

C.R.B. SUMMARY OF ROADWORKS OVER HOLIDAY PERIOD

For the convenience of Christmas and New Year holiday travellers on Victoria's principal road system the Board has compiled the following list of localities in which road or bridge works are in progress.

Every effort will be made to ensure that temporary surfaces are maintained in good order and adequate warning or direction signs will be prominently displayed. Motorists are urged to travel slowly through construction zones to avoid damage to new surfaces, the creation of dust clouds and the possibility of encountering heavy road construction machinery.

BURWOOD HIGHWAY

Knox City

Work has commenced in Fern Tree Gully to provide 1 mile of dual carriageways. The existing sealed pavement will be available for traffic, but care should be taken.

CALDER HIGHWAY

Keilor City

In the vicinity of The Avenue, Niddrie, construction of the Calder Freeway is in progress. Signs should be obeyed.

Maldon Shire

At Porcupine Hill, between Harcourt and Bendigo, construction work adjacent to the present highway pavement will commence early in January.

Below: A recently reconstructed section of the South Gippsland Highway between Loch and Bena.

GLENELG HIGHWAY

Wannon Shire

West of Coleraine a new bridge over Wennicott Creek is being constructed on a new alignment. Traffic will use the existing highway pavement.

GOULBURN VALLEY HIGHWAY

Numurkah Shire

Between Shepparton and Numurkah 1.7 miles of highway is being reconstructed. The existing sealed pavement will be available for holiday traffic.

Shepparton City

Dual carriageways are being constructed between McIntosh Street and Sobraon Street. The through carriageways could be sealed before Christmas, but if not the surfaces will be maintained in an acceptable condition.

CRB NEWS

No. 22

DECEMBER, 1971

Chairman's Christmas Message

On behalf of the Board and its staff I am pleased to have this opportunity to extend greetings to all readers of C.R.B. News with all good wishes for Christmas and New Year.

Major road and bridge improvement works have been carried out by the Board during the year in both metropolitan and country areas, and by municipal councils with financial assistance from the Board. These improvements range from metropolitan freeway construction to the sealing of tourists roads in remote regions of the State. A total of over \$83 million has been allocated by the Board for construction and maintenance works on roads throughout the State during the current financial year.

Modern road design and traffic engineering provides safer, more convenient and more comfortable travel for the road user. Responsibility in using the facilities provided will ensure a safe as well as an enjoyable holiday period.

R. E. V. DONALDSON,
Chairman.

HAMILTON HIGHWAY

Hampden Shire

Between Cressy and Duverney about 1½ miles of widening and resurfacing will not be sealed.

Dundas Shire

North of Cavendish a culvert is being replaced and traffic will be using a sealed side track 16 ft. wide. An unsealed surface may also be encountered at the site of a new bridge.

MAROONDAH HIGHWAY

Alexandra Shire

North of Cerberus Creek, between Buxton and Taggerty, 1½ miles of roadwork is in progress. A good gravel surface will be provided.

At Yarck the construction of approaches to a new bridge

over the railway is in progress. The highway at this location will have a good gravel surface.

MIDLAND HIGHWAY

Castlemaine City

The construction of dual carriageways is nearing completion.

MURRAY VALLEY HIGHWAY

Kerang Shire

Between Cohuna and Kerang 1 mile of gravelled surface will be encountered west of Pyramid Creek.

Wodonga Shire

At Bandiana a timber bridge is being replaced by a new concrete bridge. A two-lane sealed side track is available for traffic and motorists should take care.

(Continued on page 2)



(Continued from page 1)

Summary Of Roadworks over Holiday Period

NEPEAN HIGHWAY

Mordialloc City

Between Lower Dandenong Road and White Street, reconstruction to provide dual carriageways is in progress. Signs should be observed.

PRINCES HIGHWAY EAST

Malvern and Caulfield Cities

Between Repton Road and Poath Road, Caulfield East, work is in progress to replace the existing single pavement with dual carriageways. The full width of the existing single pavement is available for traffic, but care should be taken to obey signs.

Springvale City

Between Police Road and the Sandown Overpass some minor works are being carried out near the outer kerbs. Through traffic will not be affected.

Narracan Shire

Through Yarragon township the construction of dual carriageways has commenced, but the existing highway pavement will still be available for traffic.

Traralgon Shire

Between Morwell and Traralgon 12 miles of highway is being reconstructed. A new seal may be applied before Christmas. Care should be taken.

Tambo Shire

At Nicholson 1½ miles of reconstruction is in progress and some sections will be unsealed.

PRINCES HIGHWAY WEST

Footscray City

Major works are in progress at the bridge over the railway at West Footscray. Traffic is restricted to three lanes and care should be exercised.

Reconstruction to provide dual carriageways is in progress between Nicholson Street and Ann Street. Traffic is restricted to one carriageway and signs should be obeyed.

Warrnambool Shire

Between Allansford and Warrnambool 4.0 miles of dual carriageways are being constructed. Traffic will use the existing highway pavement.



Typical scene of picnic area at roadside stopping place.

Belfast Shire

West of Codrington work is in progress on a new bridge over the Eumeralla River. Traffic will be using a sealed side track 20 ft. wide.

SOUTH GIPPSLAND HIGHWAY

Cranbourne Shire

South-east of the Bass Highway intersection 3½ miles of reconstruction and realignment work is in progress. Traffic will use a sealed pavement.

Woorayl Shire

Near Ruby reconstruction will be in progress for 1 mile. Motorists should proceed with caution.

Alberton Shire

North of Woodside 2 miles of a new highway alignment over Morris Creek will be completed.

Rosedale Shire

At Longford 1.3 miles of reconstruction is nearing completion and any gravel surfaces will be maintained in good order.

WARBURTON HIGHWAY

Lillydale and Upper Yarra Shires

At Killara Hill, between Seville East and Woori Yal-

lock, work is in progress on a deviation of the highway and there may be a short unsealed section near Woori Yallock township.

WESTERN HIGHWAY

Bacchus Marsh Shire

Both east and west of Bacchus Marsh township, roadworks are in progress at the interchanges of the highway and the Western Freeway. Motorists should take care through these construction areas.

Ballan Shire

West of Gordon traffic will use a short section of sealed side track in the vicinity of construction work on the Western Freeway. Drivers should take care.

Dimboola Shire

At Lochiel, west of Dimboola, realignment and bridgework are being carried out clear of the existing highway formation.

WIMMERA HIGHWAY

Arapiles Shire

West of Mt. Arapiles 2 miles of resurfacing may be commenced before or during the holiday period.

Tourists' Roads and Roads of Tourist Interest

BOGONG HIGH PLAINS ROAD

Between Howmans Gap and Falls Creek half a mile of widening work is in progress. A good gravel surface will be available but caution should be exercised because of the terrain.

HEALESVILLE - KINGLAKE ROAD

Healesville and Yea Shires

East of Mt. Slide care should be taken on 2 miles of unsealed surface.

OCEAN ROAD

At Windy Point 3 miles south-west of Lorne, work is in progress to stabilise the cliff face above the road. Motorists should obey all signs and traffic controlmen.

From 3 miles south of Lavers Hill to the township major reconstruction of the road is in progress. Large earthmoving equipment may be encountered. Motorists should travel slowly and in accordance with signs and traffic controlmen.

WHITTLESEA - KINGLAKE ROAD

Eltham Shire

At Pheasant Creek 1 mile of reconstruction is in progress. Short delays may be necessary, and care should be taken.

WILSONS PROMONTORY ROAD

South Gippsland Shire

At Darby River 1 mile of reconstruction will be completed and sealed.

(Continued on page 3)

(Continued from page 2)

ROADWORKS AND BRIDGEWORKS IN METROPOLITAN AREA

At the locations listed below motorists may encounter roadworks or bridgeworks which are being carried out with financial assistance from the Country Roads Board.

ALTONA CITY

Millers Road

Work has commenced on the construction of a road over rail overpass at the existing railway level crossing at Paisley. Traffic using Millers Road will not be affected, but care should be exercised.

BOX HILL CITY

Elgar Road

At the new rail over road bridge traffic will be using a side track. Signs should be observed and obeyed.

CAULFIELD CITY

North Road

Between Bambra Road and Booran Road major reconstruction is being carried out and only half width is available to traffic.

COBURG CITY

Moreland Road

Between Melville Road and railway level crossing reconstruction is in progress. Only half the pavement width is available for traffic on some sections. Care should be exercised and signs obeyed.

OAKLEIGH CITY

North Road

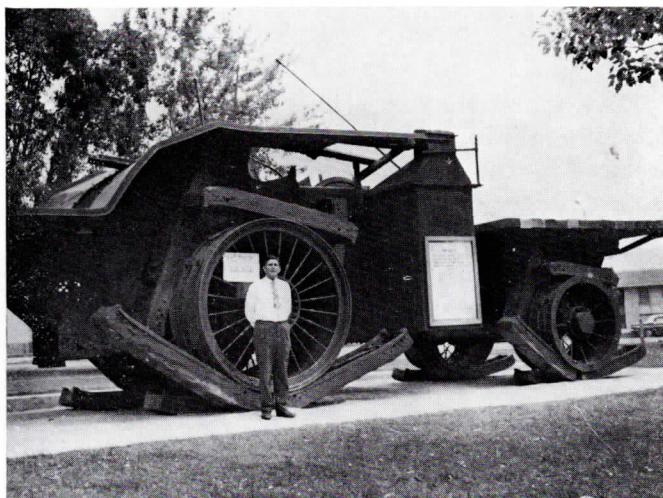
At the intersection with Golf Road and Golf Links Road improvements are being undertaken. Some restrictions to traffic will apply and care should be taken.

At Huntingdale Road the construction of a road over rail overpass is in progress. Detours are operating and care should be taken to obey all signs.

WILLIAMSTOWN CITY

Blackshaws Road

Between Melbourne Road and Hansen Street reconstruction is in progress. Only half the pavement width is available for traffic on some sections. Care should be exercised and signs obeyed.



Big Lizzie at Red Cliffs and Cr. E. R. Wolfe, Mildura Shire, a member of the Committee responsible for the present display.

BIG LIZZIE RETURNS TO RED CLIFFS

Prominently displayed in a park adjacent to the Calder Highway at Red Cliffs is one of the most unusual mechanical vehicles ever built and operated in Victoria.

Affectionately known for years as "Big Lizzie", this traction engine was devised by blacksmith-engineer Frank Botterill in 1908 at the McDonald foundries, Richmond. Work on the engine commenced in 1908 and was completed in 1914. "Big

Lizzie" employed a system of bearers attached to its steel wheels designed to fall on the ground to form flat beds to prevent the wheels from sinking.

Weights 45 Tons

Ungainly by today's standards "Big Lizzie", weighing 45 tons, made many journeys to and around the north-eastern parts of Victoria at a sedate speed of one mile per hour. Pulling two trailer wagons, she could haul loads of up to 80 tons which, during her working days, consisted mainly of wheat, railway sleepers, and pine posts. Having no need to use regular roads, the mechanical monster was used during the 1920's for land clearing around Red Cliffs and Glendenning.

Engine was Sold

In 1939, after 10 years of retirement, her engine was sold and over the years following "Big Lizzie" gathered rust at Glendenning.

As part of the Red Cliffs Golden Jubilee celebrations this year, the organizing committee negotiated the return and restoration of "Big Lizzie" as a fitting and permanent reminder of the historical link with the district. A committee has also been established to ensure the preservation of this unique piece of the pioneering past.

BURWOOD HIGHWAY — EXTENSION OF DUAL CARRIAGEWAY

The reconstruction of 1 mile of the Burwood Highway between Austin Street and Acacia Road, Ferntree Gully, has recently commenced. The work will involve the provision of dual carriageways within the existing highway reserve and complete the development of dual carriageways on the Burwood Highway over its full length of 12.75 miles.

The Burwood Highway is a major through traffic route between Burwood and Upper Ferntree Gully, serving the fast-developing areas of Wantirna South, Knoxfield, and Ferntree Gully, and acting as a gateway to the scenic drives through the Dandenong Ranges. This State highway, declared under the Country Roads Act in 1960, now carries approximately 22,000 vehicles on an average week day between 7.00 a.m. and 7 p.m. in the vicinity of Springvale Road.

The construction of the final section of dual carriageways through Ferntree Gully is expected to be completed early in 1973 at a cost of \$620,000.

Replanting Scheme

A number of 50-year-old deciduous trees will need to be removed from the highway reserve during construction and the Board, in conjunction with the Knox City Council will endeavour to replant up to 20 suitable trees in nearby Glenfern Park at a cost of

\$300 per tree. Two of the trees have already been moved to determine whether it is practicable to move the remainder next winter. Grassing of the new median and the planting of native trees and shrubs will be carried out when roadworks are nearing completion. This treatment will be consistent with the extensive planting which has been carried out in recent years on the complete length of the highway.

C.R.B. Builds New Railway Overpass At Horsham

Two gated level crossings over the Melbourne-Adelaide railway line in the City of Horsham will be replaced by the new road over rail overpass bridge linking Kalkee Road with Urquhart Street. The new overpass is expected to be opened to traffic before Christmas.

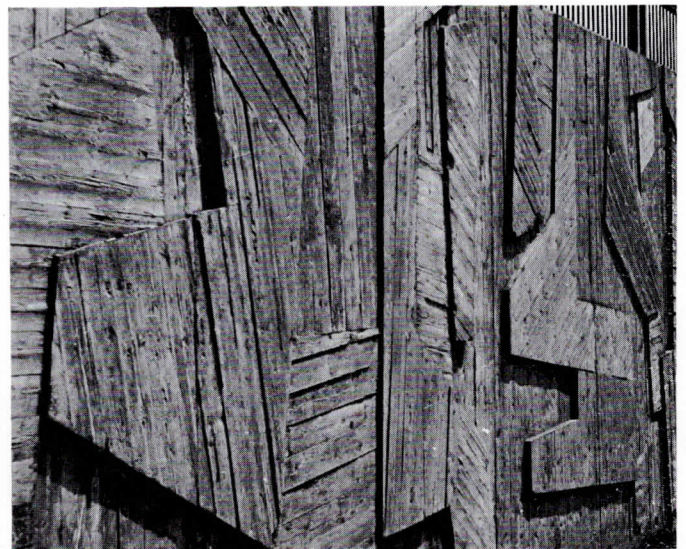
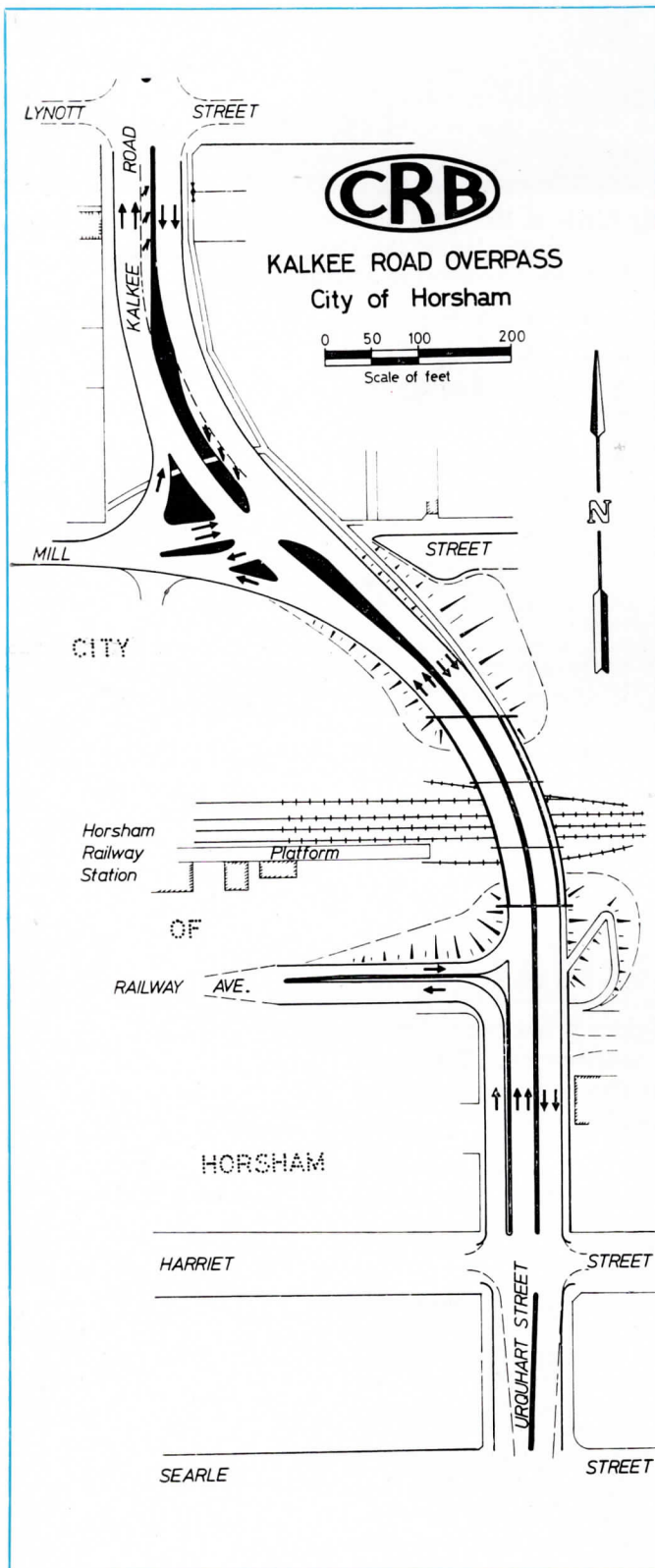
Under the State Government's scheme for the replacement of railway level crossings, the Country Roads Board commenced construction work on the new bridge, adjacent to the Horsham Railway Station, in November, 1969. The three-span concrete bridge has an overall length of 220 feet and provides two lanes each 26 feet wide for road traffic, a dividing median, and a pedestrian footpath on both sides.

Retaining walls have been used on the southern approach to the bridge, and feature abstract relief motifs in geometric shapes. A subway has been built under the road ap-

proach to facilitate pedestrian movements.

Although the overpass will be opened for traffic by Christmas, some minor works will remain to be completed in the following month. The existing level crossings in McPherson Street and Wawunna Road will be closed, but the Victorian Railways will provide pedestrian underpasses at these localities.

The total cost of the project is approximately \$730,000 of which the Board will bear some \$640,000. The balance will be met by the Victorian Railways and a contribution from the Level Crossing Fund.



Abstract relief treatment of the retaining walls.

PROGRESS OF CALDER FREEWAY PROJECT

The new 1.2 mile freeway between the Calder Highway at Niddrie and the existing freeway route to Tullamarine at the south west corner of Essendon Airport is expected to be opened to traffic in February of next year.

The project includes road bridges over the freeway at Matthews Avenue, and at Grange Road, and a bridge to take the tram line over the freeway, all of which have been completed and in use for some time. A pedestrian overpass is being constructed across the freeway near the Niddrie Primary School for use before the start of the 1972 school year. The overpass has spiral ramps and a central span of 150 feet, the longest span yet constructed by the Board for a pedestrian overpass.

A feature of the project will be the landscaping which will include the extensive use of native trees and shrubs, and the planting of large areas of crib walls with low-growing succulent plants.

The next stage of the freeway will extend a further 1.2 miles to Erebus Street, and should be completed before the end of 1973. Filling is now being placed across Steele Creek and west of the railway line near Milleara Road. The construction of dual bridges to carry the freeway over the railway will commence shortly.

THE PRINCES HIGHWAY WEST — MELBOURNE TO S.A. BORDER

The Princes Highway West is that portion of the Princes Highway in Victoria which runs from Melbourne to Geelong, and then on as far as the South Australian border via Colac, Camperdown, Warrnambool and Port Fairy.

This route was for a long time known merely as the Melbourne Road West in some official records, and in others, the Western Highway via Colac. In 1920 it became known as part of the Princes Highway, named to mark the visit of Edward, Prince of Wales.

Declaration of the road from Kororoit Creek on the outskirts of Melbourne to the South Australian border as a State highway under the provisions of the Country Roads Act took place in 1925. An extension of the highway easterly to the western boundary of the City of Footscray was declared in 1941, followed by a further extension to and including Lynch's Bridge over the Maribyrnong River in 1960.

The most recent section to be added to the declared length of the Princes Highway is known locally as Smithfield Road and which runs from the Maribyrnong River to Racecourse Road, Flemington, declared in January of 1969.

HIGH VOLUME TRAFFIC

The section between Melbourne and Geelong, still locally known as the Geelong Road, carries during weekends and public holidays some of the highest volumes of traffic of any highway in Victoria. It is along this road which includes approximately 40 miles of dual carriageways that tens of thousands of cars, full of holiday-makers and day-trippers, travel to coastal beaches and places of interest inland. Traffic on this road has increased in some areas by more than 10 times since 1946 — for instance, south west of Somerville Road, Brooklyn, the number of vehicles has increased from 2,720 vehicles between 7 a.m. and 7 p.m. in 1946 to 28,560 vehicles in 1971.

Up to the late 1800's important townships such as Warrnambool, Portland, and Port Fairy, had to rely completely on sailing ships and later steamships for supplies and communication. Funds were not available to construct satisfactory roads to these centres. The areas to be traversed were in many cases of volcanic origin and included many creeks and rivers subject to "flash" flooding.

FIRST WHITE MAN

Possibly the first white man to travel the route from Melbourne to Geelong was a convict deported from England, named William Buckley who escaped from a convict camp at Sorrento on 27th December, 1803 and walked around

PRINCES HIGHWAY WEST SUPPLEMENT

C.R.B. NEWS, DECEMBER, 1971

they would have to make for the beach to look for food, or death was certain. They agreed, and after a long and weary march, reached a place the natives called "Kooraioo" (now Corio), aboriginal for "sandy". Here they found shell fish and fresh water. The other three, after urging Buckley to accompany them, retraced their steps and gave themselves up. Buckley, however, turned north to make

1840

By 1840 the route from Melbourne to Geelong was well established, following roughly the present route of the Melbourne-Geelong railway line. A letter of that period mentions "two years ago you would meet only two or three solitary pedestrians. Now on a journey back and forth no less than one carriage and pair; three chaises; four horse carts; nine drays;



The Winchelsea bridge opened by the Duke of Edinburgh in 1867.

the eastern shore of Port Phillip Bay to cross the Yarra with three fugitive companions.

The party passed over extensive plains (Werribee) and reached the Yawang Hills (now called The You-Yangs) where they finished their last particles of bread and meat. Next morning Buckley suggested to his companions that

his way to Sydney but was recaptured shortly afterwards. There is a tail-piece to this story. In 1836 Sir Richard Bourke (Governor of New South Wales) travelled from Melbourne to Corio by coach. The man who sat by his side on this historic trip was William Buckley. The convict had been pardoned and appointed a constable by Sir Richard.

17 horsemen, besides eight or nine led horses exclusive of drivers and six women."

In 1841 a private company was formed to run a coach service twice a week between Geelong and Melbourne. The chief obstacle was the state of the road between Little River and Werribee, and the stony nature of the roadway itself along the whole route.

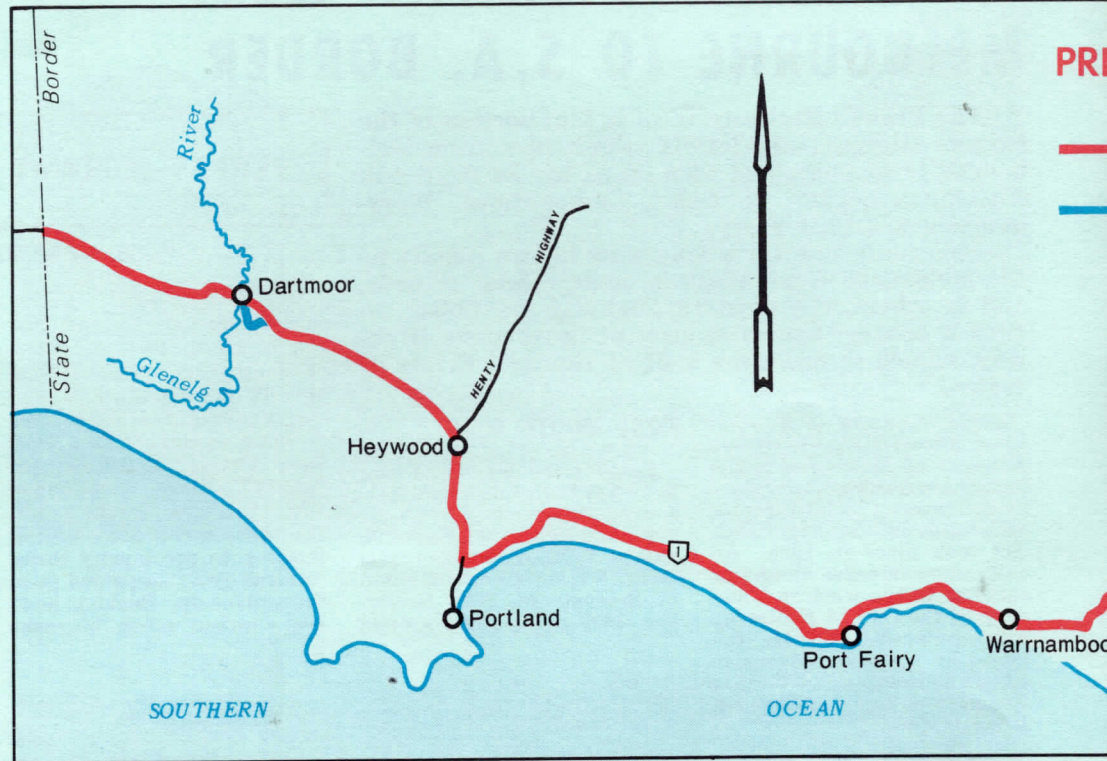
METROPOLITAN DIVISION

The Metropolitan Division of the Country Roads Board is responsible for the Princes Highway West from its commencement at Racecourse Road, Flemington to two miles west of Kororoit Creek a distance of eight miles. On a recent count some 26,720 vehicles used this highway just west of the Maribyrnong River on a normal week day between 7 a.m. and 7 p.m. This particularly busy section of dual carriageways is used by traffic destined for the Western Highway as well as for through traffic to Geelong and beyond.

Over the last 10 years the Board has spent a total of \$24m. on the Princes Highway within the Metropolitan Division. Major improvements carried out during that period include the provision of dual carriageways, the construction of a road over rail overpass bridge to replace the railway level crossing at Brooklyn, and the erection of a pedestrian overpass near Somerville Road.

Work has commenced this year on a \$2½ million project to improve conditions for traffic on the Princes Highway at West Footscray. The work includes the replacement of the old bridge over the railway known locally as Mount Mistake by a wider structure to cater for six traffic lanes on the Princes Highway West; the deviation of Williamstown Road to meet the highway opposite Geelong Street; a two-way underpass connection between Sunshine Road and Buckley Street; and grade separation of the Gordon Street intersection with the highway.

Kororoit Creek — The old Geelong Road swings away to the left of the present highway.



The work is expected to be completed in April, 1973.

GEELONG DIVISION

In 1841 Robert Hoddle, Victoria's first Surveyor-General, gave instructions for a survey of the general line of roads to Colac and on to Portland, and in 1844 the survey was completed as far as Colac, a distance of 47 miles 57 chains from the Geelong Jetty.

The survey party encountered delays caused by floods and difficulties presented by the Barwon River at Geelong. A punt was brought from Sydney in order to provide a relatively permanent means

of crossing the Barwon River at Geelong.

100 BULLOCK POWER

It took 100 bullocks to pull the punt into position for launching on the Barwon. In 1847 the construction of the first Barwon River Bridge was commenced. The bridge was completed in November, 1848, but mud 2½ feet deep on the approaches provided a n obstacle to drays and bullocks using the new crossing. It was not until 1850 that this problem was satisfactorily overcome. With the new bridge functioning satisfactorily it became possible to press ahead slowly with the road westwards to Colac.

The first known settler in the Colac area was Hugh Murray who, with four companions and 600 sheep came to Victoria from Van Diemens Land and reached Colac in 1857.

In a letter to Lieutenant Governor La Trobe, this intrepid pioneer wrote "I first heard of Colac country from a party who were in search of Gellibrand and Hesse in August, 1837, and I believe they (the party) were the discoverers of it. We were the only occupants of the country for about six months, our nearest neighbour being Thomas Ricketts who occupied a station on the Barwon River, about 10 miles from Colac, at the present point were Gellibrand and Hesse were last seen."

Communications to and from the west of Colac were hampered by the Pirron Yallock Creek.


PIRRON YALLOCK CREEK

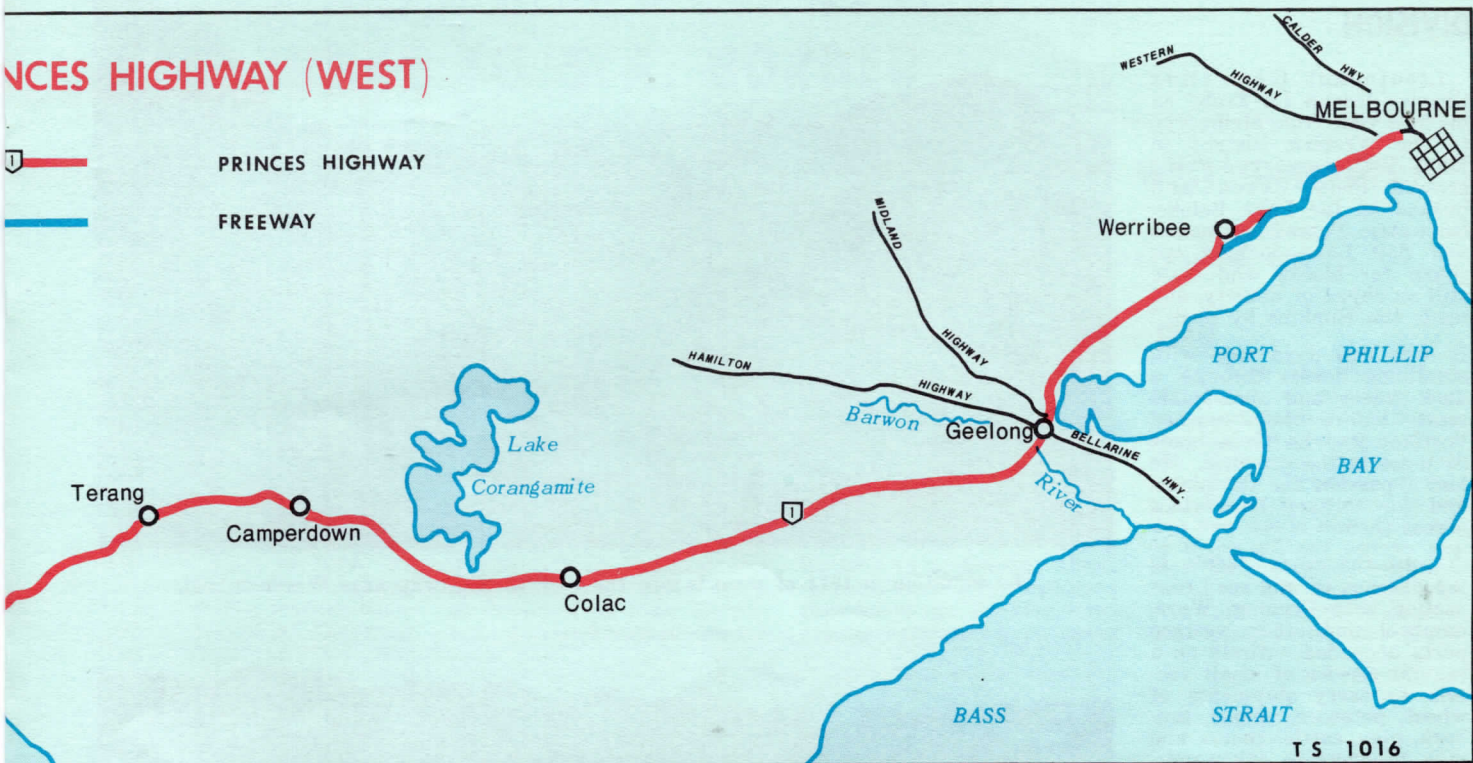
In 1844 the novelist "Ralph Boldrewood" on his way westward from Colac states "Next day we faced the Pirron Yallock Creek and its malign ford — save the mark!! One dray got bogged, also several head of cattle; my colt went down tail first, nearly turned turtle, but eventually the corps d'armee got safely over to the sound but rugged stony rises."

It is difficult for the driver of a car today to picture the problem this and other fords created on the way to Warrnambool; crossings subject in



PRINCES HIGHWAY (WEST)

 PRINCES HIGHWAY
 FREEWAY



those days to what the locals called "freshes" during the rainy season.

WINCHELSEA BRIDGE OPENED BY DUKE

Nor is it easy for today's users of this section of the Princes Highway to imagine the importance of the Winchelsea Bridge when it was opened in 1867 by the Duke of Edinburgh, Prince Alfred Ernest Albert. This fine old bridge has stood the test of time and is now being matched by a new parallel bridge for vehicles travelling towards Geelong. Those travelling westward will continue to use the old bridge.

The Geelong Division of the Country Roads Board was established at Geelong in 1949. For many years prior to 1949 the area covered by the Division had been the responsibility of a separate section attached to the Central District Office in Melbourne. Today there are 52 members on the staff at Geelong with an outside staff of 270.

The Geelong Division has been responsible for one of the most spectacular early improvements carried out on Victorian highways, notably the completion of the Maltby Freeway by-passing Werribee together with the development of the dual carriageway highway from the Kororoit Creek to North Geelong.

During 1969/70 the Board initiated a transportation study in the Geelong urban

area to determine the public requirements for transportation facilities both now and in the future.

The studies are being carried out by consultants supervised by a committee acting on behalf of the Board.

Field surveys to determine vehicle and passenger movements were completed early this year. The analysis of the survey data and the projection of travel requirements for the years 1981 and 1991 is progressing.

CURRENT PROGRAMME

The Division's current programme includes the conversion of the dual carriageways

to freeway standard between Corio and Maltby Freeway involving the construction of overpasses at Lara (36-mile post), Avalon (34-mile post) and Little River (28-mile post). Improvements are also being undertaken at the Waurin Ponds intersection with the Anglesea Road which has become a very busy traffic point handling up to 30,000 vehicles at weekends.

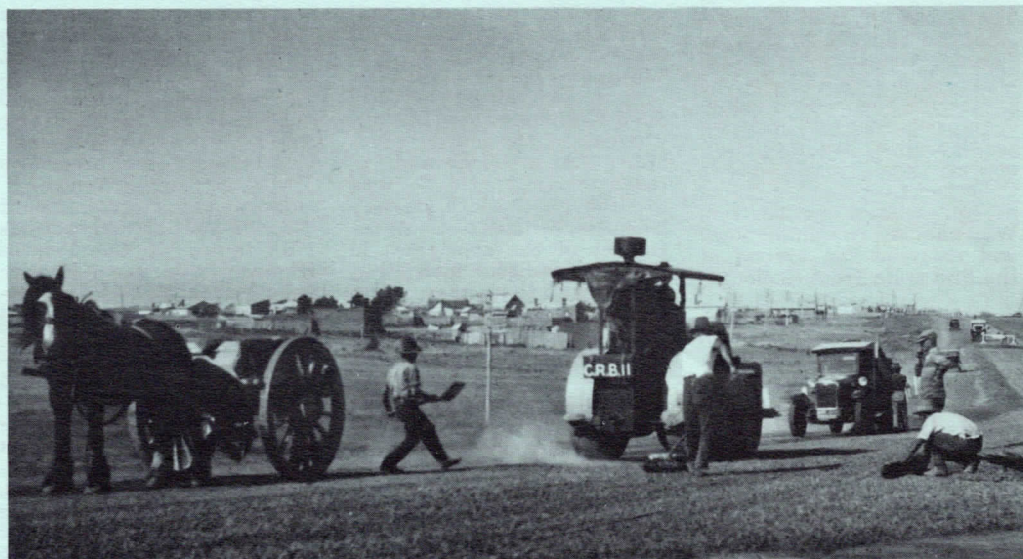
The Division is carrying out several projects in North Geelong, including construction of two miles of dual carriageways, the replacement of the Victoria Street railway level crossing at North Geelong railway station by a new overpass at Margaret Street,

and a grade separated connection with the Midland Highway at Telegraph Bridge.

Preliminary planning is in hand on a project to abolish the present railway level crossing on the eastern entrance to Colac with a road over rail overpass.

Alignments have been fixed to reserve land adjacent to the highway reserve from Waurin Ponds to Pirron Yallock to enable the Princes Highway West to be duplicated when necessary.

Spreading road metal near Footscray in the early 1930's.



WARRNAMBOOL DIVISION

Lieutenant Governor Charles Joseph La Trobe on his first visit from Melbourne to the Western District in May, 1841 reported "We crossed Fiery Creek and pushed on for Lake Boloke. No water. Passed between it and Salt Lake, looking out sharp for blacks who were still an object of anxiety, and made the Hopkins by dusk."

It was two days ride with stumbling horses through a dark forest and abominable roads before they reached Portland Bay. La Trobe made 94 tours in the province. He had a passion for the plains and for solitary hard rides across them.

Until the early 1860's in the absence of any road connection with Geelong, Warrnambool and other western ports depended entirely on a regular service of small vessels to carry shipments of wheat, potatoes, onions, tannin, pigs, cattle, cheese and milk products to eager markets. Warrnambool was the newest of three western ports, the others being Port Fairy and Portland, where the Henty brothers established the first settlement in 1834.

FIRST STEAMSHIP

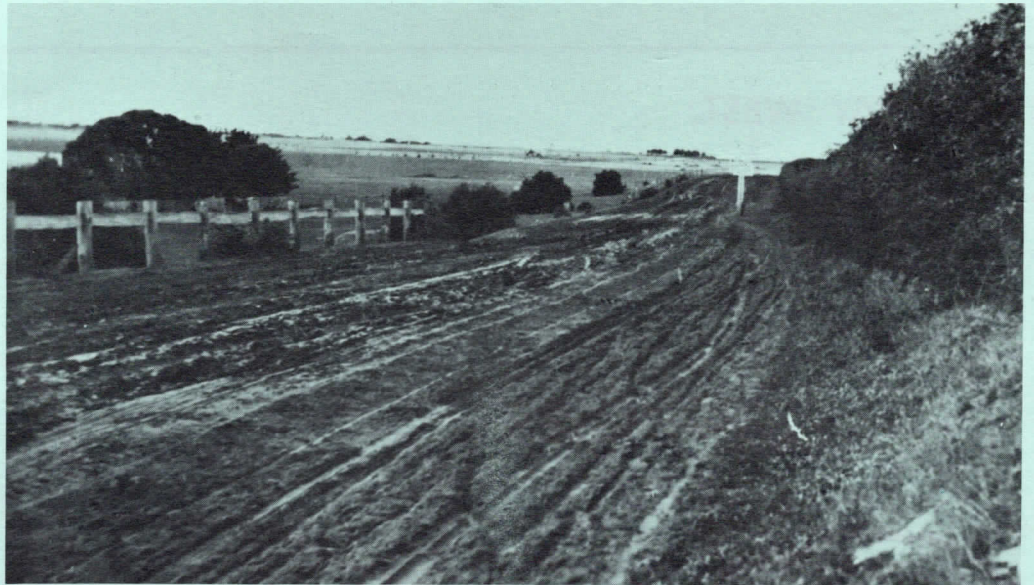
The first steamship to enter the port of Warrnambool was the wooden paddle steamer 'Manchester' of 200 tons, which arrived in 1853 from Melbourne. There was great jubilation and the crew was entertained to luncheon. The first class fare to Melbourne was £7 and freight £4 a ton.

In the 1860's it is recorded that a coach service was introduced between Geelong and Warrnambool. Coach travellers had to get up at 3 a.m. The coach travelled from Warrnambool via Allansford, Terang, Camperdown, Colac and Winchelsea and arrived at Geelong the same evening, enabling passengers to catch the 8.45 p.m. train to Melbourne. Early in the 1870's Cobb and Co's coaches began a regular daily service from Warrnambool to Camperdown and returned "on arrival of the first train from Geelong".

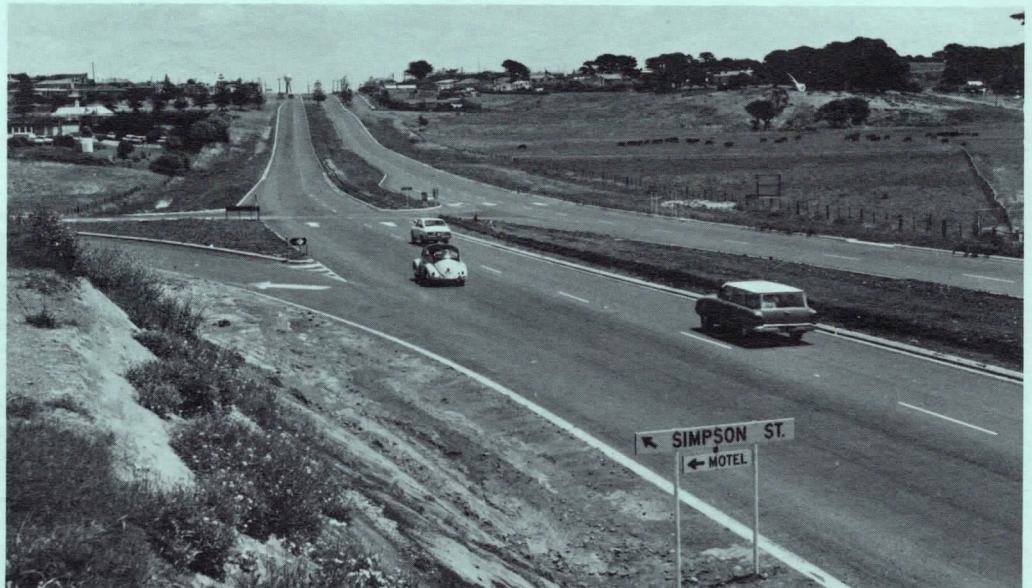
A night coach left Camperdown at midnight and reached Warrnambool at 5.35 a.m.

FIRST TRAIN ARRIVES

In 1890 the Governor of Victoria, Lord Hopetoun, arrived at Warrnambool on the new railway line which had



The condition in 1914 of what is now the Princes Highway near Warrnambool.



Fifty-seven years later — Princes Highway West, new dual carriageways near Warrnambool.

been completed in time for the opening of the agricultural show. The whole town turned out to welcome the Vice-regal visitor and their new train service to and from Geelong. The new railway meant the end of operations for the Cobb and Co. coach service.

Although modern history books have little to say on the subject of the aborigines in the Warrnambool district, it is known that they were fairly prolific in some areas. There exists today a grave on the side of the highway at Yambuk to mark the grave of George Whatmore, who was speared by the natives in 1868, on this spot.

Warrnambool is the aboriginal name for the meeting of waters. The city lies between two rivers, the Merri and the Hopkins.

The Melbourne - Warrnambool cycle race commenced in 1895 and became a classic in Australian sporting events. At its peak, the race attracted world-wide interest and competition. Since the eighties the whole Warrnambool district has become a progressive tourist centre.

The Country Roads Board Division at Warrnambool has 175.1 miles of the Princes Highway West under its care from Pirron Yallock through Camperdown, Terang and Panmure and Warrnambool, and then onwards to Portland, Heywood and the South Australian border.

In 1946 the Princes Highway bridges at Rosebrook and Port Fairy were completely destroyed by floods. It is recorded that at the time of this particular flood, the R.A.A.F. flew in supplies to

relieve the situation caused by many rivers being in flood.

FUTURE PLANS

Planning for the future includes the following important projects on the highway:

- Elimination of the railway level crossing at Weerite.
- Replacement of a railway level crossing known as Grauer Crossing between Cudjee and Allansford by a bridge over the railway.
- Duplication of the highway between Allansford and Warrnambool involving 5.7 miles of new construction as well as some reconstruction of the old pavement to link up with existing duplication.
- Construction of a new bridge over Eumeralla River at Codrington.