

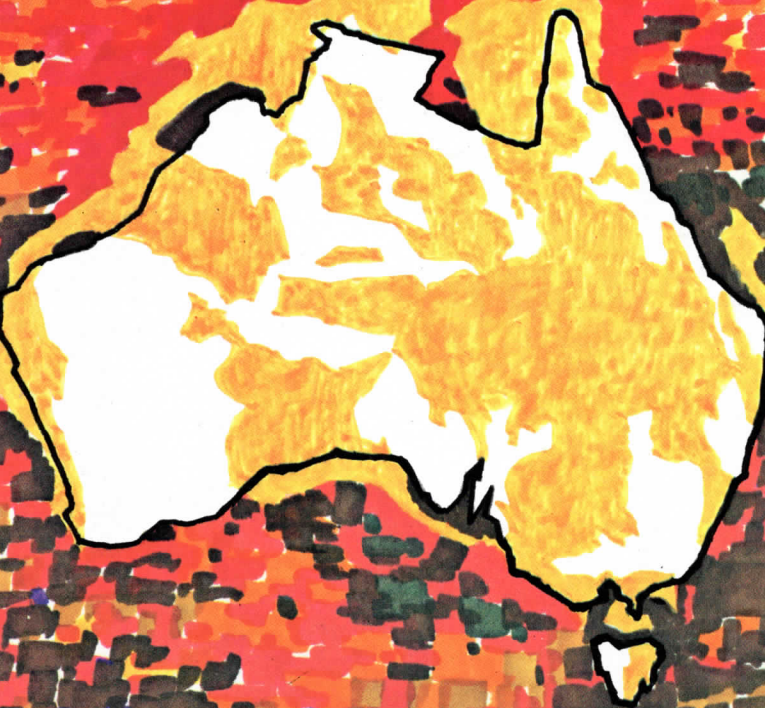
CRB

news

No. 38

April 1978

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60 Denmark Street, Kew, Victoria 3101.



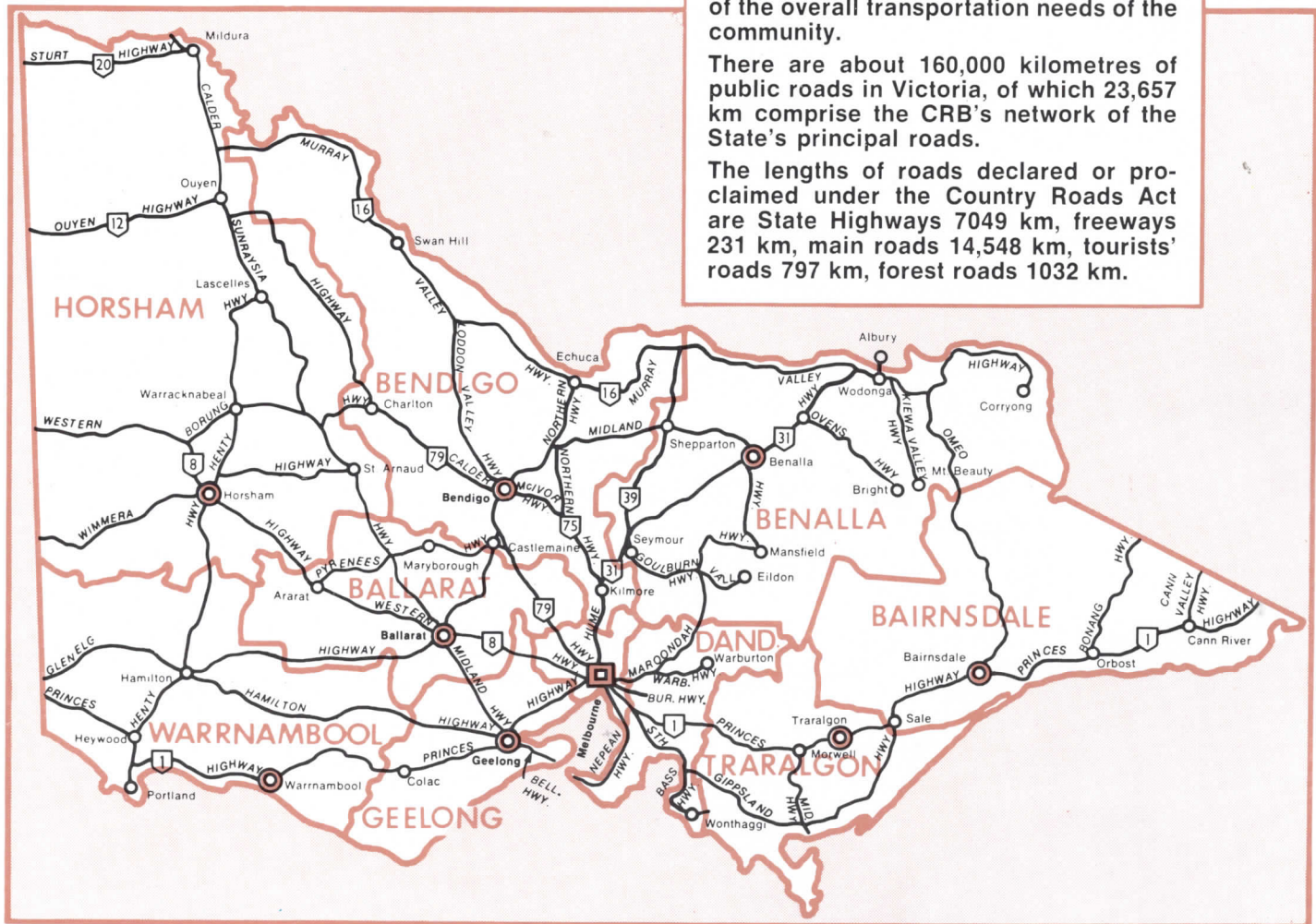
SPECIAL FEATURE ARTICLE : PAGES 6-7



The CRB is the State Road Authority of Victoria. The CRB's aim is to create an efficient road system within the context of the overall transportation needs of the community.

There are about 160,000 kilometres of public roads in Victoria, of which 23,657 km comprise the CRB's network of the State's principal roads.

The lengths of roads declared or proclaimed under the Country Roads Act are State Highways 7049 km, freeways 231 km, main roads 14,548 km, tourists' roads 797 km, forest roads 1032 km.



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Fog photograph (Page 9) courtesy NSW Department of Main Roads.	

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The Ballan Bypass

The 8.4 kilometre Western Freeway bypass of Ballan is nearing completion and is expected to be fully opened to traffic in June 1978.

The completion of the \$8.2 million project will be a further step in a continuing program by the CRB to upgrade this important route between Melbourne and Ballarat to freeway standard.

Previous sections of the Western Freeway to be completed are Pyke's Creek (7.1 km) 1969, Gordon (9.3 km) 1972, Bacchus Marsh (9 km) 1972, Pentland Hills (5.6 km) 1973, and Myrniong (5.9 km) in 1975.

The Ballan section features full diamond interchanges at the eastern end and at Daylesford Road, overpasses at Greendale Road and Racecourse Road and bridges over the Werribee River and Eastern Moorabool River.

The next section of the Western Freeway to be constructed will be the bypasses of Wallace and Bungaree. Service relocation work has already started on this 11.2 kilometre section and the project is expected to be completed in 1981, at an estimated cost of \$12 million (at 1978 prices).

When this is completed motorists will be provided with a

Another step to a freeway from Melbourne to Ballarat

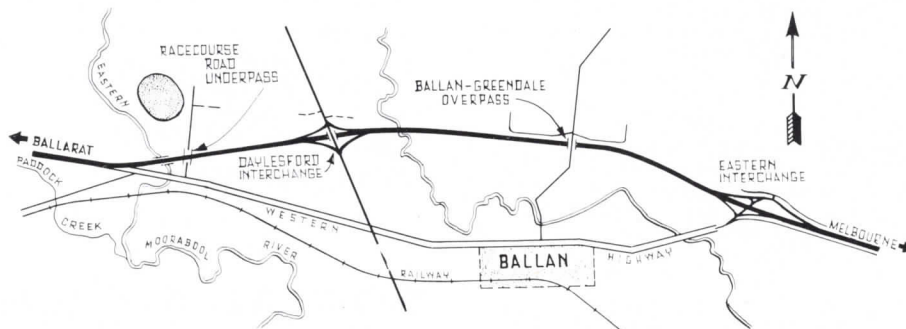
continuous four lane road from the outskirts of Melbourne to Ballarat, a distance of 100 kilometres.

The bypass of Melton is programmed as the next major project following the completion of the Wallace-Bungaree Section. The route for the Melton bypass has been planned by both the CRB and the Council since 1966.

Melton's development has been planned to take into account the freeway alignment.

Construction of the 7.8 km freeway bypass of Melton is expected to begin in five years and will be built at an approximate cost of \$25 million (at 1978 prices).

Freeway construction along the busy Melbourne to Ballarat stretch provides both interstate transport and tourist traffic with improved travel conditions.



VANDALS HIT EMERGENCY PHONES

Vandals wrecked five emergency telephones on the Eastern Freeway, between Collingwood and Bulleen, on March 9th, 1978.

The Chairman of the CRB, Mr R E V Donaldson said: "This irresponsible action temporarily put the freeway's emergency telephone system, which had only been operational for two weeks, out of action".

The five damaged telephones, all near the Yarra Bend Park cutting, had the handset cords cut and the handsets thrown away.

"I ask the motoring public to notify the Police or the CRB Emergency Services Centre of any vandalism they see on our roads, particularly to emergency telephones," Mr Donaldson said.

There are 36 emergency telephones on the Eastern Freeway, which form part of a network of emergency telephones on urban freeways.

This service is available to motorists free of charge.

WORLD ROAD NEWS

"The United States society and the motor vehicle have virtually shaped each other's development," said V J Adduci, president of the Motor Vehicle Manufacturers Association of the United States, at the 8th IRF World Meeting in Tokyo.

"There are almost 140 million cars and trucks on the road in the United States today and they are largely responsible for allowing people to decide for themselves where to live, where to work, and where and how to spend their leisure time. The automobile accounts for 91 per cent of all personal travel. In comparison, bus accounts for 5 per cent and air and rail 2 per cent each," he said.

Reliance on the motor vehicle for personal travel and for transporting goods has increased sharply in the past decade. Since 1967, automobile registrations have increased 36 per cent, and passenger car miles increased by 38 per cent. Mr Adduci said that during the same period America's population increased by nine per cent.

Although there are about 140 million vehicles in the United States today, compared to 95 million in 1966; and there are 133 million drivers as against 100 million ten years ago, the fatality rate has dropped from 5.58 per 100 million vehicle miles to 3.3 in that period, says the US Department of Transportation in a recent report.

According to a report issued recently by the Commission on Mechanical Industries of the International Labor Organisation (ILO), the automobile industry occupies 10 per cent of total employment in the industrialised world. The report also stated that the increase in the number of vehicles sold in 1975 and 1976 was caused by the demand that had been repressed during the oil and economic crisis of the preceding years.

France plans to double the length of its toll road network by 1983 in a US\$5 billion construction program. France has 3041 kilometres (1980 miles) of expressway, most of it toll roads. An additional 3218 kilometres (2000 miles) will be built by 1983.

Completion of the St Gothard Tunnel beneath the Swiss Alps came closer as teams working from both ends broke through to meet in the middle. The tunnel will be the longest in Europe at 16,270 metres (53,370 feet) and is expected to be opened to traffic later this year.

The International Road Federation Australasian Conference was held at Melbourne's Southern Cross Hotel from 2nd to 5th April. The Conference was organised in conjunction with the Australia Road Federation. Six technical sessions were held covering a wide range of topics.

● From "World Highways", monthly publication of the International Road Federation.

Milestone in West Gate Freeway construction...

Work started in March on the sinking of the first piles for the elevated freeway which will become the major eastern approach road to the West Gate Bridge.

The elevated section of the West Gate Freeway (F9) will consist of two parallel bridges each 1900 metres long, making them the longest bridges in the State after West Gate itself.

The \$80 million freeway (at 1977 costs) will be elevated from Johnson Street to Kingsway, and the bridges will need 375 piles in all.

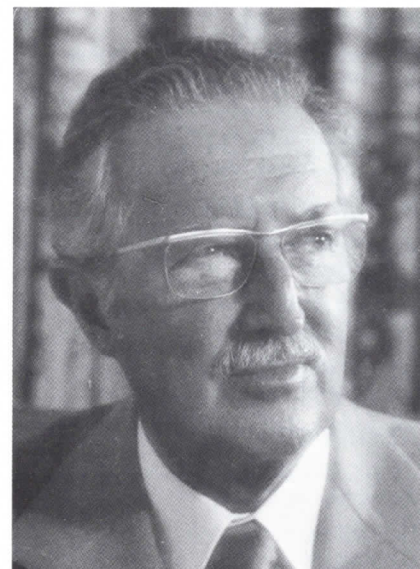
The Chairman of the CRB, Mr R E V Donaldson, said the driving of the first pile was a milestone in the construction of the freeway.

"It is part of a contract for the first seven piles, valued at more than \$100,000," Mr Donaldson said.

The total 375 piles vary in width and depth but the first seven are 1.5 metres in diameter and are being sunk 40 metres below the surface.

Mr Donaldson said land acquisition and other related matters to the construction of the freeway were being tackled as a matter of urgency.

He added that the major thrust of



● Mr Donaldson

CRB activity at the present stage was gaining title to land and clearing the right of way for the project and firming up superstructure design aspects.

He said that the CRB had spent more than \$25 million so far on approach roads for the West Gate Bridge, including \$14 million on the completed freeway link to the west of the bridge, \$4 million on the eastern freeway approach, and approximately \$7.5 million on upgrading existing roads on both sides of the river.

SOCIAL SURVEY IN EUROA

The CRB's social survey in Euroa started in March. The survey, part of an Environmental Effects Statement in Euroa, will assist the CRB in developing plans for the Hume Freeway bypass of Euroa.

All property owners directly affected by the bypass proposals, plus a sample of other residents and business proprietors will be interviewed, as part of the survey, which was announced in February by the Chairman of the CRB, Mr R E V Donaldson.

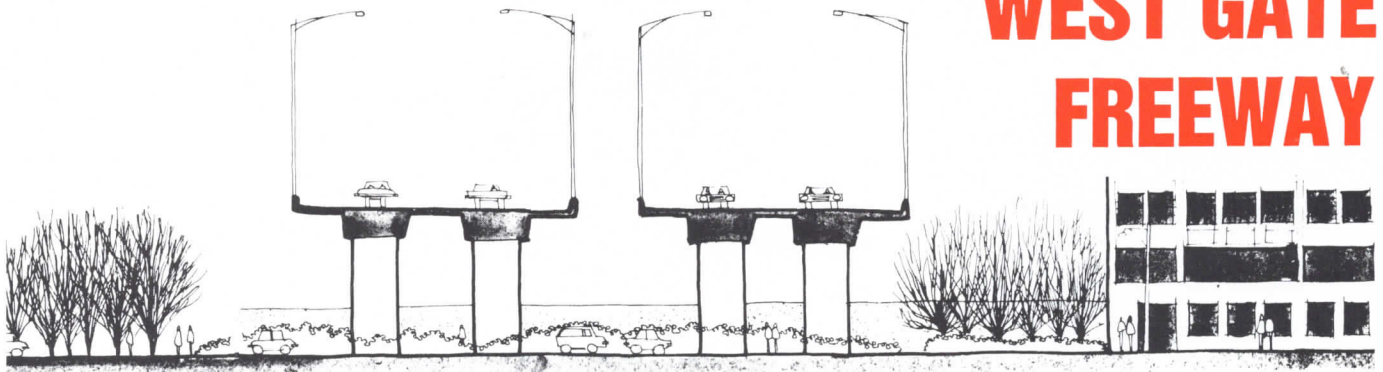
"The survey will enable us to

obtain an overall appreciation of community attitudes to the bypass proposals and to assess possible effects on businesses in Euroa," Mr Donaldson said.

The Environmental Effects Statement, incorporating the information from the social survey, will be assessed before a final route is adopted.

Plans showing the northern and southern Hume Freeway bypass alternatives were forwarded to the Euroa Shire Council in September, 1977.

CORRIDOR DEVELOPMENT FOR THE WEST GATE FREEWAY



A discussion report on landscape development and land utilisation of the West Gate (F9) Freeway corridor has been released by the CRB.

The report, "F9 Corridor Development", is part of the study into the Eastern Approaches to West Gate Bridge. It outlines various conceptual treatments and guidelines for future development along the freeway corridor.

The report was prepared by CRB staff in conjunction with Professor Kenneth Polakowski, professor of Landscape Architecture and Regional Planning at Michigan University, USA, who was recently attached to Melbourne University's Centre for Environmental Studies.

The CRB has not made any decision on the report and is distributing it as

a matter of community interest with a view to stimulating interest in the planned development of the corridor.

The concept of corridor development is aimed at combining the many development possibilities into a design strategy to maximise the opportunity for adjacent development compatible with a desirable landscape treatment for the corridor. This incorporates an analysis of the environmental, social and economic conditions of the region.

Among the factors the report examined were open space provisions, car parking, a potential pedestrian system, freeway visibility and areas for potential building development.

Accessibility to the corridor area of the West Gate Freeway will be increased by the opening of the

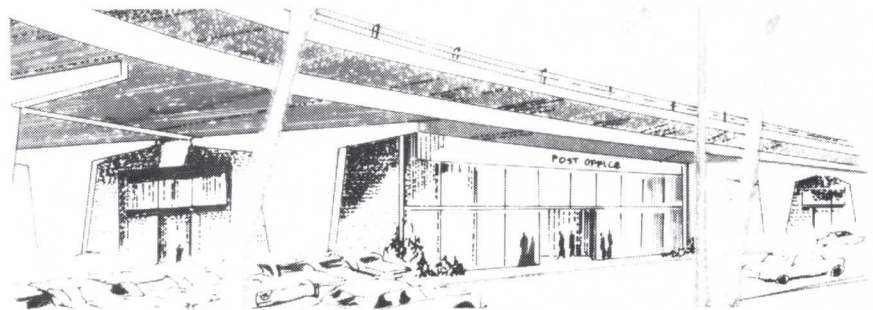
West Gate and Johnson Street bridges. The greater accessibility could assist in promoting the growth of the area.

The report shows that the West Gate Freeway can be used in a supportive role rather than being a divisive element of the region.

"Its use in opening up the river bank area, providing much needed open space at intervals, reinstating development and providing short to medium term parking in selected areas will assist rather than hinder development at the local level," the report said.

The report details a Landscape Architectural Study which investigated concepts that could be used to restore and where possible enhance the conditions which exist prior to construction of the freeway.

Utilising the land beneath the freeway



The elevated design of the West Gate Freeway provides an opportunity to utilise the land beneath the freeway for public and private use and development.

The F9 Corridor Development Study considered possible uses for the space beneath the West Gate Freeway.

PUBLIC USE

Public uses of the space could include:

- Open space for recreation uses to serve the local workforce.
- Car parking facilities (to serve recreation uses and to support business in the area).
- Services such as police, fire, ambulance, post office, etc.

PRIVATE USE

The use of land beneath a freeway can be economically viable for private development.

The probability of higher building costs (ventilation, insulation, lighting, etc.) would tend to offset the absence of land costs in the total development costs.

Limitations on building height—to one storey—may act as a restraint on development.

COMMUNITY BENEFITS

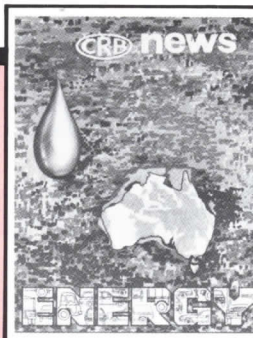
The community could also benefit from development on land beneath the freeway:

- The municipal authorities could earn additional rate revenue.

- New job opportunities can be created in the area.
- The viability of adjoining properties can be enhanced.
- Best use is made of land in an area where land can be regarded as a scarce resource.
- Small businesses providing a service to the public can remain in the area where the freeway passes through.

By providing for public and private uses and development, the freeway can be integrated into the area through which it passes.

***A limited number of copies of the report are available from the CRB at a cost of \$25 each.**



OUR COVER

An artist's impression of bituminous coal under the microscope, with a map of Australia showing potential areas of oil exploration.

Artwork by CRB artist Ian Anderson.

ENERGY

for road transport

Will oil products be available for road transport over the next 20 years? If shortfalls between supply and demand do occur, what will be the implications for road transport? How should planners respond to an uncertain energy future? These are some of the questions the CRB faces today in planning for Victoria's current and future road needs.

Past decisions have shaped our current transport system. With respect to road transport and fuels these decisions have meant that our current transport system must provide for most of this century's demands.

The road transport sector of Australia's economy is almost exclusively dependent upon petroleum as a vehicle fuel. Thus road transport and our life-style will be particularly vulnerable to changes in price and availability of oil products.

Will transport fuel be available?

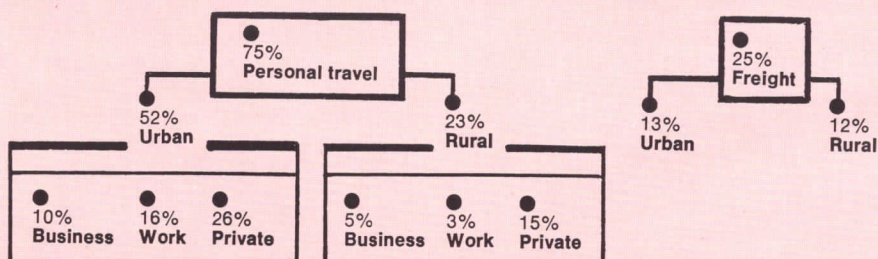
There is little doubt that some oil for transport fuels will be available well beyond the end of the century. However, there is also little doubt that at current growth rates, world demand for crude oil will exceed world production capabilities from

existing reserves in the near future. Popular estimates are that this will occur in the mid 1980's; however, increased oil prices can be expected to moderate future demand and also increase the economic life of existing oil resources.

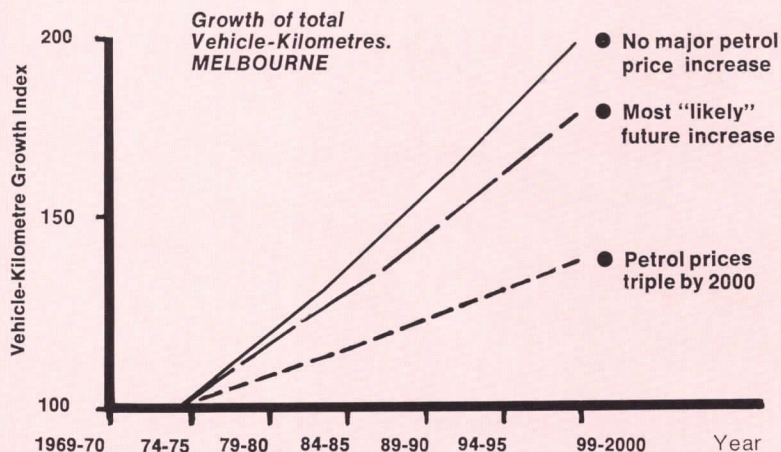
At present Australian production supplies nearly 70 per cent of the country's demand for crude oil. Nearly all road transport fuels are provided from Australian oil reserves. But even if new reserves and resources of crude oil are discovered there is little likelihood of local supplies exceeding current production rates. By 1985 local contribution to total demand is expected to be 30 per cent.

With the inevitable increase of world crude oil prices, increased reserves, and the potential of other resources and technologies to supplement the supply of petroleum fuels, it is probable that petroleum products will not experience critical

DIRECT ENERGY CONSUMPTION BY AUSTRALIAN ROAD TRANSPORT



FUTURE VEHICLE TRAVEL ON MELBOURNE'S ROAD NETWORK



supply limitations before the turn of the century. However, the days of cheap oil based transport fuel are nearly gone.

Oil consumption . . . and conservation

Road transport consumption of oil accounts for slightly more than 40 per cent of total national consumption.

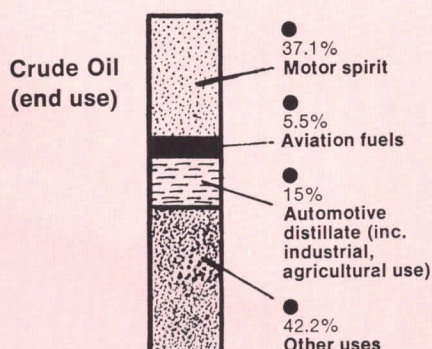
Car travel in urban areas of Australia accounts for about 20 per cent of national oil consumption.

Personal road travel in urban areas is the single largest consumer of direct energy in road transport. Within that travel group, private travel (recreational, social, shopping, etc.) accounts for most energy consumption.

This indicates that oil conservation policies should be applied to the whole cross-section of uses within transport and non-transport sectors of the Australian economy.

There is undoubtedly a potential for reducing the rate of growth of consumption of road transport fuels through improved road design and better traffic management policies. It is in these areas that the Country Roads Board can assist in conserving road transport fuel.

AUSTRALIAN CONSUMPTION OF PETROLEUM PRODUCTS



Future road travel

'Likely' petroleum product price increases will exert an influence on growth of traffic on Melbourne's roads insofar as reducing the average growth rate. However, even if the price of petrol relative to other commodities triples before year 2000, vehicle travel on Melbourne's road network is expected to increase by 40% over that period.

Experience suggests that petrol price increases will reduce the growth of recreational and social car trips to a greater extent than that of work and business car trips.

Thus, if large petrol price increases are imposed in the future, weekday and particularly peak hour car travel will become relatively more important to transport planners.

Emerging technologies

As petroleum products from crude oil become increasingly expensive (in real terms) the potential for allied technologies such as conversion of coal to oil and extraction of oil from shale to supplement the petroleum product supply will increase. These technologies, together with the more efficient use of existing energy sources, might be expected to form the main source of energy requirements for transport in the short and medium term.

The use of solar energy and electrical energy as a heat source to replace oil and gas in heating applications would reduce the overall demand on petroleum products.

In terms of personalised transport research is continuing on alternative fuels which could ultimately reduce Australia's dependence on petroleum products. With the possible exception of a major

improvement in battery technology, at this stage, these must be considered as potential long term options.

Among the fuels being researched are:

● Hydrogen fuels

The principal difficulties currently associated with hydrogen as an internal combustion engine fuel for road transport are the volume and weight of fuel containers for liquid hydrogen and the danger of ignition in manifolds and crank-cases. In spite of the attractiveness of alternative storage systems, economics and the scarcity of appropriate materials, make it unlikely that hydrogen will be used on a large scale in the near future.

● Electric battery power

At present the energy level per unit of mobile weight for batteries cannot compete with the internal combustion engine in terms of efficiency. Thus the range of operation of battery powered vehicles is limited.

Because of the limited range, battery powered passenger vehicles are unlikely to be accepted in the near future as other than a second vehicle or town car. The potential for substitution of petroleum fuels is therefore very small, representing about 5 per cent of national oil consumption.

The potential of battery powered vehicles to fulfil a major role in road transport currently rests with continued development of battery technology.

● Steam vehicles

One of the encouraging advantages of the steam engine is its ability to utilise a wide range of fuels including low grade petroleum products. Tests have also been conducted using power alcohol from sugar cane. Because the steam vehicle can be powered by various liquid, or gaseous fuels, it is considered an attractive alternative to the internal combustion engine.

● Ethanol, Methanol fuel

Ethanol and methanol are both proven fuels applicable to automotive use. They can be used alone or as additives to petroleum fuels. Owing to difficulties with vehicle fuel-storage, necessary agricultural commitments in the case of production from vegetable matter and the similar costs to coal/oil conversion at a large scale, it is unlikely that these fuels will fulfil more than a supplementary role in the near future.

HOW MOTORISTS CAN SAVE FUEL P. 17

Victoria's biggest road project a step closer...

The CRB has issued the results of its investigations into the \$134 million Hume Freeway bypasses of Benalla and Wangaratta, being a further step in the development of a freeway from Melbourne to Wodonga.

The preliminary layout plans, showing the CRB's "favoured route", which were formulated after more than 12 months' study following the issue of alternative routes, have been sent to local councils and other authorities for comment and agreement.

They include suggestions made at the local level this time last year when public meetings were held at Benalla, Wangaratta and Glenrowan to discuss alternative proposals.

The CRB's latest Summary Report puts the cost estimate for a full freeway development at \$134 million (1977 prices). However, the report points to stage construction of the project, and the possibility of a divided highway preceding full freeway development.

Following agreement at local level to the adoption of the final route, requirements of the Commonwealth Government, the Victorian Ministry for Conservation and planning schemes will be met.

Construction is expected to start in the early 1980s.

The freeway from Baddaginnie to Bowser will remove through traffic from Benalla and Wangaratta.

Extensive investigations are being carried out to ensure that the final route will be compatible with local environmental considerations.

The community's and the motorists' needs are being carefully balanced. Investigations carried out by the CRB have shown that of the 6000 vehicles that travel the highway daily, more than 95% can be classified as through traffic.

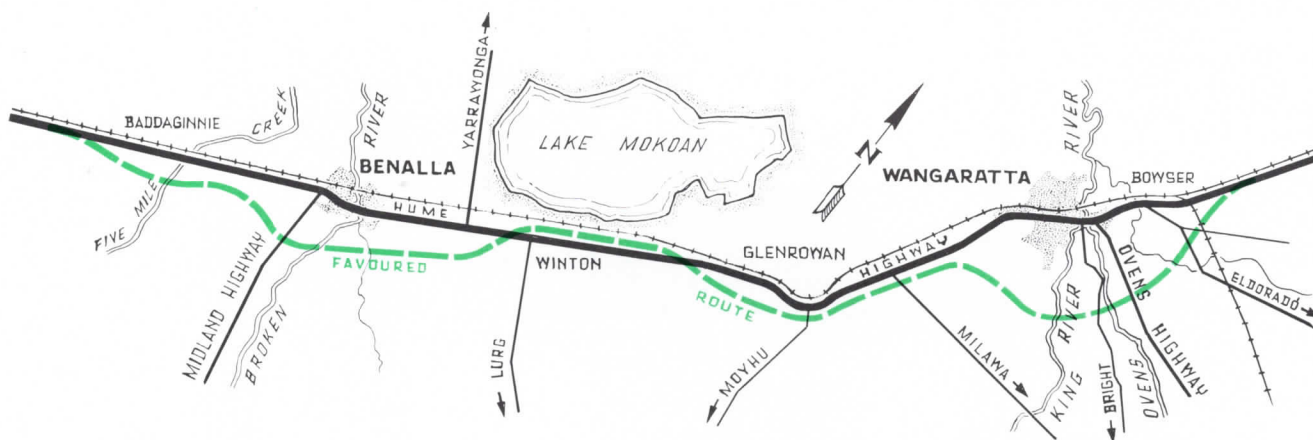
The Hume Freeway from Baddaginnie to Bowser will provide two lanes for traffic in each direction and forms part of the CRB's program to construct a freeway from Melbourne to Wodonga.

A total of 80 km of the 300 km route is already divided highway, and current projects under construction in the vicinity of Seymour and Violet Town, will add a further 55 km.

The four current construction projects total \$53.3 million, largely financed through the Commonwealth Government's national highways funds.

***The Summary Report of the CRB's investigations, together with preliminary layout plans for the favoured route, can be inspected at the CRB's Benalla Divisional Office and Head Office.**

CRB's favoured route



LETTER

F19 : A BIG TIME-SAVER

Dear Sir,

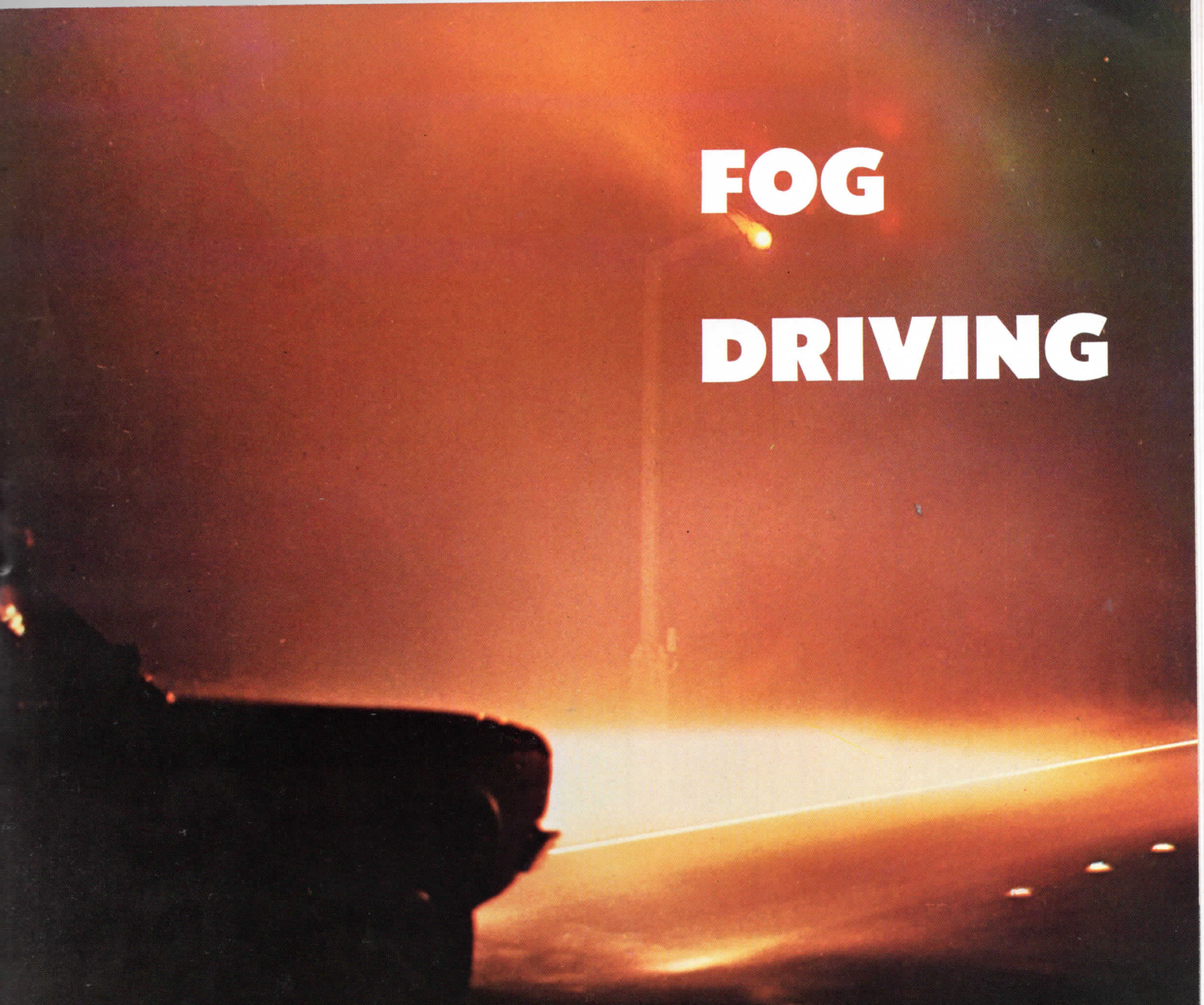
Congratulations on our super F19 freeway. Being a resident of North Balwyn I have used the new route quite a few times already, in travelling to and from the city off-peak and to Princes Street and the Princes Highway on weekends.

Much time and frustration has been eliminated from the trip to say nothing of the saving on wear and tear to my car.

I find the new route is far from ugly as some people believe freeways to be. Indeed the different bridge designs are architecturally very pleasing. I will be looking forward to the proposed extension to Doncaster Road for this will give me even more appreciation of our freeway.

Please keep up the good work.

Sincerely,
Trevor Wright



FOG

DRIVING

Fog is one of the most dangerous weather conditions motorists have to face . . . an accident involving two cars can quickly involve many others and lead to a multiple car pile-up.

When a driver suddenly encounters fog, the element of surprise can add greatly to the hazardous conditions. In some areas a motorist can travel from an area where weather conditions are fine into an adjoining fog area with little warning.

It is also extremely hazardous to drive through

fog that is punctuated by intermittent sunlight. It was this combination of fog and sun that resulted in Los Angeles' biggest freeway accident about 10 years ago, involving 264 vehicles.

Melbourne averages about 20 days of fog a year, mainly from late autumn to early spring.

The worst months are May, June and July, with an average of four fog days a month.

In Victoria many roads are affected by fog during

winter. The density of the fog varies, depending on the location and time of the year. The map on the next two pages shows State highways and freeways where fog may be encountered.

On country highways, where travelling speeds are higher than in metropolitan areas, motorists should know how they should react if they unexpectedly encounter fog conditions.

The CRB has prepared this guide to driving in fog to help motorists cope with fog conditions.

FOG

Where fog may occur ...

Acheron Way

***Between Warburton and St. Fillans:** Frequent heavy fog.

Bass Highway

***The Gurdies:** Occasional moderate fog.
***Between Grantville and Bass:** Occasional moderate fog.

Bonang Highway

***Between Delegate River and Goon-gerah:** Occasional moderate fog.

Calder Highway

***Between Gisborne and Woodend:** Frequent moderate fog, with heavy fog occurring in the area of the Black Forest.

***Taradale:** Patchy heavy fog.

***Harcourt:** Patchy heavy fog.

***Bendigo:** Occasional moderate fog.
***Marong:** Occasional heavy fog through Marong Creek area.
***Bridgewater:** Occasional heavy fog.
***Wedderburn:** Occasional heavy fog. Driving hazards increased by occasional heavy frosts.

Glenelg Highway

***East of Smythesdale in the area known as Smythes Creek:** Occasional moderate fog.
***Glenthompson area:** Occasional moderate fog.
***Dunkeld:** Occasional moderate fog.

Great Ocean Road

***West and east of Lavers Hill:** Frequent heavy fog.

Goulburn Valley Highway

***The Goulburn River crossing south of Seymour:** Moderate fog.
***Numurkah:** Occasional patchy heavy fog.

Hamilton Highway

***Inverleigh:** Occasional moderate fog.
***Wingee:** Occasional moderate fog.
***Penshurst area:** Occasional moderate fog.

Hume Highway

***Between Sunday Creek and Broadford:** Prone to heavy fog, with occasional days of very intense fog.
***South of Seymour where the Goulburn River crosses the highway:** Frequent heavy fog.
***Between Euroa and Violet Town:** Moderate fog.
***South of Wangaratta:** Moderate fog.

Loddon Valley Highway

***Eaglehawk:** Occasional heavy fog.
***Serpentine:** Occasional heavy fog. Motorists should drive with extreme care in this area as thick fog can hang very close to the ground.
***Tragowel:** Occasional heavy fog.

Midland Highway

***West of Geelong:** Occasional heavy fog.
***Between Lethbridge and Meredith:** Occasional heavy fog.
***South of Creswick in the area known as Sulky:** Moderate fog.
***Newlyn to north of Daylesford:** Moderate fog with the worst affected area south-west of Daylesford in the Daylesford Hills.

This supplement details locations where fog may cause driving hazards on State Highways. The locations are usually affected by fog from late autumn to early spring, with the worst fog occurring during winter. Areas where fog may be a year-round problem are identified in the detailed summary (below). The occurrence of fog does not follow any pattern — it may be patchy, occur at night or last only for a very short period. In some areas fog may suddenly occur after weeks of fine weather.

Motorists should always be prepared to encounter unexpected fog conditions.

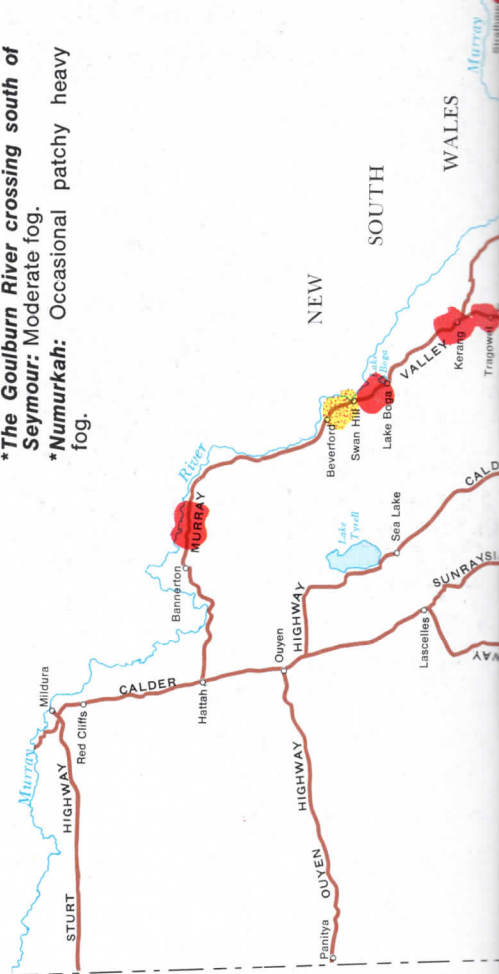
***Between Corop and Shepparton:** Occasional patchy heavy fog.
***Vicinity of Lake Nillahcootie:** Frequent moderate fog.
***Between Morwell and Churchill:** Frequent heavy fog.
***Between Churchill and Welshpool:** Patchy moderate fog.

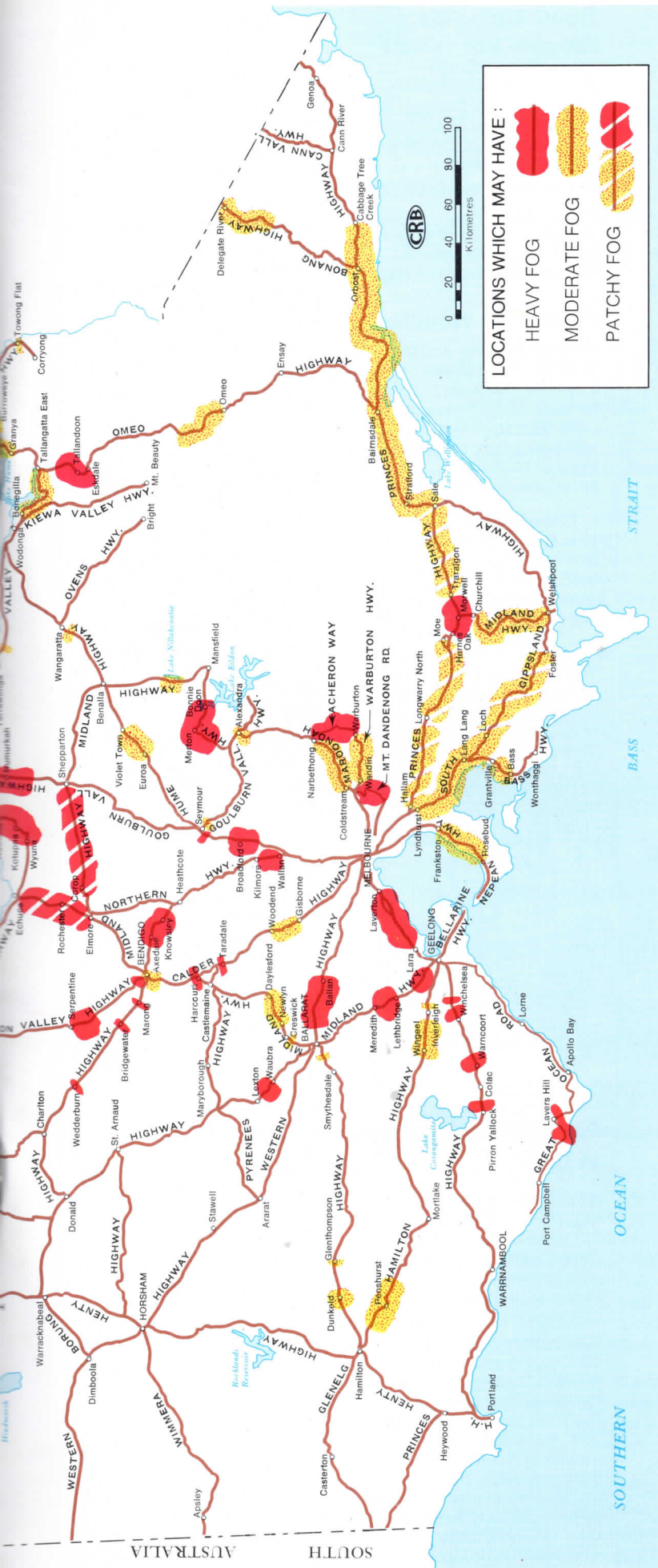
Mt Dandenong Tourist Road

***Between Montrose and Upper Ferntree Gully:** Frequent heavy fog.

Murray Valley Highway

***East of Bannerton:** Heavy fog.
***Between Beverford and Swan Hill:** Patchy moderate fog.
***Between Swan Hill and Lake Boga:** Heavy fog.
***Kerang:** Occasional heavy fog.
***Gunbower:** Patchy heavy fog.
***Wyuna:** Patchy heavy fog.
***Between Kotupna and Nathalia:** Occasional patchy heavy fog.
***Strathmerton:** Patchy heavy fog.
***East of Yarrowonga, especially in the area where the highway crosses the Ovens River:** Frequent light to moderate fog.
***Between Bonegilla and Tallangatta East:** Frequent fog of varying density due to the influence of Lake Hume.
***Between Granya and Burroweye:** Frequent fog of varying density.
***Towong Flat:** Frequent fog of varying density especially around the low lying area east of Farrans Lookout.





Maroondah Highway

*Between Coldstream and Narbethong: Patchy moderate fog.

*Alexandra: Prone to fog of varying density.

*Between Merton and Bonnie Doon: Frequent heavy fog. Extreme driving care is required on the long bridge over Lake Eildon at Bonnie Doon, and the railway level crossing at Branket.

Mclvor Highway

*Between Axedale and Knowsley: Occasional patchy heavy fog.

Nepean Highway

*Between Frankston and Rosebud: Occasional patchy fog in low lying foreground.

Northern Highway

*Between Wallan and Kilmore: Occasional heavy fog.

*Between Elmore and Rochester: Occasional patchy heavy fog.

*Between Rochester and Echuca: Occasional patchy heavy fog.

Omeo Highway

*Between Eskdale and Tallandoon: Regular heavy fog. Extreme care is required when driving through the Mitta Mitta River Valley and when crossing bridges in the area.

*Between Omeo and Glen Valley: Prone to fog or low cloud.

Princes Highway East

*Between Hallam and Bunyip River: Occasional patchy moderate fog.

*Between Longwarry North and Moe: Frequent patchy moderate fog. Heavy fog in the low lying areas.

*Between Hermes Oak and Traralgon: Frequent heavy fog.

*Between Traralgon and Sale: Occasional moderate patchy fog.

*Between Sale and Stratford: Frequent moderate fog.

*Between Stratford and Bairnsdale: Frequent moderate fog, often at night.

*Between Bairnsdale and Orbst: Occasional sea fog of varying density.

*Between Orbst and Cabbage Tree Creek: Occasional sea fog.

Princes Highway West

*Between Laverton and Lara: Occasional heavy fog.

*Mt. Moriac: Frequent heavy fog.

*East of Winchelsea: Occasional heavy fog.

*East of Warncoort: Occasional heavy fog.

*Between Colac and Pirron Yallock: Occasional heavy fog.

South Gippsland Highway

*Between Lyndhurst and Lang Lang: Occasional moderate fog in low lying areas.

*Between Loch and Foster: Frequent patchy moderate fog, often at night.

Sunraysia Highway

*Between Waubra and Lexton: Heavy fog with the most serious driving hazard in the Mt. Mitchell area.

Warburton Highway

*Between Wandin and Warburton: Occasional moderate fog.

Western Highway

*Between Ballan and Leigh Creek: Heavy fog can occur at any time of the year.

FOG DRIVING

A guide for motorists

The best advice about foggy conditions is: Don't drive unless you have to. Stay off the road unless the trip is absolutely necessary — it may prevent an accident.

This advice is in line with the common practice used in aviation, where airports are closed during fog conditions. Visibility is just as fundamental for road safety as it is for air safety.

However, if you suddenly encounter fog while driving, you can reduce the risk of accident by observing the following advice.

Car lights

Use headlights or fog lamps. Low-mounted fog lamps are the most suitable car lights for foggy conditions. But if these lamps are not fitted, use headlights in preference to parking lights.

In daylight, headlights on high beam can be seen from a far greater distance. Parking lights may not be seen by other drivers until the outline of your car is visible — which is too late. Headlights on full beam will not usually dazzle or inconvenience other drivers in daytime mist or fog.

At night or at dusk use dipped beams.

Foggy or misty conditions can change quickly; select the lights to suit the conditions.

Drive slowly

Drive slowly, using the kerb, road shoulder, white lines or reflective lane markers to guide you along the road.

Never assume a clear road ahead in fog. Drive according to the distance you can see — you must be able to stop within that visible distance, no matter how short it is!

In dense fog this means cutting your speed to a crawl and inching along. If the fog lies in patches,

slow down and enter the patches at greatly reduced speed.

Don't brake sharply if there are vehicles following you. It is better to slow steadily until you are travelling at a speed that will allow you time to avoid any unsuspected hazards.

Avoid sudden stops: when you have to stop, tap the brake pedal so that your flashing brake lights warn the drivers behind you. This will help to avoid rear-end collisions which are more prevalent in fog conditions.

Make sure that wind-screen washers, wipers and car demisters are in good working order. A build up of moisture inside and outside the windows often compounds the adverse effects of fog. Keep a window open slightly to reduce "steaming" on the inside windows.

Turning

Turning at a road junction, especially to the right, requires great care. Unwind a window so that you can hear traffic noise. Indicate well in advance and use your car headlights.

If you have to wait for other vehicles to pass before you can turn, keep your foot on the brake pedal so that your stop lights are on continuously. This provides an extra warning to following traffic. Use the horn and listen for other car horns. Don't turn until you are certain that it is safe.

Road markings

Reflective lane markers are visible in foggy conditions, but other road markings may be hard to pick out in the fog. Travel in the centre of the lane between markers.

Try to keep visual contact with the kerb.

The edge of the road and local landmarks also help when driving in fog.

Following vehicles

When following another vehicle in fog leave yourself plenty of room for stopping. There may be a hazard ahead which will cause the vehicle in front to make an emergency stop.

In thick fog, sufficient space between vehicles is vital to give you sufficient reaction time and braking distance if the vehicle ahead stops.

Drive at a safe speed — and keep to it. Don't be tempted to keep up with the vehicle in front. "Follow the leader" can be a dangerous game in fog conditions.

Overtaking

Overtaking is very dangerous in fog. You should only overtake if it is absolutely necessary, and then with great care.

You may find, while overtaking, that visibility ahead is much worse than you think. Your faster travelling speed needed for overtaking could lead to a dangerous situation, with your car being on the "wrong" side of the road when you spot an oncoming vehicle.

Fog on freeways

Freeways are divided roads designed for rapid and safe travel. Because vehicles travel at faster speeds than on other roads, it is vital that motorists reduce speed as soon as fog is encountered.

Serious fog conditions on a multi-laned freeway can make driving conditions extremely hazardous.

On a suburban road, motorists driving in fog use roadside landmarks, kerbing, property boundaries, etc., to guide them through the fog.

But when travelling in the middle lane of a multi-laned freeway, there are few landmarks to be seen. In thick fog, motorists can lose their sense of direction. Drivers attempt to follow the tail lights of the vehicle ahead and "hope for the best".

It is important that motorists reduce speed so that they can stop within the distance they can see ahead. In overseas countries where fog conditions are much worse than Australia, the danger of serious multi-vehicle accidents is still great despite the installation of sophisticated warning devices.

Electronic fog driver aid systems have failed to make a substantial safety improvement because fog greatly reduces a driver's ability to receive warning messages by eye and ear.

Visibility in fog...

The Bureau of Meteorology defines mist and fog as:

A mist exists when objects at a distance of 1 km to 2 km are not visible.

A fog exists when the visibility is 1 km or less.

A heavy fog exists when the visibility is less than 200 m.

Parking in fog

Never park on a road in fog. Pull completely off the road before stopping. On a freeway, park in the emergency lane or well to the side of the carriageway.

If your vehicle breaks down, or if you have to leave it for any reason, try to quickly move it off the road. If you can't do this, keep the warning flashers, indicators or parking lights switched on, and try to signal approaching drivers. Don't stand on the roadway.

Litter

NEW FINES MAY CUT CRB COSTS

The CRB looks forward to reduced wastage of its resources on litter collection with the introduction of tough new legislation aimed at litterbugs.

The new legislation, contained in amendments to the Litter Act, came into operation on 1st March.

The legislation boosts maximum fines for littering from \$200 to \$500, on the spot fines from \$5 to \$50, and made provision for "owner onus" to apply for litter thrown from vehicles.

CRB Chairman, Mr R E V Donaldson, said the Board looked forward to a diminished level of roadside litter with the introduction of the new fines.

"We are particularly looking forward to an impact on that small percentage of motorists who cause most of the problem—the people who don't care.

"We care, because it's costing us \$600,000 a year to clean up after them.

Mr Donaldson said the CRB's litter campaign during the summer had been aimed at the general public to create awareness of the problem, and how much it was costing the community.

"We hope the campaign and new fines will substantially relieve the problem and release road patrol staff to tackle the more important tasks of road and roadside maintenance," Mr Donaldson said.



● **Piggy Litter, as featured in CRB Wanted posters.**

As part of the campaign the CRB produced 140,000 plastic car litterbags. The bags are available on request from the CRB Head Office and divisional offices.

In addition giant "Wanted" posters featuring Piggy Litter were distributed to schools, councils and libraries. These are also available from CRB offices.

RECREATION TRAVEL



Major study under way

A major study into recreation travel and activities of Victorians is well under way.

The study is being carried out as a joint research project by the CRB, Ministry of Transport, Ministry for Conservation, Department of Youth, Sport and Recreation, Western Port Regional Planning Authority, Upper Yarra and Dandenong Ranges Authority and the Flinders Shire Council.

Some 2000 Melbourne residents have been interviewed on their recreation and holiday activities during the past 12 months.

In January, 1978, a detailed survey was carried out in the Shire of Flinders and this provided information about popular beach activities—swimming, boating, fishing—as well as the less popular activities of hang gliding, scuba diving, horse and trail bike riding.

All the data for the study has been collected and consultants are now analysing and interpreting the information.

The \$50,000 study has enabled for the first time the use of recreation sites and travel between home and the sites to

be investigated simultaneously.

People were asked to rate their attitude to various factors associated with recreation, e.g. whether they liked a holiday site where there were many people, if there were car parking facilities nearby, etc.

The CRB will benefit from the study in various ways. State highways carry considerable recreation traffic on weekends and holidays. Data from the study will help in road planning, provide knowledge about the use of existing holiday sites and the expectations of the travelling public.



CYCLING

Bicycle riding is a popular recreation activity in Victoria.

And many cyclists choose a trip from Melbourne to Geelong (about 70 km) or Ballarat (about 110 km) for a day tour.

The most direct route (by car) is along the major freeways linking these centres with Melbourne.

But cyclists are prohibited from riding on freeways because of the potential danger to cyclists on high-speed roads. Pedestrians and animals are also prohibited from using freeways.

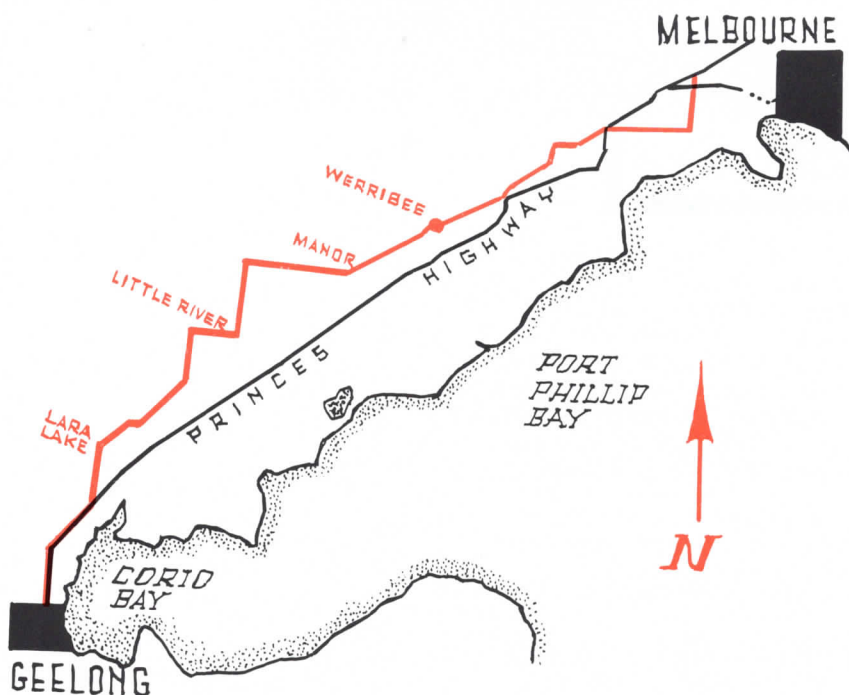
As a guide to cyclists wishing to ride between Melbourne and Geelong, and Melbourne and Ballarat, the CRB has prepared the following suggested alternate routes.

TOUR VICTORIA:

But don't cycle
on freeways



• Melbourne to Geelong



Cyclists can use the Princes Highway from Melbourne to the start of the Maltby Bypass section of the Princes Freeway (Geelong Road) but from there must use the Princes Highway through Werribee or local roads.

Bicycles are prohibited on the Maltby Bypass and on the Princes Freeway from the bypass to the Corio Rail Overpass.

Although cyclists are not prevented from using the Princes Highway from Melbourne to Werribee, they are advised to use alternative roads which have less traffic for a safer ride.

A safer route is Millers Road (North Altona), Kororoit Creek Road, Old Geelong Road (Laverton), Sayers Road, Forsyth Road, Old Geelong Road (Hoppers Crossing), and the Princes Highway route through Werribee. Then cross to the west side of the railway line and ride past the racecourse (Bulban Road) to Manor, Little River, Lara Lake and then to Geelong.

IN MELBOURNE:

A new bicycle path for Nepean Highway

A bicycle path will be built along an 860 metre long section of the Nepean Highway as part of the \$32 million widening project.

The 2.4 metre wide path will initially be constructed on the west side of the highway between Rose Street, Gardenvale and Hampton Street, Brighton.

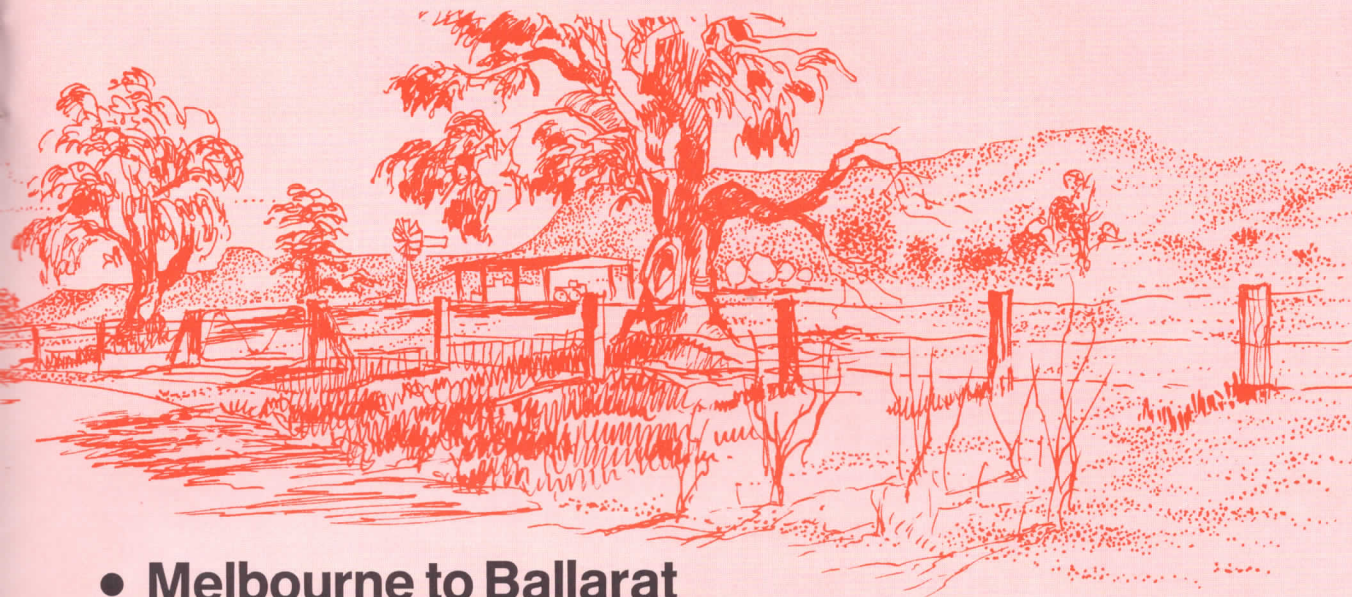
The bicycle path will be integrated with the landscaping along the highway.

The path from Rose Street to Hampton Street is estimated to cost \$12,000.

The CRB is constructing the bicycle path as a research project to assess the potential bicycle usage in an urban area.

Data collected will also be used to assess the need to incorporate cycle tracks in road programs.

The Nepean Highway bicycle path has been planned in consultation with the Department of Youth, Sport and Recreation and Moorabbin, Caulfield and Brighton City Councils.



• Melbourne to Ballarat

Cyclists can use the Western Highway between Deer Park and Melton, but are prohibited on the freeway between Bacchus Marsh and Ballan and on the Gordon Bypass.

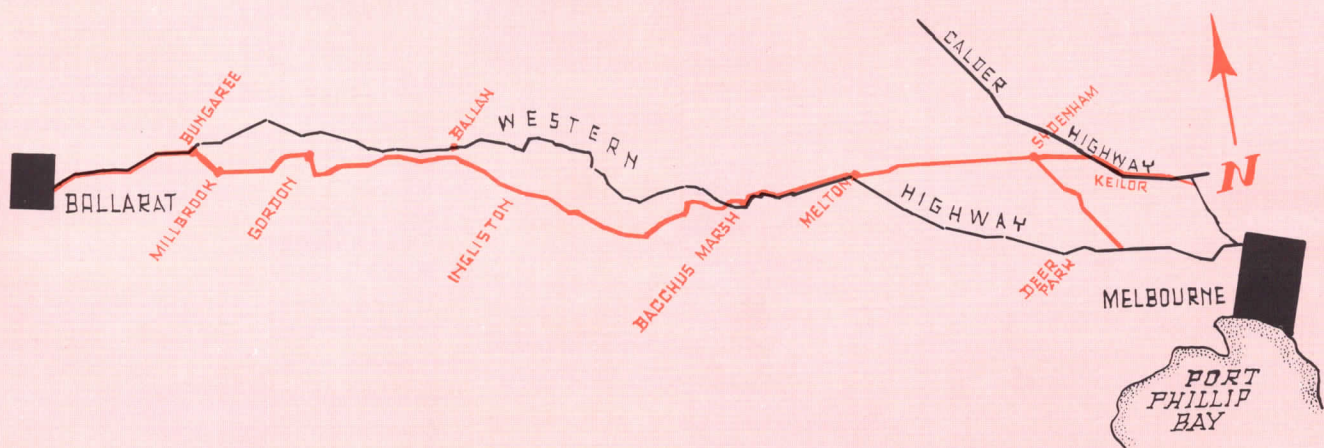
The Western Highway can be used to the first turn off into Bacchus Marsh township, turning left into Grant Street to cross the Werribee River.

The route then involves turning right into Griffith Street and then into Ingliston Street adjacent to the golf course.

The first section of this road—to Ingliston Homestead—is sealed, but about 10 km of the road to Ingliston is unsealed road of relatively good condition.

The remainder of the route from Ingliston to Ballan is on sealed

roads. Ride into Ballan and join the Western Highway until the turn-off to Gordon just before the start of the Gordon Bypass. Travel through Gordon, Millbrook and Bungaree and rejoin the Western Highway for the last stage to Ballarat.



Towards better roads

★ **TOWARDS BETTER ROADS** details progress on improvements by the CRB to the major road network of the State. The cost estimates used are current as at April, 1978. Major works currently under construction by the CRB are summarised below.

Burke Road Bridge, Kew

Construction is under way on a new duplicate bridge across the Yarra River at Kew. The bridge will be used by south bound traffic.

Cost estimate—\$1 million.

Completion expected—late 1978.

Calder Freeway

● Keilor

Work on diverting the Maribyrnong River upstream of the Calder Highway is continuing as part of the first section of the 5 km freeway bypass of Keilor. The total freeway project extends from Erebus Street to the Keilor-Melton Road.

Cost estimate (total project)—\$16.5 million.

Completion expected—1983, subject to the availability of funds.

Camp Road

This road over rail project in Camp Road, Broadmeadows, is well under way and the new overpass was partially opened to traffic in December, 1977.

Cost estimate—\$4.5 million.

Completion expected—late 1978.

Fisher Parade Bridge, Footscray

Work is continuing on the construction of a replacement bridge over the Maribyrnong River at Fisher Parade, Footscray, together with the necessary approach works.

Cost estimate—\$1.2 million.

Completion expected—late 1978.

Great Ocean Road

Reconstruction of 7 km of the Great Ocean Road west of

Apollo Bay is under way.

Cost estimate—\$1 million.

Completion expected—mid 1978.

Greensborough Freeway

Overpasses to eliminate railway level crossings at Watsonia Road and Grimshaw Street, Watsonia, have been opened to traffic.

Work is continuing on the final stage of excavation for the duplicate rail track which will be in operation later this year.

Cost estimate—\$5.5 million

Henty Highway

● Portland North

Construction of a 2.1 km deviation of the highway at Portland North is under way.

Cost estimate—\$542,000.

Completion expected—late 1978.

● Braxholme

Reconstruction of 6.5 km of the highway through and to the south of Braxholme has begun.

Cost estimate—\$490,000.

Completion expected—2.2 km by June 1978.

4.3 km by April 1979.

Hume Highway/ Freeway

Work is under way on three sections of freeway north of Seymour.

● Bypasses of Seymour and Avenel

Work is continuing over a 20 km section of the 27 km project from the Goulburn Valley Highway, north of Seymour, to north of Avenel, including the construction of twin freeway bridges over Hughes Creek at Avenel, and the North Eastern Railway/Hume Highway, south of Mangalore.

Cost estimate (total project)—\$35 million.

Completion expected—1983.

● Avenel to Tubbs Hill

Duplication work on the 12 km section of the existing Hume highway is continuing.

Cost estimate—\$7.5 million.

Completion expected—mid 1979.

● Bypass of Violet Town

Bridges over Honeysuckle Creek

and earthworks and drainage for the 6.1 km freeway project are nearing completion.

Cost estimate—\$6.5 million.

Completion expected—late 1979.

Johnson Street Bridge

Work is nearing completion on the construction of the twin bridges across the Yarra River, from Johnson Street, South Melbourne to Footscray Road, Melbourne.

All the approach roads have been completed. The deck of eastern bridge has been completed and the deck of the western bridge is well advanced.

Cost estimate—\$32 million.

Completion expected—mid 1978.

Mornington Peninsula Freeway

Earthworks are progressing on this 6.6 km freeway from Eel Race Drain, Seaford to Springvale Road, Keysborough. Work is continuing on the construction of bridges over the Patterson River and the Thompson Road interchange bridge.

Cost estimate—\$11.2 million.

Completion expected—late 1980.

Mulgrave Freeway

Work on the extension of the freeway from Forster Road, Mount Waverley to Warrigal Road, Oakleigh is continuing. The Huntingdale Road side track is now open to traffic and work on the Huntingdale Road bridge will begin shortly. Earthworks and drainage works are under way east of Huntingdale Road.

Cost estimate—\$12 million.

Completion expected—to Huntingdale Road, 1979. to Warrigal Road, 1980.

Murray Valley Highway

● Killara

Construction has started on three bridges across the Kiewa River Flats at Killara, east of Wodonga, and 1 km of associated approach roads to the bridges.

The new bridges and approach roads replace three old timber bridges.

Cost estimate—\$900,000.

Completion expected—December 1979.

Nepean Highway

Demolition of properties on the first 2.4 km section of this widening project between Cochrane Street, Elsternwick and Hampton Street, Brighton has almost been completed. The total widening project is 6 km long from Cochrane Street to South Road, Moorabbin.

Cost estimate (total project)—\$32 million.

Completion expected—1983.

Omeo Highway

Reconstruction of the Mossface Road intersection, replacement of Dirty Hollow Creek Bridge and reconstruction of 1.9 km of highway has begun.

Cost estimate—\$410,000.

Completion expected—late 1978.

Princes Freeway

● *Bypasses of Drouin and Warragul*

Construction is under way on the Drouin Section of the freeway between Robin Hood and the Princes Highway east of Drouin, at the railway interchange.

Cost estimate (total project)—\$31 million.

Completion expected—Drouin, 1981.

Warragul, 1984.

● *Moe Section*

Work is under way on the construction of a second carriageway to provide an additional 3.4 km of divided roadway.

Cost estimate—\$2 million.

Completion expected—late 1978.

Princes Highway East

● *Morwell to Traralgon*

A 9.5 km section of the duplication project has been opened to traffic, with 2.5 km of work remaining to be completed.

Cost estimate—\$4 million.

Completion expected—mid 1978.

● *Trafalgar*

Duplication of 0.8 km of the highway through Trafalgar has begun.

Cost estimate—\$800,000.

Completion expected—late 1978.

● *Officer to Pakenham*

Duplication of 8.8 km of highway is continuing.

Cost estimate—\$3 million.

Completion expected—May, 1978.

Princes Highway West

● *Werribee*

Work is under way on the duplication of the highway between the Princes Freeway and Hoppers Crossing.

Cost estimate—\$250,000.

Completion expected—June, 1978.

● *Weerite*

Construction of a road over rail overpass and 1.6 km of highway is continuing.

Cost estimate—\$700,000.

Completion expected—September, 1978.

Tullamarine Freeway

Lancefield Road along the western boundary of Essendon Airport is being upgraded to freeway standard.

The project will provide an interchange to Essendon Airport and improve local street access to the freeway.

Cost estimate—\$6 million.

Completion expected—1980.

Western Highway

● *East of Kaniva*

Work has started on the re-grading and reconstruction of 3.5 km of the highway near Merwyn Swamp.

Cost estimate—\$230,000.

Completion expected—mid 1978.

West Gate Freeway, South Melbourne

Site clearance is continuing for the West Gate Freeway between Graham Street, Port Melbourne and Grant Street, South Melbourne.

Work has begun on alterations to the existing freeway between Graham Street and Rogers Street, and to improvements to local roads in Port Melbourne, for completion prior to the opening of the West Gate and Johnson Street bridges, scheduled for mid 1978.

The freeway will be elevated between Johnson Street Bridge and east of Kingsway and pile driving for the foundations is under way at the western end.

Cost estimate—\$80 million.

HOW MOTORISTS CAN SAVE FUEL

Among the main ways that motorists can save fuel are . . .

● *Don't Speed*

Most Australian cars achieve their best fuel efficiency when travelling at about 50 to 60 kmh and all vehicles operate more efficiently when driven at a steady speed.

Generally, every 1 kmh speed increase above 80 kmh increases a car's fuel consumption rate by an additional 1 per cent.

● *Don't be a lead foot*

Erratic driving and harsh acceleration on rural highways can increase car fuel consumption by up to 7 per cent. In urban traffic this increase can be as great as 15 per cent.

● *Use public transport*

An average urban car driver can save as much as a third of his annual petrol consumption if he travelled to work by public transport.

● *Walk*

About 10 per cent of all car trips in Melbourne take less than 5 minutes. Many of these trips could have been made by walking, or riding a push bike — Remember "Life Be In It"

● *Share a ride*

Car pooling is an effective way to save fuel.

The Australian average car occupancy on journeys to work is 1.27 persons per vehicle. In 1964 the Melbourne average was 1.49 persons per vehicle. To return to this level today would reduce work trip energy consumption by about 15 per cent.

● *A smaller car*

Smaller cars are more fuel efficient and can result in significant fuel savings. For cars, a doubling of the gross vehicle weight almost doubles fuel consumption. The benefits of small cars are more significant in heavy traffic where there is a lot of stop-start driving.

● *Motorists can help*

There are many other ways in which oil can be saved, such as regularly ensuring that the car is running efficiently, tyre pressures are maintained, and accessories are not operating or fitted unnecessarily.



Road Publications

The following publications can be obtained from the CRB by filling in the attached coupon and returning it to Public Relations Section, Country Roads Board, 60 Denmark Street, Kew, 3101.

CRB—General

- ☐ The Roadbuilders
- ☐ Victoria's Rest Areas
- ☐ Snow Driving—It's an Art
- ☐ Colouring Book (for children)
- ☐ Science in Road Development
- ☐ Urban Freeways
- ☐ Back Issues, CRB News
- ☐ Your Property . . . Your Roads (Land Acquisition Guide)
- ☐ Eastern Freeway (in CRB News No. 37).

CRB—Project brochures

- ☐ Widening of Nepean Highway (Revised)
- ☐ The Hume Challenge
- ☐ Orbost (Princes Freeway)
- ☐ Calder Freeway (Keilor Section)
- ☐ Converting Lancefield Road to Freeway
- ☐ Bypasses of Drouin and Warragul (Princes Freeway)
- ☐ Violet Town Bypass (Hume Freeway)

NAASRA

- ☐ Roads and Traffic Noise
- ☐ Roads and Pollution
- ☐ Roads and Public Utilities
- ☐ Roads and Pedestrian Safety.
- ☐ Roads and Neighbourhood Planning.

Name

Organisation

Address

CONTRACTS

● A summary of major contracts over \$100,000 entered into by the CRB from 15th October, 1977 to 10th March, 1978.

Road construction

ROAD	DESCRIPTION	CONTRACTOR	AMOUNT
Fennell/ Boundary Woodruff Streets (Port Melbourne)	Construction of Fennell, Boundary and Woodruff Streets.	Earthmovers East Coast P/L, Mount Waverley	\$125,413
Tullamarine Freeway—English Street Interchange (Airport West)	Supply and placing of about 9000 tonnes of asphalt; supply and delivery of about 500 tonnes of asphalt on the Tullamarine Freeway—English Street Interchange.	Boral Resources (Vic) P/L, Hawthorn	\$217,500
Princes Highway West (Weerite)	Construction of earthwork approaches to rail overpass on the Princes Highway West.	R L Blake, Cobden	\$150,000
Hume Freeway (Seymour)	Supply of materials, manufacture and delivery of 36 prestressed concrete beams for Hume Freeway bridges over the Hume Highway and North Eastern Railway near Mangalore.	McDougall-Ireland P/L, Carnegie	\$251,117
Mulgrave Freeway (Waverley)	Earthworks and drainage on the Mulgrave Freeway between Huntingdale Road and west of Stephensons Road.	Suburban Plant Hire P/L, Lilydale	\$609,384
Mornington Peninsula Freeway (Carrum)	Supply of materials, manufacture and delivery of 18 prestressed concrete beams for the Thompson Road Bridge over the Mornington Peninsula Freeway at Carrum.	May's Vibrated Concrete P/L, Moorabbin	\$118,026
West Gate Freeway	Construction of seven cast in place reinforced concrete piles.	Bachy-Pearson Bridge P/L, St Leonards, NSW	\$137,757
Hume Freeway (Wallan-Broadford)	Supply and placing of approximately 29,000 tonnes of size 26 asphalt, 18,000 tonnes of size 14 asphalt and regulation where required on the Wallan-Broadford section of the Hume Freeway.	The Readymix Group Ltd, Burwood	\$1,378,395
Hume Freeway (Wallan-Broadford)	Supply and placing of approximately 30,000 tonnes of size 26 asphalt, 19,000 tonnes of size 14 asphalt and regulation where required on the Wallan-Broadford section of the Hume Freeway.	Boral Resources (Vic) P/L, Hawthorn	\$1,365,610

Other contracts

Transportation including stacking to template of crushed stone products from the CRB quarry Stawell for the period ending 31st August, 1978.	Wimmera Freighters P/L, Stawell	\$150,000
Supply and delivery of four John Deere J D 670 tandem drive articulated frame graders.	Intrac (Sales) P/L, Dandenong	\$249,600
Supply and delivery of tyres and tubes for motor vehicles, tractors and associated equipment for a period of two years ending 30th September, 1979.	Olympic Tyre and Rubber Co P/L, Camberwell	\$500,000
Supply and delivery to various locations in Benalla Division of such quantities of sealing aggregate as may be ordered for the period ending 31st August, 1978.	Adelaide Quarry Industries Ltd, Plympton	\$101,937
Supply, delivery, spreading and compaction of asphalt at various locations on the Hume Freeway, Tullamarine Freeway and Calder Freeway and the supply and delivery of 670 tonnes of bitumen treated crushed rock to the Tullamarine Freeway.	Pioneer Asphalts P/L, Clayton	\$111,173

CRB supports two new staff benefit programs

Defence Forces Reserves

The CRB is actively encouraging Australia's Defence Forces Reserves—the part-time component of the Army, Navy and Air Force.

The CRB has joined other State Government instrumentalities and employers in supporting the "Employer Policy Statement" of the State Committee for Support of the Reserve Forces.

The policy statement encourages enlistment in the Reserves, recognising it as a significant and economical method of providing defence forces in peacetime as well as being a valuable addition to employee development within an organisation.

The CRB is one of the largest employers of personnel who are members of the Reserve Forces and sponsors two units of the Australian Supplementary Army Reserve—Headquarters, 22 Construction Regiment and 107 Plant Squadron (Heavy). All Supplementary Reserve Units are

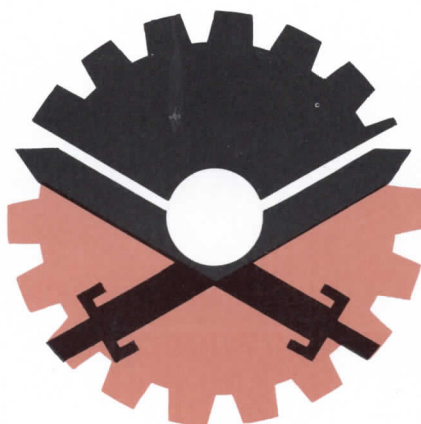
sponsored by State and Commonwealth Government Agencies.

The units use the civilian skills of engineers, draftsmen, mechanics, plant operators, field and administrative staff to provide a nucleus of personnel trained in military engineering functions.

Volunteers who enlist with the Supplementary Reserve must attend a 14 day camp each year. Members of other sections of the Reserve Forces serve a minimum of 26 days a year, of which two weeks are spent at a camp. Most employers

grant two weeks special leave for staff to attend the annual camp or exercise.

The Committee for Employer Support of Reserve Forces comprises a National Executive and State Committees made up of representatives of employers, trade unions, servicemen and other community groups. Its main purpose is to stimulate active support for the Reserve Forces throughout the community, and in particular, to encourage employers to adopt policies that will allow their employees to participate in the Reserve Forces.



● **Symbol of the Committee for Employer Support of Reserve Forces.**

Work safety and health study...

The CRB and other State Government departments and authorities will study guidelines on occupational safety and health.

CRB Chairman, Mr R E V Donaldson, and the heads of all Government departments and instrumentalities attended a conference recently where the Premier, Mr R J Hamer, launched a booklet titled "Occupational Safety and Health".

The booklet presents a Code of General Principles on safety and health in the work place.

It defines the responsibilities of employees in the promotion of safety and good working conditions and says that everyone employed in departments and instrumentalities has a responsibility for safety in their own particular work area.

Mr Hamer said at the conference: "It is the policy of the Victorian Government to organise for the prevention of accidents throughout its various departments and statutory bodies".

The new code requires that input be obtained from employees at all levels to achieve maximum safety conditions in their own particular work area.

Mr Hamer expects the new Government safety practices to be an example to private industry and hopefully to set the pattern of wider implementation.



● **Army reservists from the CRB construct a Bailey Bridge during training. Volunteers with the Supplementary Reserve attend a two-week camp each year.**

THE GARDEN STATE ... IN AUTUMN



The Garden State in autumn . . . Wandiligong, near Bright, captures the serene beauty of Victoria's north-east. Many tourists travel to the area for scenic drives, bush walking, horse riding and many recreational activities.