retirement after 40 years service.



"That's O.K. said the inspector, "Now who else works around here?"

"Only a half-wit," the farmer said, "he gets a few meals and a little cash for tobacco each week". "This is disgraceful," snorted the inspector, "let me talk to him." "Talk to him?" said the farmer, "you're talking to him right now!"

ENGINEERING TERMS ILLUSTRATED



"CONTROLLED ACCESS"

A man was arrested for bigamy. He had a wife in Bendigo, another in Albury, and a third in Geelong. The judge glared at the accused and asked: "How could you manage to do such a thing?" "Easy," said the bigamist, "I've got a fast car".

A man in the headshrinkers office said: "I would like to find out what makes me tick doctor — and also what makes me chime the hours and half-hours too".



ANNUAL GOLF DAY *Mr. B. R. Abery retires*

Monday 28th of October at Yarra Bend saw the gathering of one hundred and eleven golfers for the C.R.B.'s annual golf day. The day which started on a sour note — showers were forecast and a train strike in progress — was exceptionally well attended and according to reports completely successful.

Golfers travelled from Bairnsdale, Benalla, Bendigo, Horsham, Geelong, Traralgon as well as Head Office. Twenty-two visitors, many of whom were ex-members of the Board also attended.

Our late Chairman Mr. C. G. Roberts showed remarkable foresight when he selected golf as being the sport most likely to achieve representation from all sections of the Board—both geographic and work-wise. Senior engineers, g a n g e r s, administrator types etc. played together and proved that golf is a great leveller.

The organisation improved with four tees, energetic teemasters, signs and efficient checkers helping considerably to make the day a success and all concerned are to be congratulated for their efforts.

A special vote of thanks must go to the many firms who donated the wonderful prizes. Mr. O'Donnell, when presenting the trophies, made mention of the goodwill generated by the golf day where all sections of the Board are competing on equal terms. He called on Mr. Oldfield to present his trophy. The recipients of the trophies were:

C. G. Roberts Trophy, — Road Design, 225.

F. R. Oldfield Cup, — Ivan Duffield, Gross 82.

Engineers V. Admin. — Admin. 386.

Open Handicap Cham-

— pion, — Tony Christian Net 72.

Handicap Event, — Club Golfer — Hal Godkin Net 73.

Handicap Event, — Social Golfer — Norm Hennessy Net 73.

Nearest the Pin 4th, — Peter Baird.

Nearest the Pin 15th, — Keith Reiter.

Longest Drive, — Bill Murray.

Visitors Trophy, — Arthur Ficken, Net 67.

Some highlights of the day were:—

The obvious pleasure of Ivan Duffield when he was presented with the Oldfield Cup. Rumour has it that he was in training for six months before the event.

The C.R.B. executive who lost count after 10 in the bunkers on the seventh.

Bairnsdale's disappointment at not winning the C. G. Roberts Trophy. Next year they will select their team on the basis of current form, as done by other Divisions, and not out of a hat.

The boys in blue picked up Hal Godkin on the anphometer. It is claimed that he was so dazzled by his prizes that he didn't see the police.

Ex-members of the staff including F. West, F. Oldfield, J. Woolfe just to name a few mixing with their old cronies.

On November 28, Mr. Abery, Deputy Chief Engineer—Bridges, retired after almost 40 years with the Board.

Mr. Abery was educated at Melbourne High School and Melbourne University and from the latter graduated as a BCE with final honours in 1925. A Master of Civil Engineering degree was conferred in 1933 following submission of a detailed report covering his professional work to that date.

Mr. Abery is a qualified Municipal Engineer and a Member of the Institution of Engineers, Australia.

Before joining the Board in 1929 Mr. Abery worked for a year with City Engineers Department, Melbourne City Council and three years as a design engineer with the Australian Reinforced Concrete Engineering Co.

Mr. Abery's career with the Board has been remarkable for the variety of responsible positions which he has held namely:

1929-1933 Assisting former Divisional Engineer Mr. Oldfield in roadwork supervision in Gippsland.

1933-1934 In charge of the Board's Mechanical Workshops at South Melbourne.

1935-1936 Asphalt Engineer.

1936-1937 Assistant Highways Engineer.

1937-1941 Assistant Divisional Engineer Central Division.

1941-1962 Divisional Engineer — Geelong.

1962-1968 Engineer for Bridges and shortly after Deputy Chief Engineer — Bridges.

During 1940-1941 Mr. Abery served with the RAAF.

During his professional career Mr. Abery has been



active in the Institution of Engineers Australia and the Association of Professional Engineers Australia. He became the Champion for Engineers of the Board because of his efforts in improving their status and conditions.

Mr. Abery will be remembered for his keen and inquiring mind, inspiring initiative and tenacity and for saying what he thought. His actions were always towards getting the job done and his record of achievement bears testimony of this objective.

Mr. Abery's technical competence and administrative ability will be remembered by those with whom he has worked over the years.

Mr. Abery has been involved in many other fields of service during the years and his efforts are well remembered in these areas.

It is understood that in recent months he has been getting a little practice in the game of bowls.

All of his friends in the Board extend to Mr. and Mrs. Abery the best wishes for the future and many happy years ahead.

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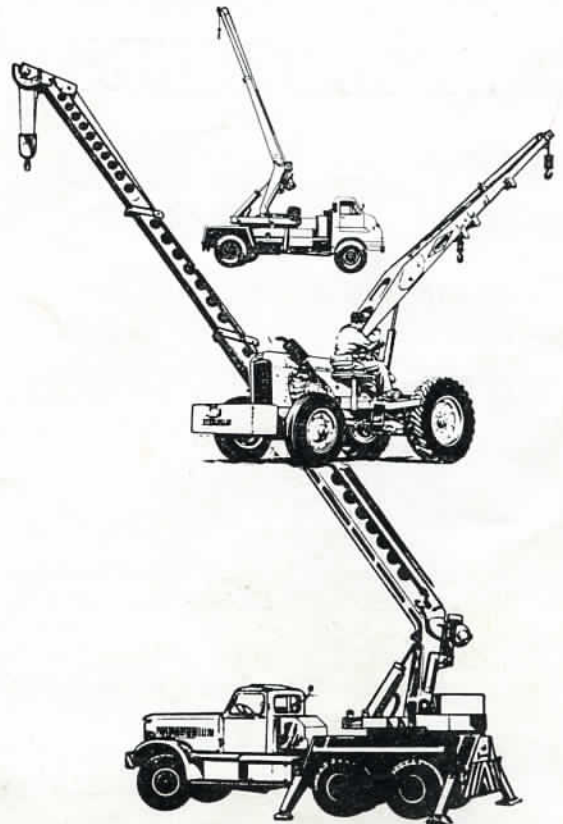
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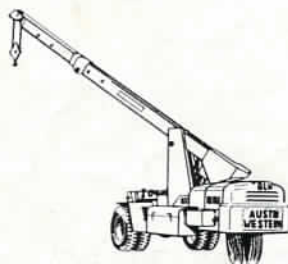
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