

# C.R.B. SUMMARY OF ROADWORKS IN VICTORIA

Most Easter travellers on Victoria's principal road system are likely to encounter some of the many road improvement works being carried out by the Country Roads Board. Weather conditions at this time of the year are very suitable for road construction works.

In view of the unusually large volumes of traffic which will be using the roads during the Easter holidays, motorists are reminded to obey warning signs and reduce speed where road and bridge works are in progress.

The following list of major works which are likely to be in progress over Easter is provided as a guide to the travelling public. Motorists should take particular care on the Princes Highway and the Cann Valley Highway in the Shire of Orbost where extensive damage due to floods is being repaired.

## STATE HIGHWAYS AND FREEWAYS

### BURWOOD HIGHWAY KNOX CITY

From Stud Road to Fern Tree Gully Road dual carriageways are being constructed. Two-way traffic will be operating on the southern carriageway and warning signs should be obeyed.

### BASS HIGHWAY WOORAYL SHIRE

At Inverloch, reconstruction of the Bass Highway extension between the Kongwak-Inverloch Road and the Inverloch-Leongatha Road will be in progress.

### BONANG HIGHWAY ORBOST SHIRE

Roadworks will be in progress for 1 mile south of Sardine Creek. Motorists should exercise care.

### CALDER HIGHWAY NEWNHAM AND WOODEND SHIRE

Re-decking and strengthening of the bridge over the railway at Woodend may still be in progress and care should be taken.

### CANN VALLEY HIGHWAY ORBOST SHIRE

Due to flood damage the highway will be closed to traffic between Double Bridges and the New South Wales border. Light traffic will be able to reach Buldah via the West Cann Road and temporary low level bridging on the Cann Valley Highway. Care should be taken and warning signs obeyed.

### FRANKSTON FREEWAY FRANKSTON CITY

Work will be in progress on the grade separated interchange with the Frankston-Dandenong Road. Caution should be exercised at the temporary intersection.

### GLENELG HIGHWAY WANNON SHIRE

At Coleraine, work is in progress on a new bridge over Bryan Creek. Warning signs should be obeyed.

### GOULBURN VALLEY HIGHWAY YEA SHIRE

Between Cottons Pinch and Molesworth, 3 miles of reconstruction is taking place. A good gravel surface will be maintained.

### SEYMOUR SHIRE

Widening and reconstruction will be in progress south east of Seymour for two miles. Unsealed lengths will be encountered.

### NUMURKAH SHIRE

Between Numurkah and Katunga the highway is under construction. Some sections will be unsealed and care should be taken.

### HAMILTON HIGHWAY COLAC SHIRE

Near Cressy reconstruction is in progress and sections of the road pavement will be unsealed. Motorists are required to slow down.

### MORTLAKE SHIRE

East of Mortlake, 6 miles of roadworks are nearing completion and may be unsealed.

# CRB NEWS

No. 19

APRIL, 1971



A recently reconstructed section of the Omeo Highway at Monkey Creek, north of Bruthen.

### HAMPDEN SHIRE

West of Duverney, 3½ miles of reconstruction is nearing completion and some lengths will be unsealed.

### HENTY HIGHWAY HAMILTON CITY

Reconstruction of 0.6 miles through Hamilton is in progress, and warning signs should be obeyed.

### WARRACKNABEAL SHIRE

Realignment of the Warracknabeal railway crossing including improvement of the junction of the Borung Highway may be in progress.

### HUME HIGHWAY

### BROADFORD AND SEYMOUR SHIRES

Between Broadford and Tallarook the western carriageway is being reconstructed for 2.2 miles and will be closed to traffic. The eastern carriageway will carry two-way traffic.

### SEYMOUR SHIRE

From Puckapunyal turn-off to Seymour work on dual carriageways will be in progress for 0.5 miles. Some unsealed lengths could be encountered.

### EUROA SHIRE

At Burtons Bridge reconstruction is in progress for 0.5 miles and the road pavement will be unsealed. Care should be exercised and warning signs obeyed.

### McIVOR HIGHWAY STRATHFIELDSAYE SHIRE

Construction of dual carriageways in Bendigo is nearing completion and care should be exercised.

### MAROONDAH HIGHWAY LILLYDALE SHIRE

Realignment and reconstruction to provide dual carriageways is in progress for 2.2 miles between Brushy Creek and Melbourne Hill. Two-way traffic operations will be necessary on the northern carriageway and care should be taken.

### MANSFIELD SHIRE

In Mansfield township reconstruction of the dual carriageways will be in progress.

### MIDLAND HIGHWAY BALLAARAT CITY

Reconstruction of the highway is nearing completion and some sections will be unsealed.

### MORNINGTON- PENINSULA FREEWAY FLINDERS SHIRE

At Dromana, reconstruction will be in progress between Palmerston Avenue and McCulloch Street. The road pavement will be unsealed and care should be taken.

## **MURRAY VALLEY HIGHWAY**

### **KERANG SHIRE**

East of Kerang 1 mile of sealing work may not be completed and care should be taken.

North of Kerang a side track with a one-lane bridge will be in operation due to a channel bridge being replaced by the S.R. & W.S.C. Caution is required and warning signs should be obeyed.

## **NEPEAN HIGHWAY**

### **MORNINGTON SHIRE**

Construction of 2 miles of dual carriageways in Mornington Shire is taking place. Two-way traffic will be operating on the newly constructed carriageway.

## **OMEQ HIGHWAY**

### **TOWONG SHIRE**

South of Lightning Creek the highway is being widened for a length of 3 miles. Caution should be exercised as the road surface could be slippery in wet conditions and dusty in dry conditions.

## **OVENS HIGHWAY**

### **MYRTLEFORD SHIRE**

In Myrtleford reconstruction of the old narrow pavement is in progress and care should be taken.

Near Eurobin, widening and resheeting including reconstruction at the Eurobin rail crossing will be in progress. Warning signs should be obeyed.

## **PRINCES FREEWAY**

### **WERRIBEE SHIRE**

At Skeleton Creek, work on bridge structures is nearing completion on both carriageways but some roadwork could be in progress. Motorists are required to slow down and warning signs should be obeyed.

## **PRINCES HIGHWAY**

### **EAST**

### **MALVERN AND CAULFIELD CITIES**

Between Repton Road and Poath Road a length of 2.6 miles of dual carriageways is being constructed. Warning signs should be obeyed.

### **WARRAGUL SHIRE**

In Warragul township construction of dual carriageways will be in progress. Caution should be exercised on unsealed sections.

### **TRARALGON SHIRE**

Near Flynn 2.3 miles of reconstruction and widening is taking place, and some sections of the road pavement will be unsealed. Motorists should reduce speed and exercise caution.

## **BAIRNSDALE SHIRE**

At Lindenow South, roadworks will be in progress for 3 miles. A gravel surface will be available.

## **ORBOST SHIRE**

Due to flood damage 1 mile between Neumerella and Orbost will have a gravel surface. Care should be taken.

Work will be in progress on the bridge over the Snowy River at Orbost. Traffic will use a temporary Bailey bridge of one lane and traffic lights will be in operation. Caution should be observed.

Repairs to the substructure of the bridge over the Cann River are being undertaken. One lane only will be open to traffic and warning signs should be obeyed.

## **PRINCES HIGHWAY**

### **WEST**

### **FOOTSCRAY CITY**

From Nicholson Street to west of Barkly Street, reconstruction and widening of six lanes is in progress.

Between Graingers Road and Williamstown Road dual carriageways are being constructed.

Care should be taken and warning signs obeyed at both locations

### **GEELONG-WEST CITY**

Road and bridge works at the intersection with the Midland Highway (Telegraph Bridge) are in progress. Telegraph Bridge is closed to traffic and the connection to the Midland Highway is via alternative routes which are adequately signed.

### **CAMPERDOWN TOWN**

Reconstruction of 1.5 miles through Camperdown is in progress, and warning signs should be obeyed.

### **PORTLAND SHIRE**

At the Lyons level crossing, east of Dartmoor, work on the approaches to the overpass is nearing completion, but care should be exercised as the road pavement may be unsealed.

## **SOUTH GIPPSLAND HIGHWAY**

### **CRANBOURNE SHIRE**

Earthworks will be in progress between Allsops and Lyalls Inlets. Warning signs should be obeyed.

### **SOUTH GIPPSLAND SHIRE**

Reconstruction and widening near Stony Creek is in progress. The road pavement will be unsealed and care should be exercised over this length of 0.8 miles.

Between Foster and Toora

reconstruction and widening of 1 mile of road pavement is in progress. Warning signs should be obeyed.

## **ALBERTON SHIRE**

In Woodside township, work on the approaches to the new bridge over Bruthen Creek will be in progress. Care should be exercised and warning signs obeyed.

East of Woodside a 3.3 mile section of the highway is being reconstructed and widened. The road surface will be unsealed.

## **WARBURTON HIGHWAY**

### **UPPER YARRA SHIRE**

East of Woori Yallock, reconstruction and realignment for 1.6 miles is near-

ing completion. Warning signs should be obeyed.

## **WESTERN HIGHWAY BALLAN SHIRE**

Between the Moorabool River and Gordon Township, some minor work may be in progress near the site of the Western Freeway (Gordon Section).

## **BALLAARAT CITY**

Between Fussell and Stowell Streets dual carriageways are under construction. Unsealed sections will be encountered.

## **WIMMERA HIGHWAY KOWREE SHIRE**

Both east and west of Apsley, reconstruction and realignment is in progress and at least 3.5 miles will be unsealed.

## **TOURISTS' ROADS AND ROADS OF TOURIST INTEREST**

### **HEALESVILLE- KINGLAKE ROAD**

### **HEALESVILLE AND YEA SHIRES**

In the vicinity of Mt. Slide, pavement works will be in progress for 2.3 miles and the road surface will be unsealed.

### **HEYFIELD- JAMIESON ROAD MAFFRA SHIRE**

Due to flood damage some short sections of this road north of Heyfield will be open to one-lane traffic only. Warning signs should be obeyed and care taken.

### **MANSFIELD- WOODS POINT ROAD MANSFIELD SHIRE**

Reconstruction for 0.5 miles will be in progress in Jamieson township.

### **MARYSVILLE- WOODS POINT ROAD HEALESVILLE SHIRE**

Roadworks between Nicholls Lookout and Tommys Bend are nearing completion. The road surface will be unsealed and care should be exercised.

### **MOUNT DANDENONG TOURISTS' ROAD LILLYDALE SHIRE**

Widening of 1.5 miles at Kalorama is nearing completion and care should be taken.

### **SHERBROOKE SHIRE**

Reconstruction with the

Janesleigh Road intersection is in progress. The road pavement will be unsealed and warning signs should be obeyed.

### **MT. ABRUPT ROAD ARARAT AND MT. ROUSE SHIRES**

Between Dunkeld and Wannon 15.5 miles of construction is nearing completion and sections of the road will be unsealed. The road is expected to be opened to traffic immediately prior to Easter.

### **OCEAN ROAD WINCHELSEA SHIRE**

At Windy Point, south-west of Lorne, roadworks are taking place. Short lengths of unsealed pavement will be encountered.

### **HEYTESBURY SHIRE**

Work is in progress over a length of 2.3 miles east and west of Port Campbell and warning signs should be obeyed.

### **PHILLIP IS. ROAD PHILLIP ISLAND SHIRE**

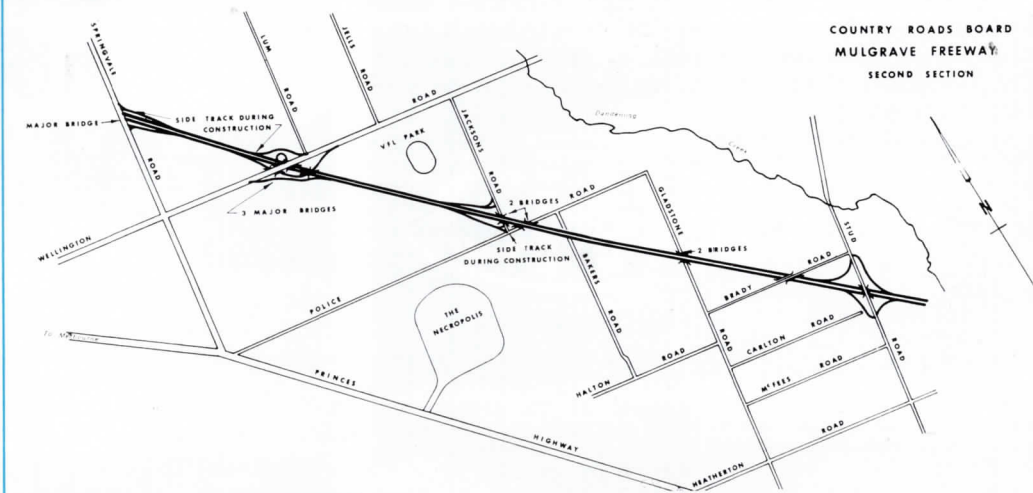
Between Newhaven and the Rhyll turn-off road the road is being widened. Warning signs should be obeyed.

### **SNOWY RIVER ROAD TAMBO SHIRE**

The road is closed just beyond the New South Wales border due to a bridge wash-away at Jacobs Creek. The road is not expected to be open until the end of May.

# HUGE MULGRAVE FREEWAY CONTRACT LET

## C.R.B. Motor Show Display



The Country Roads Board's stand at the 1971 Motor Show attracted much interest again this year.

A series of miniature road signs under simulated night driving conditions was one of the attractions at the Country Roads Board's stand at the 1971 Motor Show.

The main theme of the exhibit was the use of retro-reflective road signs and pavement marking devices as aids to safer driving at night. To illustrate the retro-reflective properties of modern road sign surfaces, a dark tunnel, 20 feet long, was built across the back of the stand with a viewing slot at one end and miniature signs attached to a rotating drum at the other end. The miniature signs, were authentic in both appearance and materials, and were presented to the viewer under simulated night driving conditions.

Retro-reflection in various forms was explained

in photographs, diagrams and in a small brochure as well as by actual samples of sign materials, pavement markers, line marking paint, glass beads, and the paint and bead dispensers used on line marking machines.

The display of transparent colour photographs showed many aspects of the Board's work.

### Use of Telephones Attracts Interest

A recorded message replayed through three telephones explained the main features of the exhibit to the many thousands who visited the C.R.B. stand at the Motor Show.

During the last week in February, 1971 the Board let its largest contract ever. The contract is for the construction of a further 4½ miles of the Mulgrave Freeway from west of Stud Road, Dandenong North, to Springvale Road, Mulgrave.

The tender of Mecho Constructions Pty. Ltd. was accepted for a contract amount of \$6,946,427. Works to be carried out under the terms of the contract include the construction of four freeway lanes divided by a wide median, ten concrete overpass bridge structures, three concrete service tunnels, and one pedestrian overpass.

Interchanges giving access to and from this section of the freeway will be provided at Jacksons Road, Wellington Road and Springvale Road. All other cross roads will be taken over or under the freeway.

This section of the Mulgrave Freeway has been designated an Urban Arterial Road for the purposes of the Commonwealth Aid Roads Act 1969 and construction will be financed over a four year period from moneys made available to Victoria by the Commonwealth Government.

### The Route

The route of the Mulgrave Freeway runs roughly parallel to and north of the Princes Highway (Dandenong Road) from Waverley Road at Chadstone to the Eumemmerring Freeway east of Dandenong, and is along the route shown in the Melbourne Metropolitan Planning Scheme and the Melbourne and Metropolitan Transportation Plan prepared by the Metropolitan Transportation Committee.

When completed the Mulgrave Freeway is expected to carry in certain sections between 40,000 and 50,000 vehicles per day, and will relieve the Princes Highway of some of its ever increasing traffic load. At present the

week-day traffic count on the highway is 40,000 vehicles at Warrigal Road, 33,000 at Springvale Road, and at the South Gippsland Highway 28,000 vehicles per 12-hour day.

Much of the daily congestion is due to the many interchanges along the highway. The Mulgrave Freeway will have interchanges to allow vehicles to leave or enter the freeway with little or no interference to through traffic.

### Completed in 1972

The construction of the first section of the Mulgrave Freeway and part of the Eumemmerring Freeway for a distance of 3.9 miles between Stud Road and the Princes Highway just west of Hallam is progressing well and should be completed by July, 1972.

The completion of the second section between Springvale Road and west of Stud Road in 1974 will provide 8.4 miles of freeway between Springvale Road and the Princes Highway just west of Hallam.

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The road is closed just beyond the New South Wales border due to a bridge wash-away at Jacobs Creek. The road is not expected to be open until the end of May.

## NEW SAFER LIGHT POLES TESTED

The Country Roads Board has conducted some tests on a slip-base light pole designed to break away at the base when hit by a vehicle. Such poles reduce the likelihood of critical injury to the occupants of cars hitting them.

Fatal accidents are very likely when vehicles hit conventional type light poles.

A vehicle which hits a light pole with a base which will break away under impact is reduced in speed more gradually than the sudden complete halt which occurs when a vehicle hits a conventional pole.

Experience with slip-base poles in Australia is very limited. In order to obtain more practical information the Board and the State Electricity Commission agreed that some tests should be carried out.

A prototype slip-base pole to overseas design was constructed by the Board and tests were carried out at its Syndal Depot. Following preliminary testing using a pendulum type test a full scale test was carried out in which an "average" car was driven into a slip-base pole at a speed of 32.5 miles per hour under conditions similar to that of a vehicle out of control leaving a road pavement at that speed. The test car had no driver, but with the help of remote control and a mechanical guidance system all other conditions were accurately simulated.

Several facts were observed during and immediately following the impact. The

metered speed reading of the vehicle before impact was 32.5 miles per hour. Immediately after impact the speed was 28 miles per hour — a reduction of 4.5 miles per hour.

### POLICE WATCH TEST

Members of the Police Accident Appreciation Squad present at the test agreed that damage to the vehicle was mild in comparison with damage observed after collisions with conventional poles.

The behaviour of the slip-base pole itself was accurately recorded by high speed cine cameras for later examination

Some damage, although not irreparable, was sustained by the pole but the most important feature was the fact that it fell and remained in a position on the ground well clear of the roadway. The electrical connections designed in consultation with the State Electricity Commission were also successful in guarding against the possibility of the base of the pole remaining electrically alive after the collision.

The Board proposes to install slip-base lighting poles at certain locations on the Lower Yarra Freeway.

## ADDITIONAL FREEWAY INVESTIGATION TO COMMENCE

The C.R.B. has commenced preliminary investigations into the route of approximately four miles of new freeway from Bell Street, Coburg, to Clifton Hill through the Cities of Coburg, Brunswick and Northcote. The investigations are to be carried out in conjunction with the municipalities concerned.

Survey and site investigations will allow freeway design work to proceed generally along the line of the route shown in the Metropolitan Planning Scheme along Merri Creek from Bell Street to St Georges Road, continuing southerly to the vicinity of Alexandra Parade.

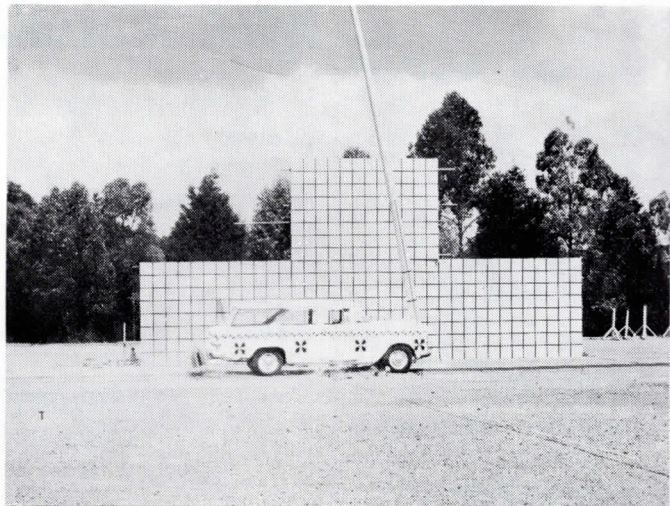
### C.R.B. STAFF SUPPORT COMMUNITY EFFORT

Members of the Board's staff in the metropolitan area presented a hobbies exhibition at Head Office on the Thursday and Friday before Red Cross Sunday.

Over 80 entries were received including collections of dolls, gemstones, shells,

coins and driftwood, and many hand-fashioned articles such as paintings, pottery, embroidery, models, a veteran car, and a sailing craft.

As well as providing the opportunity for members of the staff to view the wide range of exhibits, the admission donations amounted to a worthwhile sum which was passed on to the Red Cross Society.



This test car collided with the light pole snapping it off at the base. Damage to the car was minor and restricted to outside bodywork.

### NEW PEDESTRIAN OVERPASS COMPLETED

A new pedestrian overpass over Lower Plenty Road at Silk Street, Rosanna, was completed prior to the opening of the 1971 school year.

The overpass serves children attending the Rosanna Golf Links Primary School and St Martin's Roman Catholic School, and was constructed by the Country Roads Board in conjunction with the Heidelberg City Council under the State Government's scheme to replace school crossings with grade separated crossings on heavily trafficked roads.

The cost of the Rosanna overpass was shared equally by the Country Roads Board, the Heidelberg Council, and the State Government.

### MORE WESTERN HIGHWAY HISTORY

Following the special Western Highway supplement issued with the December, 1970 edition of C.R.B. News, Mr. J. G. Gillespie the Divisional Forester, Western Division, Forests Commission, has advised the Board regarding the possible origin of the name "Four Posts Road" in the Stawell district.

He said: "The Four Posts' was the original name for the Glenorchy township and was I believe, derived from the fact that there were four posts marking the corners of pastoral runs which met at that point.

Perusal of the Wimmera Region Resources Survey (published by Central Planning Authority 1961) will show on Page 22 some details of dates. 'The Four Posts' Road was the road from Pleasant Creek to 'The Four Posts' — and was probably on the existing route..."

The Board appreciates the interest taken in C.R.B. News and accompanying supplements and welcomes any comments from readers.

# THE HUME HIGHWAY IS PART OF VICTORIA'S PAST AND FUTURE

Australia surely has no road with a more colourful past than the Hume Highway. Explorers, pioneers, miners, highwaymen, bushrangers, convicts and the law have all contributed to establish the route of this major inter-capital road.

## ITS EARLY HISTORY

In 1824 explorers Hume and Hovell made their courageous journey from Lake George in New South Wales to what they thought was Westernport. Through an error in navigation they reached Geelong. It was Hamilton Hume, the leader of that expedition who gave today's modern highway its name — an honour rightly bestowed on a celebrated Australian-born explorer.

Early traffic from the tiny new community of Melbourne included pioneers in bullock wagons heading north to the loneliness of central Victoria to establish the embryo of a rich pastoral and general farming community.

With amazing fortitude the first overland mail between Melbourne and Sydney was carried in 1838 by John Conway Bourke past an already established inn — the Traveller's Rest on the Melbourne side of Seymour. The Traveller's Rest was Victoria's first licensed house outside Melbourne.

Early records of the route of the Melbourne-Albury Road do not provide many exact details. Maps drawn in the early days did not give prominence to roads, and are hard to follow.

An 1856 map of the colony of Victoria shows the road generally following the present highway route as far north as Kilmore, then avoiding Broadford, and on to Seymour, Avenel, Longwood, Euroa, Violet Town, Benalla, Wangaratta, Beechworth, Belvoir (presumably Wodonga) and Albury.

A map of 1876 shows the road going through Broadford and Chiltern, but not through Beechworth.

## GOLD

The famous Beechworth goldfields were opened up in 1852. In the first eight months some 8,000 hopeful miners travelled the Sydney road, which then went through Beechworth. At its peak the Beechworth mining commu-

nity reached 20,000 persons and the movement of gold, goods and people to and from Melbourne tempted unlawful action from some who considered villainy to be more rewarding than honest labour. Escorted gold trains were comparatively safe, but individuals and stage coaches were constantly bailed up and robbed by highway desperadoes.

## PUNTMAN WHO TURNED HIGHWAYMAN

Further north a much subtler predator is recalled by Police Superintendent Francis Hare in his book "The Last of the Bushrangers", published in 1892. At Wangaratta in the 1850's the Superintendent records that "Before the bridge over the Ovens River was built, the only way of crossing the river was on a punt worked by one Billie the Puntman. Unsuspectingly, this Billie was a confederate of the horse and cattle stealers of the district." His advantageous position to inform them of cattle movements along the Sydney Road was lost when the bridge was built. Billie subsequently turned highwayman, was later arrested in Albury and sentenced to 10 years' imprisonment. On the journey down the road to Melbourne and Pentridge he took his own life at the final staging point at Donnybrook.

## ENTER THE KELLYS

The best known marauders along the Sydney Road were the Kellys. Ned himself was born at Beveridge in 1855. Six years later the family moved north to Avenel, where workmen were completing the beautiful brownstone bridge of six graceful arches which replaced the river fording at Hughes Creek (this bridge is also mentioned later in this publication).

The deeds of the Kelly gang have been told many times and it is sufficient to

## HUME HIGHWAY SUPPLEMENT PART ONE

C.R.B. NEWS, APRIL, 1971



The old Goulburn River bridge which is no longer on the Hume Highway.



The new bridge over the Goulburn River built on an improved highway alignment.

say here that the unifying factor of these exploits was the Sydney Road, from which the gang seldom strayed.

A report to the Legislative Council of Victoria in 1851 by the then Superintendent of Bridges, David Lennox, showed that in the 22 months period 1st January, 1849 to the 31st October, 1851, a total sum of \$41,768 was spent on "making and repairing roads and bridges in the Colony of Victoria". Of this sum \$6,351, or about \$3,000 per year, was spent on the Sydney Road between Brunswick and the Murray River at Wodonga. In addition, 35 Pentridge prisoners worked for 214 days "on that portion of Sydney Road lying between Pentridge and Melbourne". The then Superin-

tendent of Penal Establishment, Samuel Barrow, estimated that if this work had been carried out by free labour the cost would have been \$2,979.4.

By way of contrast for the year 1969/70, the Board spent \$1.9 million on the Hume Highway between Coburg and the border and has allocated \$2,293,200 for this length this financial year.

## THIS CENTURY

Immediately following the constitution of the Country Roads Board in 1913, the three members of the Board embarked on a personal inspection of the major roads in the State. One of these, of course, was Sydney Road, which they traversed in 1914.

In many places road metal (if ever there had been any) had long disappeared. One veteran Kilmore Shire Councillor reported to the Board's Chairman, William Calder, that to his knowledge there were portions of the road around Kilmore "on which an adequate supply of metal has not been placed for 49 years". Another spoke of the large projecting stones on the track between Tallarook and Seymour "which are very severe on all classes of traffic." Mr Calder found the section between Seymour and Nagambie to be fair, and commented that between Seymour and the 79 mile post, a distance of 16 miles, he had not passed a single house. "Fairly rough" was his summing up in the Violet Town area and beyond.

The Sydney Road from Coburg to Wodonga was declared a main road by the Board in 1914, making it eligible for some financial assistance from the limited funds available to the Board.

## IMPORTANT CONFERENCE TAKES PLACE

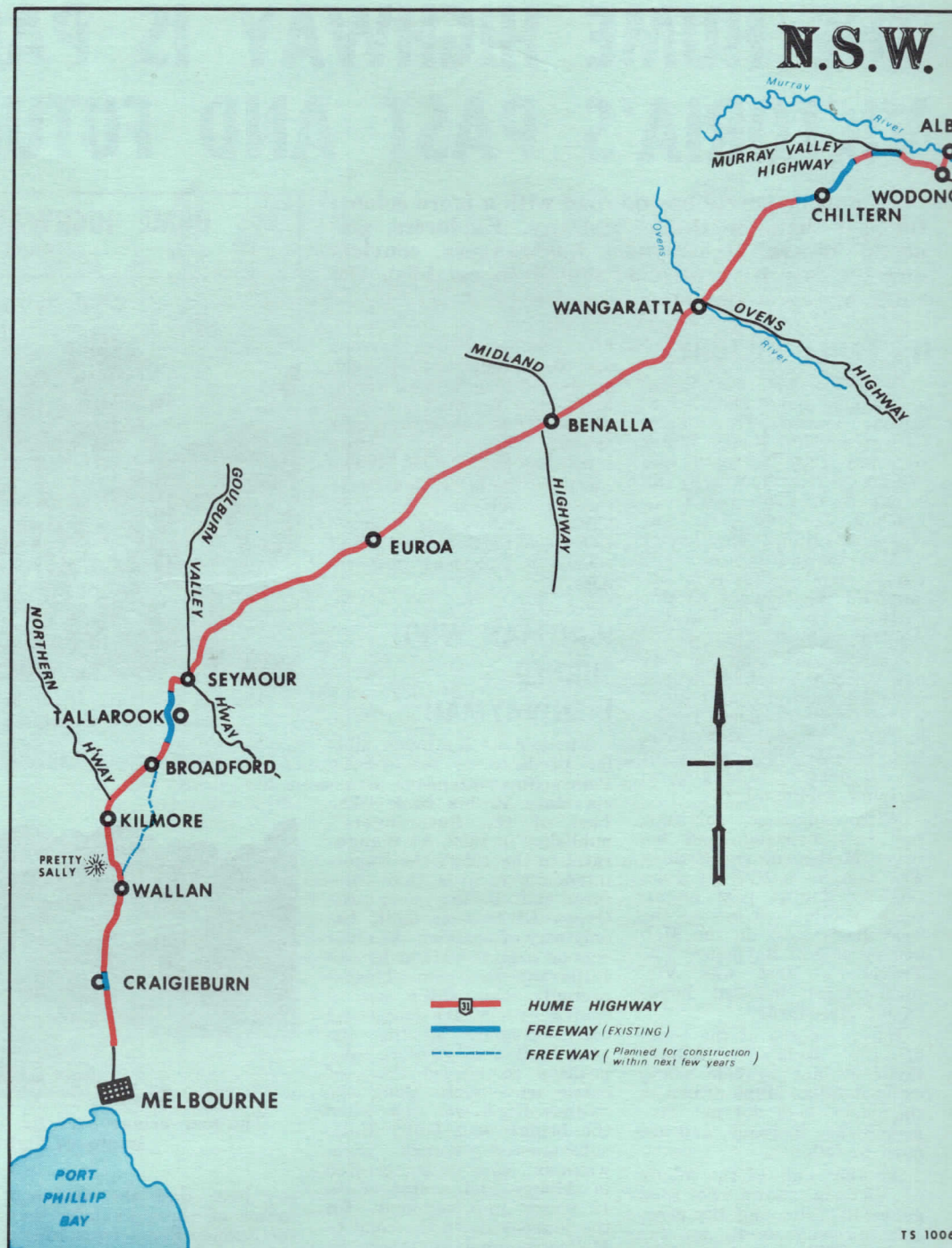
The rising volume of traffic on Sydney Road and the seriously declining state of its surface brought about a conference between Shires on the road between Melbourne and Wodonga, the Public Works Department and the Country Roads Board in December, 1924. The Minister for Transport, Mr Frank Clarke, presided.

Broadmeadows Council was responsible for 29 miles of the road which was said to cost annually some £3,000 in construction and about £4,000 in maintenance. Kilmore Council said it would need £10,000 to construct its section. Broadford Council claimed its 8 mile section was costing ratepayers £200 a year.

The Seymour representative said that the Council had found it impossible to maintain 28 miles of the road "to cope with the heavy through traffic". Benalla Shire Council said its 30 miles was a serious drain on available finances, and Wodonga Council claimed that its short length had already absorbed £22,000. Bridging across the Murray flats would take a further £10,000.

## GOVERNMENT RESPONSIBILITY

In plain terms what the Shires wanted was for the financial responsibility for



Sydney Road to be passed to the Government — the deputation's motion was "that Sydney Road should be included as a main arterial road in any scheme of road nationalisation". They also backed the National Roads Association claim that "this oldest and most direct road between Melbourne and Sydney should be named Federal Highway because road traffic to and from the future new Federal capital of Canberra would pass along it".

## MINISTER PROPOSES A PLAN

The Minister, in reply, outlined a plan to impose a tax on the State's 200,000 horse-drawn vehicles of five shillings annually on each light vehicle, two shillings and sixpence a wheel on heavy vehicles with springs and five shillings a wheel unsprung. This would bring in the necessary £70,000 to efficiently maintain Victoria's 1,200 miles of arterial roads

including the Main Sydney Road. The Minister said he hardly expected it to be a popular measure and indeed the plan was soon shelved.

The Highways and Vehicles Act of 1924 recognized the growing importance of the motor vehicle and of the longer lines of communication to the economy. It removed from municipalities the burden of providing for long distance routes passing through their municipal districts. The financial respon-

sibility for the maintenance and construction of roads declared to be State highways devolved upon the Board on behalf of the State.

The road from Melbourne north-easterly through Seymour, Benalla, Wangaratta, and Wodonga to the Murray River—a length of 161 miles—was declared the North-Eastern Highway by the Country Roads Board in 1925. Its name was amended to Hume Highway in 1928.

## METROPOLITAN DIVISION

The Country Roads Board's Metropolitan Division is responsible for the Hume Highway from where it officially begins at 6.12 miles from Melbourne G.P.O. (Bakers Road, City of Coburg) to Kal Kallo, 15 miles further north.

A 12-hour traffic count of vehicles using the highway in March, 1946 between 7 a.m. and 7 p.m. compared with a similar count taken in March, 1970 illustrates the Country Roads Board's problems in providing roads for more than a ten-fold traffic increase in 24 years. Just south of Camp Road 1,375 vehicles were recorded in 1946. In 1970 the figure was 17,654. The increase just north of this point is even greater — from 854 vehicles in 1946 to 16,383 in 1970.

In the immediate post-war years the Board, in an endeavour to cater for increasing traffic, more than doubled the width of the road reserve between Boundary Road, Broadmeadows, and Craigieburn, where in 1961 the gated railway level crossing was eliminated under the State Government's scheme to abolish railway level crossings.

In November, 1969, after dual carriageways had been constructed, the section between Craigieburn and Kal Kallo was declared the Hume By-pass Road (now Freeway).

## BENDIGO DIVISION

The next 30-mile section of the Hume Highway from Kal Kallo to the 50 mile post between Broadford and Tallarook is under the control of Bendigo Division.

Just north of Wallan the Hume Highway crosses the Great Dividing Range by saddle at the top of Pretty Sally Hill at an elevation of 1,583 feet above sea level. The possibility of improving the section from Wallan through Kilmore to Broadford was investigated, but it was found that the development of an entirely new free-



The Hume Highway through Seymour in 1930.



Dual carriageways have now been provided through Seymour.

way route would provide a more satisfactory solution for traffic using this section of the highway. Preliminary layout plans have been prepared for a 21.8 mile deviation to be known as the Hume Freeway (Wallan to Broadford Section) which will be 2½ miles shorter than the existing highway and will cross the Dividing Range at an elevation 400 feet lower than the present route. It is expected that construction of the new route to four lane freeway standard will be completed by the end of the 1973/74 financial year.

## BENALLA DIVISION

The construction and maintenance of the remaining 140 miles of the highway, from the 50 mile post between

Broadford and Tallarook to the N.S.W. border, just on 190 miles from Melbourne, is carried out by the Board's Benalla Division.

It is an extremely busy 140 miles used by commuter traffic around the larger centres, long distance and interstate heavy haulage vehicles, and touring private cars.

Recent traffic counts show that between Broadford and Tallarook 6,100 vehicles travel the road each 24-hour day with 9,000 per day in Seymour, and 6,200 at the Goulburn Valley Highway turn-off just north of Seymour. At Avenel the daily traffic count was 3,000 rising to 10,000 in Benalla, and 12,000 in Wangaratta. South of Wodonga the count showed 4,000 vehicles — which rose to 14,000 on the Lincoln

Causeway connecting Wodonga and Albury.

Practically the entire Victorian section of the Hume Highway has been reconstructed since World War II. An enormous amount of money and effort has been spent by the Board in reconstructing damaged sections and strengthening weakened pavements. The work has also included much appreciated improvement of alignment and safety measures — two of particular note being the Chiltern and Barnawartha by-passes of a total of 13 miles which at a cost of nearly three-quarters of a million dollars eliminated two township bottlenecks, a series of tight road loops and four hazardous railway level crossings over the Melbourne-Sydney line.

## FUTURE CONSTRUCTION OF CHILTERN BY-PASS

Provision has been made for future construction of a grade-separated interchange at the northern end of the Chiltern by-pass just beyond the 180 mile post where the Murray Valley Highway meets the Hume Highway. The present at-grade intersection is proving inadequate for the large and growing volumes of traffic involved and it will cost \$150,000 to construct the necessary approaches and access ramps.

Another achievement was the elimination of the narrow pavement and bridge over the Goulburn River just south of Seymour with its sharply angled approaches by the relocation of the road, and the construction of a modern bridge to give a 70 mile an hour alignment.

The Tallarook by-pass of 3.6 miles has recently been completed. This provides dual carriageways each of 24 ft. width west of the old highway route and avoids the awkwardly angled railway level crossing at Tallarook. The new construction, financed from the Roads (Special Projects) Fund, cost \$1,325,000 and involved six bridge structures — a duplicated structure over the Melbourne-Sydney railway line and duplicated grade separation at each end of the by-pass to allow traffic to enter and leave Tallarook and to serve the Pyalong and Upper Goulburn roads.

## PROPOSED WORK

Just north of Seymour, a mile of dual carriageway will shortly be constructed between the township and the Goulburn Valley Highway junction. The work will include duplication over Whitehead's Creek and floodways at a total cost of \$140,000.

Further north, the road bridge over the Melbourne-Sydney railway line has been widened and strengthened and work is now being concluded on the new approaches.

South of Avenel, a stretch of just over three miles from the 67 mile post is scheduled for reconstruction probably in 1972-73 at a cost of \$120,000 because the existing pavement will then be nearing the end of its useful life. At the same time the opportunity will be taken to remove several crests to improve driver visibility. A year or so later the Board will give similar treatment to a 13-mile stretch from the vicinity of the 72 mile post.



At Avenel the century-old stone arch bridge over Hughes Creek is now only used by pedestrians. Vehicular traffic is carried on a wide, modern, reinforced concrete bridge.

## MODERN BRIDGE AT AVENEL COMPLETED

At Avenel, a modern bridge has replaced the picturesque and historic masonry bridge over Hughes Creek built, as was said before, when Ned Kelly was a 6-year-old boy. The Board has preserved the old structure as a monument to the early road engineers of Victoria and has endowed it with a useful function as a footbridge for pedestrian traffic.

This year work will commence on the construction of dual carriageways for about a mile and a half on the southern approach to Wangaratta City, between Newman and Ford Streets. In a job that will continue over the next few years, two 24 ft. wide carriageways with a 15 ft. median will be provided, and the bridge over One Mile Creek will be widened. This work, with at-grade treatments at all major intersections, will cost an estimated \$445,000.

Long range plans are in hand for major strengthening of the roadway between Springhurst and Wodonga which over the past few years has been heavily stressed.

Planning has been in hand for the eventual construction

of dual carriageways on the Lincoln Causeway across the Murray River and its flats between Wodonga and Albury. Work will commence in the latter part of this year and will include the construction of a new bridge over Wodonga Creek (13 spans each of 44 ft. in length with 28 ft. between kerbs) at a cost of \$220,000. The initial roadworks will cost another \$80,000. The new bridge will form part of the eastern carriageway for use by south-bound traffic. Four other bridges will be duplicated later.

## BY-PASSING OF ALBURY

Looking to the somewhat more distant future, the Board, after consultations with the Department of Main Roads, NSW, has approved in principle the eventual by-passing of Wodonga and Albury. Part of the alignment has been agreed to by the authorities concerned. All intersections will be grade separated and present planning encompass first a 4-lane, and later a 6-lane divided facility.

## C.R.B.'S PATROLMEN

One of the factors in the Board's successful mainten-

ance of roads throughout the State is the efforts of its patrolmen — the men who in all weathers are on the road spotting and attending to faults and weaknesses. The Victorian motorist should feel himself greatly indebted to these keen and efficient patrols spaced at from 30 to 50 miles along our highways. It is most unfortunate that on some parts of the Hume Highway, notably between Boundary Road and Kal Kallo, the Board's patrol is forced to spend up to two days a week removing from the roadside litter thoughtlessly thrown down by motorists — two days that normally should be spent on road maintenance and improvement.

## NEXT ISSUE

Because of the volume of historical information discovered during the period of research for the Hume Highway supplement, the next issue of C.R.B. News will contain a supplement giving more details of the history of particular localities and features of the route which we now know as the Hume Highway.