

# C.R.B. 1971-72 ALLOCATION EXCEEDS \$83 MILLION

The Country Roads Board has allocated a total of \$83.3 million dollars for construction and maintenance works on roads throughout the State during the financial year 1971-72. This amount is an increase of \$2.4 million dollars over the allocations made for financial year 1970-71.

The allocations will provide for substantial improvements to arterial roads, including the construction of additional lengths of dual carriageways, additional bituminous surfacing on all classes of roads, the progressive replacement of inadequate bridges, tree planting, roadside development and the progressive elimination of railway level crossings.

As in previous years requests for financial assistance were far in excess of the revenue available to the Board.

The classifications of roads and the amounts allocated are:

Roads which are the direct responsibility of the Board:

State highways and freeways	\$34,210,000
Tourists' roads	\$2,157,000
Forest roads	\$921,000
<b>Total</b>	<b>\$37,288,000</b>

Roads which are under the care and management of municipal councils:

Main roads	\$25,059,000
Unclassified roads	\$20,935,000
<b>Total</b>	<b>\$45,994,000</b>
<b>Grand Total</b>	<b>\$83,282,000</b>

The following are some of the more significant works to be carried out on roads which are the direct responsibility of the Board during this financial year:

## FREEWAYS

### CALDER FREEWAY AT NIDDRIE

Construction of 1.2 miles of carriageways between Treadwell Road and The Avenue, Niddrie will be completed including a pedestrian overpass across the freeway near the Niddrie High School.

### FRANKSTON FREEWAY

Construction of 1.5 miles of four-lane freeway between Denbigh Road and Klauer Street, Frankston, including an interchange at Seaford Road and grade separation at Klauer Street.

Completion of 2.2 miles of freeway from just north of Klauer Street to Cranbourne-Frankston Road, including pedestrian overpasses at Kananook Primary School (Jubilee Avenue) and at Spray Street.

### MORNINGTON PENINSULA FREEWAY

Construction of 7.5 miles of four-lane freeway from Eastbourne Road to Canterbury Jetty Road will be commenced.

### MULGRAVE AND EUMEMMERRING FREEWAYS

Construction of 8.4 miles of four-lane freeway from Springvale Road to Princes Highway at Hallam including interchanges, bridges, service tunnels and pedestrian overpasses, will be continued.

### PRINCES FREEWAY AT GUNNS GULLY

Construction of 2.6 miles of a second carriageway between Gunn's Gully and Hernes Oak and 1.2 miles of a new carriageway across the Morwell River Flats will be completed.



## New Minister and New Board Appointments

The Hon. A. J. Hunt, M.L.C., was appointed Minister for Local Government on May 17, 1971. Mr. Hunt has been the Legislative Council Member for the South Eastern Province since 1961.

On June 12, 1970 the Minister for Local Government was designated as the responsible Minister for the Country Roads Board.

At that time the Hon. R. J. Hamer, E.D., M.L.C., occupied this position until his appointment as Chief Secretary in April this year.

The Board appreciates the keen interest taken by Mr. Hunt in its activities. Mr. Hunt has already visited the Board's Benalla Division with Mr. Donaldson and inspected road and bridge works in the north-eastern part of the State.

Similar visits to other Board's Divisions are planned.



The Hon. A. J. Hunt, M.L.C.

## MR R. E. V. DONALDSON, NEW CHAIRMAN

Mr. R. E. V. Donaldson, A.A.S.A. (Senior), A.I.M.A., F.C.I.T., J.P. was appointed Chairman of the Country Roads Board on September 1, 1971.

In 1940 Mr. Donaldson joined the A.I.F. as a Lieutenant in the 2/14 Australian Field Regiment, Eighth Division Field Artillery, and saw service in the South East Pacific area. He was discharged with the rank of Major in 1945 and joined the Board's staff as a qualified accountant in September that year.

In 1949 he became Deputy Accountant, a position he held until 1956 when he was appointed the Board's Secretary. In 1962 he was appointed Member of the Board and in 1963 became Deputy Chairman.

From February to May, 1961 he attended Advanced Session 10 of the Australian Administrative Staff College, Mt. Eliza.

During 1967 Mr. Donaldson was sent on a 16 weeks' study



Mr. R. E. V. Donaldson

tour of the United States of America, Canada, United Kingdom and Europe, observing latest developments in road design and construction, making a special study of organisation and administration including Electronic Data Processing, financial planning and budgetary control.

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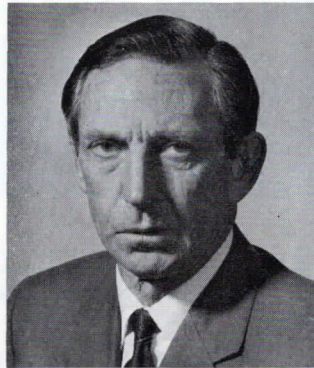
## MR J. D. THORPE, DEPUTY CHAIRMAN

Mr. J. D. Thorpe, C.E., F.I.E. Aust., M.I.T.E. (U.S.), F.C.I.T., was appointed Deputy Chairman of the Board on September 1, 1971, after serving as a Member of the Board since July 1, 1968.

Mr. J. D. Thorpe joined the Board in 1926 as a junior clerk but transferred to the engineering staff as a junior engineering assistant the following year.

In 1941 Mr. Thorpe was appointed as Officer Commanding the 2/1 Flash Spotting Battery. He returned to the Board in 1946 and was seconded to the Traffic Commission in July, 1956.

Mr. Thorpe was Chairman of the Traffic Commission for 12 years and took a prominent part in the preparation of the Victorian Road Traffic Regulations, the setting up of the State Accident Record System, the Metropolitan Route Marking System and the Clear-way System as well as the preparation of standards



Mr. J. D. Thorpe

for the design and use of the traffic control signals and road signs now in use in Victoria.

## MR T. H. RUSSELL

### Member of the Board

Mr. T. H. Russell, M. Eng. Sc., B.C.E., Dip. C.E., C.E., F.I.E. Aust., formerly Chief Engineer, was appointed Member of the Board on September 1, 1971.

Mr. Russell joined the Board's staff in January, 1943. During leave of absence to attend Melbourne University he was awarded the Municipal Engineering Prize in 1948, and the Melvin Memorial Scholarship in Engineering for post graduate study in 1949. From 1952 to 1959 he held the position of Assistant Divisional Engineer, Traralgon.

In 1959 Mr. Russell was appointed Assistant Bridge Engineer and in 1968 was appointed Deputy Chief Engineer — Bridges.

Mr. Russell became the Board's Deputy Chief Engi-



Mr. T. H. Russell

ner in 1970 and later that year was appointed Chief Engineer.

He is the author of a number of published technical papers on various aspects of road and bridge engineering. In 1965 he accompanied the Minister for Public Works, Victoria, on an overseas study mission.

## RETIREMENT OF MR I. J. O'DONNELL

Mr. I. J. O'Donnell, O.B.E., E.D., B.C.E., F.I.E. Aust., F.A.I.M., F.C.I.T., Chairman of the Country Roads Board since July, 1963, retired on August 31, 1971.



Mr. I. J. O'Donnell

His association with the Board began in 1927 when he joined the staff as an Assistant Engineer. After distinguished military service during World War II, Mr. O'Donnell was appointed Engineer for Bridges in 1946.

He was appointed Deputy Chief Engineer in 1956, Deputy Chairman on July 1, 1962, and Chairman on July 1, 1963. As Chairman Mr. O'Donnell represented the Board on the National Association of Australian State Road Authorities, the Australian Road Research Board, the Metropolitan Transport-

## C.R.B. 1971-72 ALLOCATION (Continued)

### STATE HIGHWAYS

#### BURWOOD HIGHWAY

##### Knox City

Completion of 2.3 miles of dual carriageway between Tyner Road and Ferntree Gully Road.

Construction of 1 mile of dual carriageway between Dorset Road and Acacia Road, Lower Ferntree Gully will be commenced.

#### CALDER HIGHWAY

##### Korong Shire

Reconstruction of 4.85 miles north of Glenalbyn to provide a sealed pavement 24 feet wide will be completed.

#### CANN VALLEY HIGHWAY

##### Orbost Shire

Continuation of the reconstruction of 2 miles north of Cann River, on the west branch of the Cann River, to provide a 20 feet wide sealed pavement.

#### GLENELG HIGHWAY

##### Glenelg Shire

Completion of reconstruction of 5.9 miles west of Strathdownie to provide a sealed pavement 24 feet wide.

#### GOULBURN VALLEY HIGHWAY

##### Yea Shire

Commencement of the Molesworth deviation to eliminate the railway level crossing, providing a sealed pavement 24 feet wide, and new reinforced concrete bridges over the Goulburn River and the Goulburn River backwater.

ation Committee and the State Planning Council.

Mr. O'Donnell was also active in the 22nd Construction Regiment which comprises squadrons from the Country Roads Board, the Melbourne and Metropolitan Board of Works, and the State Rivers and Water Supply Commission.

All members of the Board's staff join in wishing Mr. O'Donnell a long and pleasant retirement.

### HAMILTON HIGHWAY

#### Hampden Shire

Widening the road pavement for a distance of 7.7 miles between Cressy and Gnarkeet Creek, to provide a sealed pavement 24 feet wide will be completed.

#### Mortlake Shire

Completion of reconstruction of 6 miles east of Mortlake to provide a sealed pavement 24 feet wide.

### HUME HIGHWAY

#### Wodonga Shire

Completion of the construction of a new bridge over Wodonga Creek, as the first stage of the duplication of the Lincoln Causeway between Wodonga and Albury.

### MAROONDAH HIGHWAY

#### Alexandra Shire

Reconstruction, including regrading and realignment, of 2.5 miles north of Cerebus Creek will be completed.

Completion of the construction of the new overpass over the Mansfield-Tallaroook spur line.

#### Lillydale Shire

Completion of the construction of 2.1 miles of dual carriageways between Brushy Creek, North Croydon and Hull Road, Lillydale.

### MIDLAND HIGHWAY

#### Bannockburn and Corio Shires

Completion of the construction of the new bridge over the Moorabool River at Batesford.

#### Castlemaine City

Widening to 54 feet and re-decking the Forest Creek bridge, and construction of 0.5 mile of dual carriageway through the main shopping centre of Castlemaine, between the Forest Creek bridge and Campbell Street will be completed.

### MURRAY VALLEY HIGHWAY

#### Swan Hill Shire

Continuation of the reconstruction of 5 miles of unsealed pavement, providing a 20 feet wide seal, between Wemen and Hattah.

## STATE HIGHWAYS (Continued)

### NEPEAN HIGHWAY

#### Brighton City

Replacement of the Gardenvale railway bridge will be commenced.

Construction of 1.3 miles of six-lane divided highway from Lower Dandenong Road to White Street will be completed.

#### Mornington Shire

Completion of the construction of 3.4 miles of dual carriageway between Volitans Road and Dava Drive.

### NORTH WESTERN HIGHWAY

#### Donald Shire

Completion of the reconstruction of 10.3 miles between Litchfield and Massey to provide a sealed pavement 24 feet wide.

### OMEQ HIGHWAY

#### Bairnsdale Shire and Tambo Shire

Completion of construction of the new reinforced concrete bridge over the Nicholson River.

### PRINCES HIGHWAY EAST

#### Caulfield City and Oakleigh City

Completion of construction of 1.8 miles of multi-lane highway between Grange Road and Poath Road.

#### Dandenong City and Springvale City

Resurfacing 2.8 miles of pavement with 2½ inches of bituminous concrete between Police Road and Terry Street and the installation of underground drainage and construction of kerb and channel along outer separators, from Police Road to Sandown Overpass, Springvale, will be commenced.

#### Orbost Shire

Reconstruction of 2.5 miles between Rankins and Wingan River to provide a sealed pavement width of 24 feet will be commenced.

#### Tambo Shire

Reconstruction of 2.5 miles east of Nicholson River to Slaughterhouse Creek will be commenced.

#### Traralgon City

Extension of the dual carriageway on the western approach to Traralgon between Kosciusko Street and Loch Park Road, providing two 32 feet carriageways will be commenced.

### PRINCES HIGHWAY WEST

#### Barrabool Shire

Completion of dual carriageway and intersection construction at the junction with Ghazaphora and Anglesea Roads, and realignment of Pigdon's Road.

Completion of construction of a dual carriageway bridge over Waurin Ponds Creek at Anglesea Road junction.

#### Corio Shire and Werribee Shire

The widening of the Melbourne bound carriageway from Little River to Corio Overpass and the construction of the overpass at the Lara interchange will be completed.

#### Corio Shire, Geelong City and Geelong West City

Continuation of the construction from Mackay Street to Latrobe Terrace, Geelong, including the Margaret Street Overpass. Completion of the construction of new Telegraph Bridge over the railway line and highway.

#### Footscray City

Reconstruction and widening between Nicholson and Gordon Streets to provide a six-lane highway and channelisation at intersections will continue.

Continuation of the construction of a new bridge over the railway line at West Footscray and general improvements to 0.7 miles of highway between Gordon Street and Geelong Street.

#### Winchelsea Shire

Completion of dual carriageway bridge over the Barwon River at Winchelsea.

#### Warrnambool City and Shire

Construction of part of Allansford deviation and reconstruction in the vicinity of Allansford will continue.

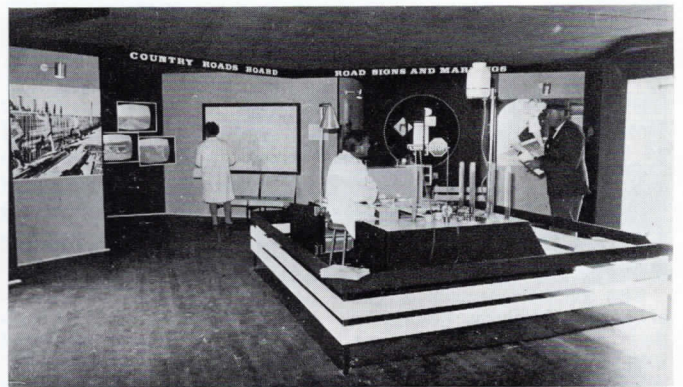
### SOUTH GIPPSLAND HIGHWAY

#### Cranbourne Shire

Completion of construction of new reinforced concrete bridges at Alsop's Inlet and Lyall's Inlet on a new alignment.

Reconstruction and widening of pavement, including sections from Lang Lang River to Lang Lang Road turnoff, to provide a realigned pavement 24 feet wide, will continue.

## NEW STAND AT 1971 ROYAL SHOW



The C.R.B. display at the 1971 Royal Agricultural Show for the first time occupied a complete building, giving the opportunity to present a larger and more attractive exhibit.

A popular feature of the stand was a unit consisting of three slide projectors controlled automatically from a tape recorder. A series of coloured slides depicting the early road history of Victoria and examples of the Board's current activities were shown together with a recorded voice commentary. The design and manufacture of the electronic control equipment, production of slides, and recording of the commentary were all undertaken at the Board's Head Office.

The display also included a practical demonstration of how soils are tested to determine their clay content and thus their suitability for use in roadworks. The reflective properties of road signs were shown to visitors by the operation of press-button lighting.

Photographs and transparencies in black and white and colour illustrated some of the aspects of the Board's roadside development activities and the larger road building projects currently being undertaken or planned.

The Board was honoured to receive a visit from His Excellency Major General Sir Rohan Delacombe, K.C.M.G., K.C.V.O., K.B.E., C.B., D.S.O., K.St.J., Governor of Victoria.

### WARBURTON HIGHWAY

#### Lillydale Shire and Upper Yarra Shire

Construction of Killara Hill deviation from Seville East to Woori Yallock will continue.

Construction of new bridge over Woori Yallock Creek will commence.

### WESTERN HIGHWAY

#### Bungaree Shire and Ballarat City

Completion of the construction of 1.4 miles of dual carriageway and a new bridge over the railway on the eastern approach to Ballarat.

#### Sunshine City

Completion of the reconstruction of 1.67 miles of dual carriageway from Albion Overpass to Kororoit Creek providing three westbound lanes.

### TOURISTS' ROADS

### MOUNT BUFFALO ROAD

#### Bright Shire

Construction of 1.7 miles of sealed pavement from Dingo Dell to Cathedral will be completed.

### MT. DANDENONG ROAD

#### Lillydale Shire

Continuation of the widening of 2.8 miles between Grange Road, Kalorama and Sheffield Road, Montrose to provide a sealed pavement 24 feet wide will be completed.

### OCEAN ROAD

#### Barrabool Shire

Reconstruction with realignment of some sections of 1.5 miles from Painkalac Creek to Moggs Creek, providing a 24 feet width sealed pavement will be completed.

Replacement of the timber bridge with a new reinforced concrete structure over Painkalac Creek near Aireys Inlet will be completed.

#### Otway Shire

Continuation of the reconstruction and realignment of 12.1 miles from Ford River to Lavers Hill, to provide sealed pavement 20 feet wide.

# NEW HUME FREEWAY ROUTE PLANNED

Preliminary plans have been prepared by the Country Roads Board for the general alignment of 11.7 miles of a new freeway route to the east of the Hume Highway between Bell Street (Coburg) and Craigieburn. The plans have been sent to municipal councils and planning authorities concerned for their consideration.

The 3.6 mile section of the proposed freeway between Bell Street and Mahoneys Road will generally follow the line of the route shown in the Melbourne Metropolitan Planning Scheme along Merri Creek. This alignment will avoid interference with the Coburg Swimming Pool and will have the least possible effect on residential properties or existing recreational facilities. Extensive realignment of sections of the Merri Creek and alterations to sewerage and electrical services will be necessary.

Two new east/west road connections across Merri Creek and over the freeway are to be provided at Coburg North, one linking Queens Parade with Newlands Road and the other linking Lorne Street with Henty Street. A full diamond interchange with the freeway will be provided at the Lorne Street/Henty Street connection. The proposals for the section between Bell Street and Mahoneys

Road will involve the excavation of approximately 1½ million cubic yards of earth and rock.

Road construction work is likely to commence in the non-residential areas affected between Bell Street and Mahoneys Road in approximately two years. The completion of this section will not be likely until 1976.

The alignment of the 8.1 mile section of freeway between Mahoneys Road and Craigieburn will generally follow the freeway corridor for Route F2 in the Metropolitan Transportation Study's network. This section is largely through rural land, and work is not likely to commence for five to seven years.

Attractive landscaping and the planting of native trees and shrubs will be a feature of the freeway and in the interests of road safety shrubs will be planted in the median as shields against headlight glare.

## \$250,000 LITTER PROBLEM ON THE BOARD'S ROADS

The annual total cost of clearing the Board's road reserves of rubbish is currently \$250,000 — an amount which could be spent on urgently required road improvements.

In recent years it has become obvious that increasing amounts of litter are being left on road reserves by the motoring public. A recent survey by the Board throughout Victoria indicates that a considerable amount of money and manpower is being absorbed in the collection and disposal of unwanted rubbish from roads under the Board's control.

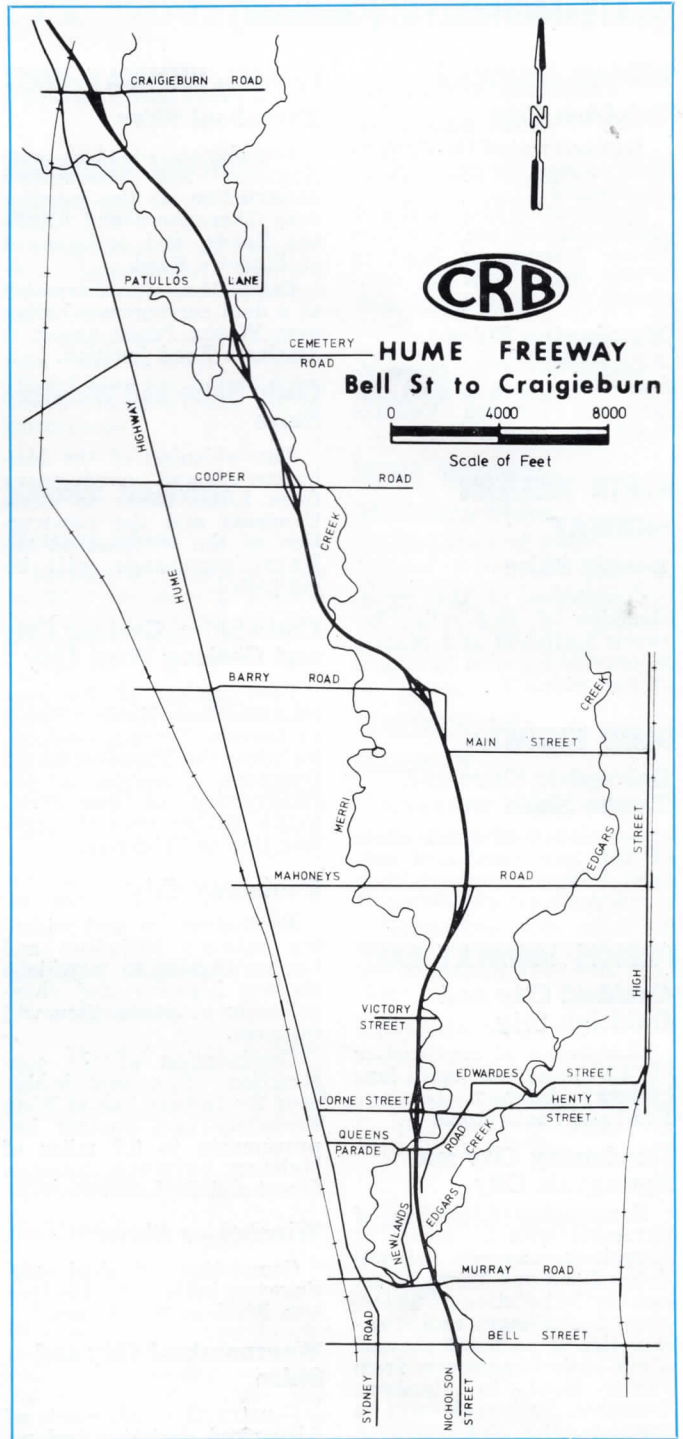
The magnitude of the roadside litter problem varies in different areas of the State, but is most marked on the more heavily trafficked arterial highways. Litter is removed by the Board's maintenance patrol gangs. The work is unpleasant and diverts the patrolmen from their primary task of maintaining the road surface, signs, guide posts, and roadside trees. Approximately one-eighth of the working

time of patrol gangs was devoted to the removal of an estimated 30,000 tons of litter in the past 12 months.

Although the Board has provided litter bins at locations where vehicles are likely to stop, these facilities are often ignored. Sometimes they are wrongly used to deposit household rubbish. This practice is more evident on the outskirts of cities and towns.

### Three-man patrol required

On the 60-mile sections of the Hume Highway between Seymour and Benalla a three-man patrol is employed almost continuously on the collection of litter, at an annual estimated cost of \$18,000. To keep a road such as the Hume Highway reasonably free of litter, the annual cost per mile is in the vicinity of \$130.



Typical roadside scene on State highways.

# SETTLERS AND EXPLORERS BLAZED TRAIL OF THE PRINCES HIGHWAY EAST

The history of the Princes Highway between Melbourne and Sydney is an integral part of the history of Australia itself.

It begins in the early colonial days as explorers and settlers blazed trails that millions of travellers were to follow through bushland and forests from Sydney.

The part of Victoria we know today as Gippsland was discovered, named, and first settled by such explorers from parts of the Colony of New South Wales, gripped by drought.

This article deals with the history and development of that portion of the highway between Genoa and Melbourne which was originally called the Main Coast Road, and which was in 1920 to become part of the Princes Highway, a nation's tribute to mark the visit of Edward, Prince of Wales, to Australia in that year.

In 1966 the sections of the highway which cross Mt Drummer and from Genoa to the New South Wales border were sealed, enabling motorists to drive from Melbourne to Sydney entirely on sealed surfaces.

## DISCOVERER OF GIPPSLAND

The credit of discovering Gippsland goes to Angus McMillan, an overseer on a station at Currawong (Manaroo) in New South Wales owned by Macalister.

In 1840, because of severe droughts McMillan decided to seek fresh pastures further south. The trail led down from Numbla Munje (Ensay) and McMillan eventually reached what is now Lake King, which he named Victoria after "Her Gracious Majesty".

Strzelecki named it Lake King after Admiral King, a son of the third Governor of N.S.W.

## RE-NAMED AFTER GOVERNOR OF N.S.W.

Count Strzelecki, who followed shortly afterwards on McMillan's trail, named Gippsland after Sir George Gipps, then Governor of N.S.W. McMillan had named it Caledonia Australis.

McMillan's party was twice attacked by natives but on returning to N.S.W., gave a glowing report of the fertility of the newly discovered area.

Macalister, well pleased with the success of the expedition, ordered McMillan south again with the express instruction to discover a port into which stock could be sent by ship.

In 1841 McMillan reached the area to be known as Port Albert, which was to become East Gippsland's initial link both with N.S.W. and Melbourne. He recorded in his diary dated February 13, 1841:

"Discovered the present shipping-place of Port Albert with several feet of water at low tide. Having found this fine country I had now found the key to it. Marked a tree, cut my name on it."

## WRECK OF "CLONMEL"

The ship "Clonmel" on its second voyage between Melbourne and Sydney was wrecked in 1840 near Wilson's Promontory. No life was lost, and while the passengers and crew were awaiting the arrival of rescue craft from Melbourne they explored the coastline and found a promising channel.

News of the wreck, together with Strzelecki's and McMillan's reports, focused attention on Gippsland and large numbers of settlers moved into the area and took up selections.

The first Lieutenant Governor of the new State of Victoria, La Trobe, was anxious to connect Gippsland with Melbourne by road, and he followed a route which passed north of the Dandenongs, veered south towards Drouin

to reach the Moe Swamp and then continued across the Morwell River to Traralgon.

## C. R. B. DIVISIONAL CONTROL

The Princes Highway east of Melbourne is today controlled by four Divisions of the Country Roads Board, namely

- Metropolitan Division, which controls the section from Caulfield to Springvale,
- Dandenong Division, which is responsible for the adjoining section east to the boundary between Berwick and Buln Buln Shires,
- Traralgon Division, controlling the next 64 miles as far as the La Trobe River at Rosedale, and
- Bairnsdale Division, which has the care of the remainder of the highway to the N.S.W. border.

For convenience this article deals with the four sections of the highway which correspond to the present lengths of Divisional control.

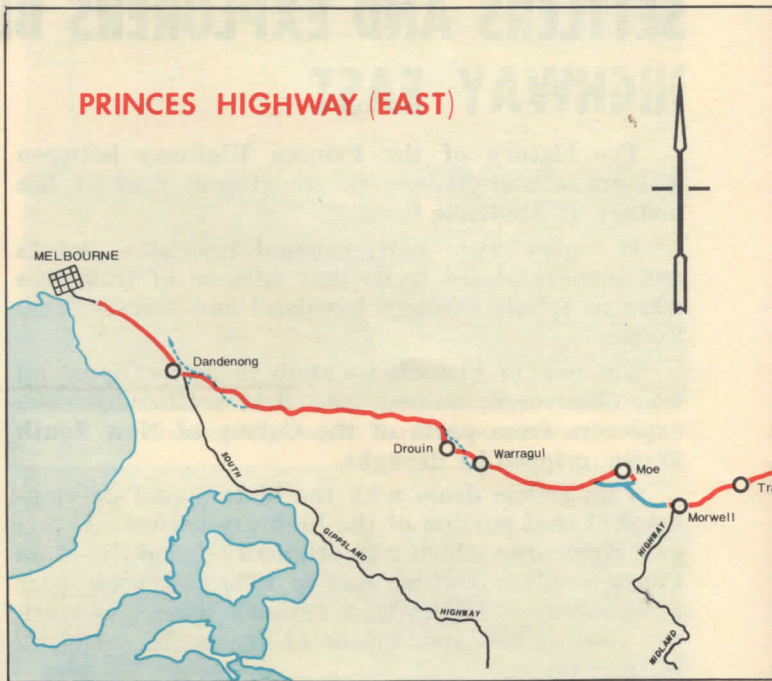


THE MITCHELL RIVER CROSSING — 1874

This is one of the earliest photographs of Bairnsdale and shows the punt crossing the river with piles of the bridge, opened in 1875, in the background. The present Princes Highway river crossing is close to this site.



Photograph of Princes Highway east of Coolwater Creek, 1924.



## BAIRNSDALE DIVISION

The first coach for Bairnsdale set out from Sale in 1861 and took several hours to reach its destination. In that year, two coaches a week travelled the return trip. The road passed through several squatters' runs and there was another problem, that of flooded creeks.

East of Bairnsdale the highway developed very slowly, the popularity of steamers and the swampy nature of the country making the need for a direct land connection seem less important.

Since World War II the Country Roads Board has built no less than 25 bridges on this part of the highway as well as carrying out major reconstruction and realignment programmes.

Considerable emphasis has been placed on raising flood causeways out of reach of the perilous flood waters which threaten this region with such regularity and cause such widespread havoc and destruction. February this year saw record flood levels, the Snowy River at one time flowing at a rate of nearly two million gallons of water a second.

A new alignment at Club Terrace, west of Cann River completed in 1962 shortened the highway by 5 miles and cut 20 minutes from travelling time. In 1966 the completion of sealing over the whole length of the highway from Melbourne to Sydney was celebrated at Genoa. In 1967 the road was deviated at Hospital Creek, Tostaree, thus eliminating two level crossings and a poorly aligned section which had been the cause of many accidents. A

new bridge was also built over the creek.

Reconstruction of the Mt. Drummer section through Alfred National Park, was completed in 1965. Although aerial surveys had shown a more practical alignment at a lower level, the Board agreed with the National Parks Authority that a route should be chosen so that the park, which benefits from a microclimate and supports some of the lushest tropical growth in Australia, would not be defaced.

Currently work is in hand to replace a small bridge over WR Creek (named after Willy Roadknight, the first settler at Lakes Entrance), and at Newmerella 5 miles west of Orbost, construction is in progress to eliminate two railway level crossings.

Plans are in hand to replace the old timber truss bridge at Genoa within five years, but the most important project which will be commenced next year is the construction of a new concrete bridge on a new alignment over the Snowy River at Orbost.

## TRARALGON DIVISION

Traralgon, 101 miles from Melbourne was in the 1870's a small pastoral village which gradually developed in size and importance with the whole area which includes Morwell and Moe.

The old Traralgon Hotel was once attacked by the aboriginals in the district. For many years road construction was the burning question in the minds of the locals.

In 1870 much of the local work on what is now the Princes Highway was done by "day-labour". A reference to this appears in the December minute of the council when the work party employed was instructed to clear portions of the road between Traralgon and Morwell of dead timber and to construct some crossings of creeks. This was the through road to Melbourne, and notwithstanding efforts by the council, it was at times, according to reports of travellers, in a terrible condition.

To the west of Morwell are the Haunted Hills, which derive their name from a legend of the early days, when this particular locality was part of a cattle track used by the drovers to convey mobs of sheep and cattle from Bairnsdale and the districts further east to Melbourne. A dismayed drover strenuously maintained that an unearthly noise, emanating from the bowels of the earth, had bewitched the cattle.

Other drovers pursuing the same track, always averred that at this very spot their

cattle stampeded, or became unmanageable. The mysterious noise had, however, long been accounted for by an echo arising from the peculiar formation of the hills in the locality.

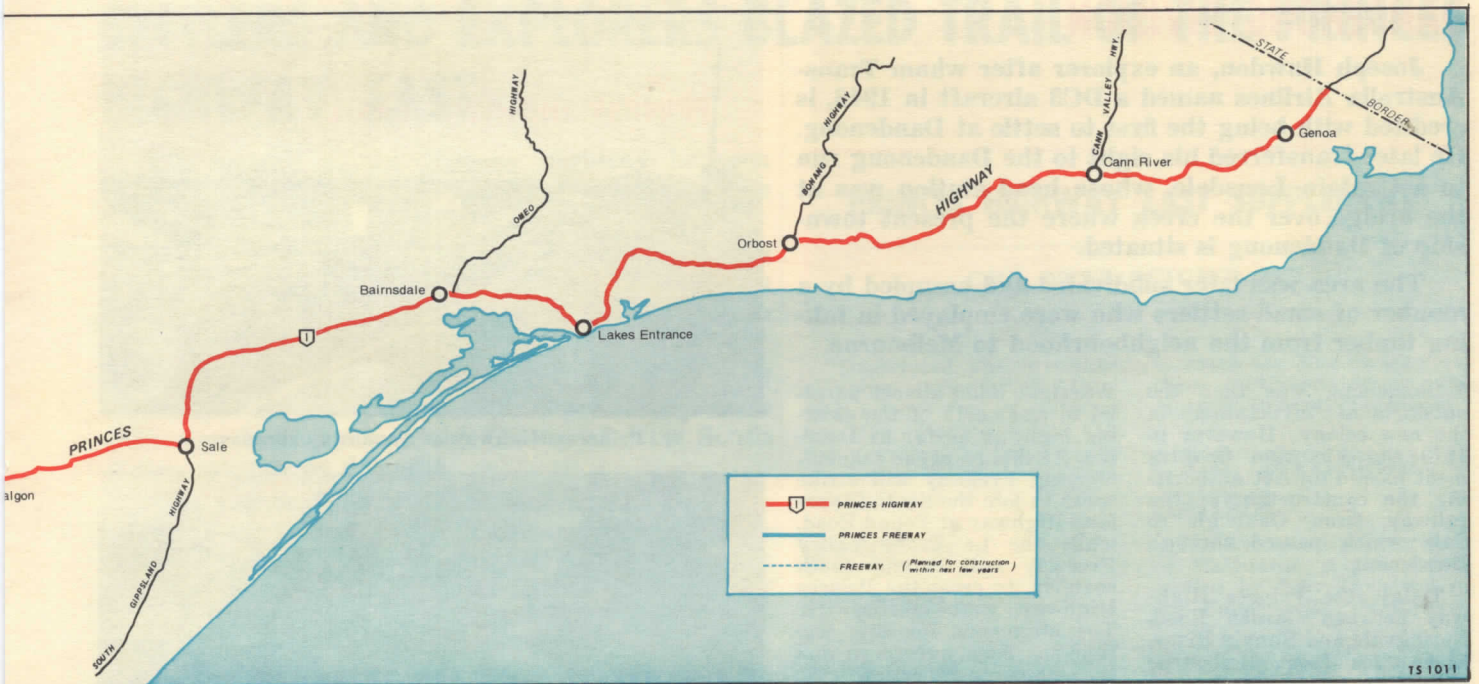
## BROWN COAL

In the year 1888 Henry Godridge discovered a large deposit of brown coal on the northern bank of the La Trobe River, a discovery that was followed up by Mr. Tullock, a local resident.

The area between Dandenong and Warragul opened up slowly. The Land Act of 1869 was the beginning of settlement in these dense forests which covered the rich soils of the district. The first selector at Buln Buln was one John Rodger of Whiskey Creek.

Year by year clearing and settlement expanded.

The roads were narrow and deep with mud and it was the selectors who made their own rough roads as the country opened up.



## FIRST RAILWAY

The first railway line was opened in 1878, but still mud remained the prominent feature of the landscape.

A local story is told of a commercial traveller, who alighted on the Morwell railway platform, and asked where he could find a cab. The smiling official returned with a burly fellow, and said to the visitor, "There's the cabby, sir!"

"Well, my man," said the traveller, "where's your vehicle?"

"I'm the cab, sir!" replied Louis.

He seized the traveller's bags, put one on each shoulder, and waded through mud up to his waist across to the store; then returning to the representative of softgoods from the city, hoisted him on his shoulders. For several years Louis was the only "cab" that could be hired in Morwell.

## POST WAR YEARS

During the post-war years, the Board has completed extensive reconstruction and realignments over this section of the road and a number of bridges have been built to replace old structures which were unable to cater for today's traffic.

Industrial development in the La Trobe Valley has been largely responsible for the increase in commuter traffic which has necessitated major increases in road capacity. A traffic count this year, taken at Yarragon recorded 4,000

vehicles over a 12-hour day, compared with 1,381 in 1950.

In 1961 the Board completed the construction of a 4 mile single carriageway deviation of the highway between Hernes Oak and Morwell. In 1965 a 4 mile deviation of the highway was completed between Gunn's Gully and Hernes Oak. During 1968/69 a new route to by-pass the City of Moe to link with the earlier deviations was completed. With increasing traffic it has now become necessary to provide it with a second carriageway easterly from Gunn's Gully, which has

recently been completed and opened to traffic.

Plans for the near future include the provision of interchanges at Gunn's Gully and Hernes Oak to enable local traffic to overpass the highway.

## PLANS FOR FUTURE

The Board has recently approved the alignment for a further stretch of freeway by-passing Morwell to the south running between the fringe of the town and the S.E.C. open cut brown coal mine and rejoining the existing highway at a point 2 miles east of Morwell. An alignment has also been ap-

proved for a 6 mile section of freeway by-passing Drouin and Warragul. Commencing at Robin Hood, west of Drouin, the line will bear to the north of the existing highway around Drouin, turn southerly and across the existing highway to by-pass Warragul to the south. Construction of this section of divided carriageway will begin within three to five years.

It is envisaged that the sections of freeway, all of which will ultimately be linked to form the La Trobe Valley Freeway will terminate at Traralgon — traffic density beyond this point not warranting further road capacity.



Bridge over Bemm River in 1913.

## DANDENONG DIVISION

Joseph Hawdon, an explorer after whom Trans-Australia Airlines named a DC3 aircraft in 1946, is credited with being the first to settle at Dandenong. He later transferred his right to the Dandenong run to a Captain Lonsdale, whose head station was at the bridge over the creek where the present township of Dandenong is situated.

The area was later subdivided and occupied by a number of small settlers who were employed in taking timber from the neighbourhood to Melbourne.

Dandenong was then the outskirts of "civilization" in the new colony. However in 1873 the Victorian Government passed an Act authorising the construction of the railway from Oakleigh to Sale which passed through Dandenong.

Today, the Princes Highway between Garden Road, Springvale and Bunyip River, 51.4 miles from Melbourne G.P.O., is under the control of the Country Roads Board's Dandenong Division.

Extensive reconstruction and road widening by the Board since the mid 50's now provides dual carriageways as far as Berwick Hill, 28 miles from the G.P.O. The highway has six lanes as far as Doveton, and four lanes to Berwick. Beyond Berwick Hill the highway is a 24 ft. two-lane road with climbing lanes over the steep gradients. The highway carries dense traffic between Oakleigh and Dandenong, but it is envisaged that the planned Mulgrave/Eumemmerring/La Trobe Valley Freeway complex will relieve the ever increasing volume of traffic.

The Mulgrave Freeway, much of which is now under construction, will run from

Warrigal Road almost parallel to and north of the existing highway as far as Doveton. At this point the Eumemmerring Freeway will strike south to join the South Gippsland Highway at Pound Road, while the La Trobe Valley Freeway will extend south easterly, to cross the Princes Highway west of Berwick. The alignment for this section has been agreed to and the remaining section east of Berwick is under investigation.

The La Trobe Valley Freeway will carry the majority of the east-west traffic and the Board considers that any necessity to duplicate the existing highway beyond Berwick has thus been alleviated.

Current work on the highway involves minor road improvements in the provision of turning lanes between Berwick and Bunyip River to create a safer and smoother traffic flow.

The Board is at present planting the median on the stretch between Doveton and Berwick with a mixed variety of native shrubs, which fulfil the dual purpose of providing a pleasing landscape and a barrier against oncoming headlights at night.

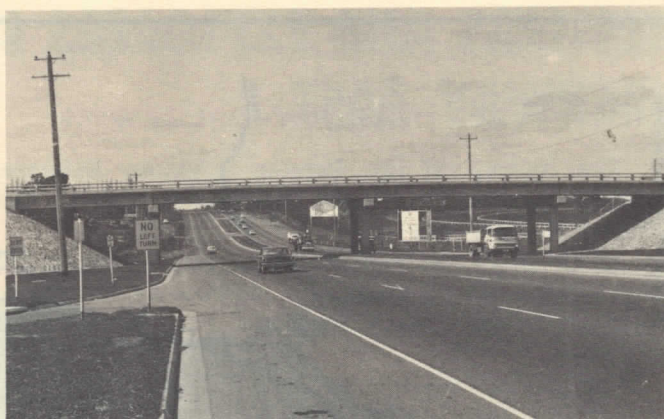
## METROPOLITAN DIVISION

The Metropolitan Division's responsibility for the Princes Highway stretches from Glendearg Grove, Caulfield, 5.7 miles from the Melbourne G.P.O., to Garden Road, Springvale, a distance of 8 miles.

This section of the road is one of the busiest in Victoria. In 1946 a 12-hour traffic count taken between 7 a.m. and 7 p.m. at a point just east of Warrigal Road, showed traffic to be 2,672 vehicles per day. A similar count taken in March, 1971, revealed the rate to be 42,451 vehicles per day. Approximately 31% of the traffic in 1946 was trucks and buses. In 1971 only 12% were in this category — indicative of the upsurge in private motoring despite the tremendous growth of industry which has transpired along the highway.

Since 1955 unceasing reconstruction and realignment by the Country Roads Board has gradually improved the road from a two-lane carriageway to four lanes, and now with the exception of a short portion at the city end, the remainder is all six-lane highway. Lack of road width will not allow further improvements beyond six-lane capacity.

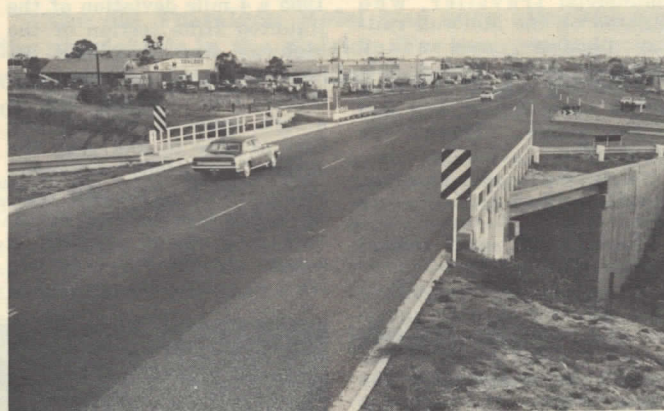
At the Warrigal Road intersection separate turning lanes plus through lanes account for seven lanes in each direction to improve traffic flow.



Princess Highway at Sandown overpass.



Reconstruction of Princes Highway on new deviation at N.S.W. border.



Level crossing elimination on the Princes Highway east of Traralgon.

Improvements currently being undertaken by the Board are between Grange Road and Poath Road, Caulfield where 1.8 miles of the road is being reconstructed from four to six lanes at a cost of \$500,000 a mile.

The existing concrete road which was built in 1928 is still structurally sound, but functionally obsolescent to handle today's traffic volumes. Total expenditure on the original construction of 1,100 lineal feet of this concrete road was £4,730 inclusive of budgeting for provision of a steam roller by the council at 10/- per hour and the wages of a clerk of works at 18/6d.

per day. During the current work, red gum squared timbers measuring 10" x 12" laid side by side to form the road foundations were unearthed at one point.

Only in 1969 was the section between Glendearg Grove and Waverley Road declared State highway and extensive improvements are being planned, including the construction of a six-lane carriageway over 0.8 of a mile at an estimated cost of \$470,000 to be completed within the next three years.

The section from Waverley Road to Warrigal Road was declared State highway in 1960.