CRB news

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The Early Days of the CRB

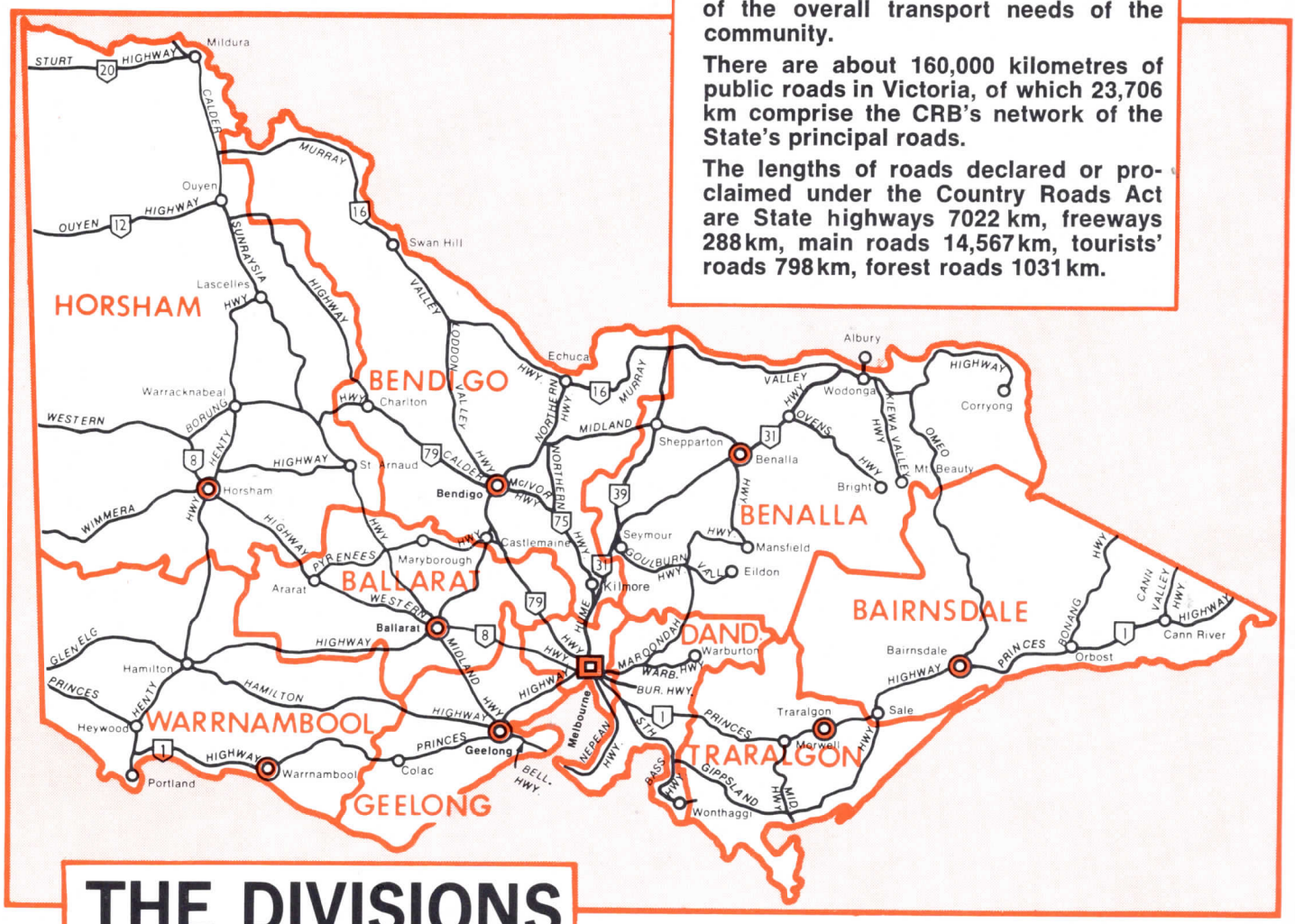
SPECIAL FEATURE INSIDE

CRB

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 transport needs of the community.

There are about 160,000 kilometres of public roads in Victoria, of which 23,706 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 7022 km, freeways 288 km, main roads 14,567 km, tourists' roads 798 km, forest roads 1031 km.



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OUR FRONT COVER shows a picturesque section of the Calder Highway between Macedon and Gisborne in the heart of the Black Forest. The highway was named after the CRB's first Chairman, Mr. William Calder. The insert on the cover is from a photograph of Mr. Calder taken during the first detailed investigation into the state of Victoria's roads made by the Board in 1913.

Contents

Personnel

BOARD MEMBERS

T H Russell
Chairman

W S Brake
Deputy Chairman

N L Allanson
Member

SENIOR OFFICERS

K G Moody
Engineer in Chief

G K Cox
Secretary

R G Cooper
Chief Accountant

N S Guerin
Deputy Engineer in Chief

P J McCullough
Deputy Secretary

R J C Bulman
Deputy Chief Accountant

FUNCTIONAL ENGINEERS

R C Handley
Chief Engineer (Special Duties)

K N Opie
Chief Bridge Engineer

P M Jeffreys
Chief Mechanical Engineer

R T Underwood
Chief Planning Engineer

H W P Hobbs
Chief Road Design Engineer

V R Moll
Chief Urban Projects Engineer

L M Jones
Chief Works Engineer

FROM THE CHAIRMAN . . .

The Country Roads Board's objective of developing a high standard road system throughout Victoria which will efficiently and safely cater for the road transport needs of the community both now and in the future is being restricted by the limited funds available for roads.

Many urgently needed road and bridge projects in both urban and rural areas could be implemented if additional finance was available to the Board. In the 1979/80 financial year it is estimated that an additional $45 million could have been expended on Board and municipal road projects, and would have resulted in considerable economic benefit to the community.

In 1979/80 approximately $257 million is expected to be available to the Board. Of this amount approximately $143 million will come from State sources and $114 million from Commonwealth grants.

To many people this large amount of revenue would seem adequate but in fact over the past ten years the increase in funds available for roads each year has not kept pace with inflationary trends, which has resulted in greatly increased costs of road and bridge construction. In the past decade motor traffic in vehicle kilometres of travel has increased by 67%, but in real money terms the funds available for roads have decreased by approximately 15%.

It is of interest that 90% of goods used or manufactured are at some stage or another transported by road.

There are about 160,000 km of public roads in Victoria of which 23,706 km comprise the State's principal system of CRB declared roads, including freeways, State highways, tourists' roads, forest roads and main roads. It is vital that this extensive road network is adequately maintained, and the Board gives high priority to the allocation of funds for maintenance in order to protect the present road assets.

Existing roads need to be reconstructed when the geometric standards such as width of road, horizontal and vertical alignment, intersections, etc., are not adequate for the traffic using the road. In addition, road pavements deteriorate over a period of time and require reconstruction when the pavement is not capable of safely carrying the heavy vehicles which now use the road system.

As an indication of this problem it has been estimated that to maintain the rural State Highways in a satisfactory condition, approximately 3-4% of the total length should be reconstructed each year, but, in 1978/79 the Board was only able to allocate funds to enable approximately 1% of the length to be reconstructed.

If this present low rate of reconstruction continues for a number of years there could be a long term deterioration of the road system which could only be corrected by making available additional funds for the reconstruction of existing roads.

The maintenance and replacement of bridges is another serious problem. About 2,500 to 3,000 old timber bridges throughout the State help provide essential road links for the community and would require $180 million to replace.

Although maintenance of these bridges in some cases is uneconomical, there is simply not enough finance available to replace them and it is necessary to adopt a policy of replacing the worst of these timber bridges each year and maintaining the remainder. Because of this policy it is often necessary to place load limits on bridges which in some cases place serious restrictions in respect to the movement of heavy vehicles.

The need for additional funds for roads both in Victoria and throughout Australia has been recently supported by the Bureau of Transport Economics' report "An Assessment of the Road System: 1979 Part 1", which indicated that an economically warranted road programme for 1979/80 to 1982/83 requires an increase in real expenditure of 16% per annum.

To resolve this problem and to meet the community's increasing road transport requirements, it is important that additional finance be obtained from both Commonwealth and State sources in order to maintain and improve the existing road system. For this objective to be achieved everybody involved in road transport as well as the general public should be aware of the problem so that Victoria's present road system is not allowed to deteriorate.

T. H. Russell.

CRB HEAD OFFICE
60 Denmark Street, Kew, 3101
For further information relating to articles in this publication, or other matters concerning the CRB, contact the Public Relations Section, Telephone 860 2160 or 860 2584.

TWO NEW FREEWAY SECTIONS FOR MELBOURNE

Victorian motorists received a two-fold Christmas bonus this year when new sections of the Mulgrave Freeway and Tullamarine Freeway were opened in mid-December, 1979.

On the Mulgrave Freeway, work was completed between Forster Road and Huntingdale Road, Oakleigh, and opened to traffic by the Minister of Transport, the Hon. Robert Maclellan, M.L.A., on Wednesday, 12th December.

The 2.1 km project is estimated to cost $9.2 million and provides three lanes for traffic in each direction.

A new bridge carrying Huntingdale Road over the freeway was completed and opened to traffic in August, 1979. Traffic has been using the Stephensons Road and Stanley Avenue bridges over the freeway for some time.

Landscaping is an important facet of the project with more than 26,000 trees and shrubs being planted.

● *Mr Maclellan drove the first recreational vehicle on the new section of the Mulgrave Freeway — Melbourne's freeway outlet to the south-eastern holiday resorts. (Vehicle supplied by Four Wheel Drive Hire; Boat supplied by International Marine Pty. Ltd.)*

● *Mr Maclellan turns off the last set of traffic signals on the Tullamarine Freeway — right on time.*

Sound barriers in the form of timber fencing and earth mounds have been constructed in various locations of the new section to minimise the effect of noise. More than 340 metres of timber fencing and 600 metres of earth mounds have been constructed. In addition 125 metres of timber fencing has been constructed near houses abutting the boundaries to maintain the privacy of local residents.

Traffic signals at the freeway ramps at Forster Road and Huntingdale Road will control access to the freeway and emergency telephones have been installed.

Work is continuing on the construction of the Mulgrave Freeway between Huntingdale Road and Warrigal Road and this section is scheduled for opening in 1981.

On the Tullamarine Freeway, Lancefield Road along the west side of Essendon Airport has been upgraded to freeway standards and opened to traffic by Mr. Maclellan on Tuesday, 18th December, 1979. A new overpass at English Street now provides safe access to Essendon Airport and the adjacent residential and industrial areas.

The upgrading of Lancefield Road to freeway standard also meant the removal of the last set of traffic signals on the freeway route between Flemington Road and the Tullamarine Airport.

The estimated cost of the project is $8 million at 1979 prices.

SUMMER DRIVING HINTS

SUMMER! That magic time of the year for holidays is almost upon us.

For most of us, summer means daylight saving, trips to the beach, barbecues and weekends away.

For the motorist it means caravan holidays, drives to the seaside, and for some, sports cars and surfboard racks.

But it also means a change in driving tactics, both in the interests of safety, and pleasant trouble-free motoring.

In a bid to make YOUR summer a little safer and more comfortable on the roads, the CRB has compiled a list of hints for the summer driver.

THONGS, which are fast becoming a traditional part of the Australian way of life, are exceptionally dangerous when driving a car.

Because of their "flip-flop" design, they can easily be caught under a pedal, creating a very real driving hazard.

Should you have to drive without proper fitting footwear, it is far better (as a last resort) to drive in bare feet than in these rubber sandals.

GLARE is another danger associated with the summer. The sun is a lot stronger in the warmer months, and the resulting glare can be fatiguing as well as hampering a driver's vision.

A pair of good quality sunglasses should be a part of every driver's kit, but they should not be worn when driving at night.

Glare can also be a danger at night. We all know how difficult it is to see when an oncoming car has its headlights on high beam. Remember to dip your headlights when another car is coming towards you.

WINDSCREENS tend to gather a lot more dust in the summer. This dust can result in an almost complete loss of vision when driving into strong sunlight.

A quick clean every time you fill up with petrol can save a lot of problems.

PEDESTRIANS, especially in recreational areas such as beaches and picnic grounds, are far more numerous in the summer.

A special lookout must be kept for them.

INEXPERIENCED DRIVERS, especially on longer trips, are more prevalent in the holiday season, and the more experienced motorist must be ready for any unexpected manoeuvres other drivers might make.

TYRE PRESSURES are also an important part of summer motoring. In the hotter weather, tyres tend to overheat more quickly. Check tyre pressures BEFORE making your journey while the tyres are still cool.

Adjusting tyre pressures when the tyres are hot can result in under-inflation with the possibility of the tyres overheating and possibly bursting.

BRAKES tend to fade in the hotter weather, especially if your car is fitted with drum-type brakes. It pays to have your brakes checked regularly.

RADIATORS also get hotter in the summer when the weather is warmer.

A pre-summer radiator flush can take a lot of potential problems out of long holiday trips.

ROAD surfaces in hot dry climates quickly gather particles of rubber from car tyres, and after a rain shower, these particles become very slippery.

In the winter when rain falls more regularly, these particles are washed off the road surface, but in the summer, the particles can pose a hidden hazard for the unwary motorist after a quick rain shower.

CHILDREN and pets should not be left alone for any lengthy periods in cars.

A car's interior heats up very quickly when the vehicle is left in the hot sun. NEVER leave children or pets in a car with the windows all tightly closed.

CARAVANNING is a lot more popular in the summer holiday period. Remember that caravans are far more susceptible to cross winds than a streamlined sedan. If you are towing a caravan, drive more slowly.

ROADWORKS are carried out extensively during the summer months. "Roadworks Speed Limit" signs indicate legal speed limits in road construction zones and are erected to protect both motorists and workers. The signs are yellow with the black speed limit numerals enclosed in a red circle.

And last, but by no means least, remember that car seats and steering wheels can become unbearably hot when the sun is shining directly onto them through a windscreen.

Keep a large towel handy in the car and use it as a makeshift seat cover if necessary. It also helps to leave the towel draped across both the seat and the steering wheel if the car is to be left in the sun for any length of time.

Why we need to save petrol

The world's oil isn't going to last forever.

It won't run out next week, but it won't be as cheap or as plentiful in the years to come.

At present Australia produces two-thirds of its requirements, but with dwindling reserves and rising demand we are becoming more dependent on overseas supplies of oil daily.

Is it necessary to take the car everywhere?

Before you jump in the car to go somewhere, consider the alternatives.

Could you walk instead?

Or go later when you have another trip that goes close by?

Or take public transport?

Even ride a push bike?

Or grab a lift with someone going the same direction? (Four people sharing one car use a quarter of the petrol of four cars and take up only a quarter of the road space, too!)

Use your head and plan ahead

If you can avoid driving in peak hour traffic, do it.

Avoid every bottleneck, even if it means driving a little out of your way.

Remember, a car moving freely on the road uses less fuel than one stuck in stop and go traffic.

Don't open it up on the open road

At 110 km/h your car uses up to 25% more fuel than it would cruising at 90 km/h.

Slow down to 90. You'll save fuel. You'll save money. And you could even save a life.

Drive smoothly

"Racing" starts are for bunnies.

You use fuel faster. And you don't get to the next red light that much quicker.

Try to drive as smoothly as possible, so you blend easily with the flow of traffic. And always watch the road ahead so you can anticipate sudden stops and starts.

The easiest way to learn the simple art of smooth driving is to imagine there's a peach between your right foot and the accelerator.

If you jab the accelerator hard enough to squash that peach, you're wasting fuel.

Don't race to a halt

When it looks as though you'll have to stop, ease your foot off the accelerator.

There's no prize for being first to the stop-lights.

Roll up nice and easy and you'll cut your fuel bills, and keep your brakes and tyres longer.

And don't forget, stop-start driving wears the driver out faster, too.

More pressure in your tyres, less pressure on your wallet

Many motorists allow tyre pressures to go considerably below manufacturers' recommendation before checking and adjusting them.

Under-inflated tyres use more fuel — and wear much more quickly than correctly inflated tyres.

You'll not only save as much as 10% in petrol because of reduced rolling resistance, but you'll also have increased performance in steering and braking, especially in an emergency.

Don't rest your foot on the brake when driving

It strains the engine. Uses more petrol. Increases brake wear. And decreases braking efficiency.

If you're stopped at an intersection on a slight hill, don't hold the car in gear with accelerator and clutch.

P.S.—When driving don't rest your foot on the clutch, either — and make sure your handbrake is fully released.

Make every change for the better

Driving in a gear lower than you need is a waste of fuel. So is letting the engine labour in top gear on hills and corners.

Pick your gear to suit the stretch of road you're on. In an automatic, lifting your foot lightly off the accelerator pedal will get you into top more quickly.

Play it smart in a jam

If you're stuck in a traffic jam that's going nowhere fast, switch off. There's no point in using petrol to stand still. That goes for long idling whilst waiting for someone.

If it's going to be more than a minute, switch off and save.

Proper care and maintenance — or little things mean a lot

Because it's the little things that can waste the biggest amount of petrol.

Such as dirty air filters. Slow or sticking chokes. Poor spark plugs. Dragging brakes. Non-aligned wheels.

An important part of proper maintenance is having your car tuned regularly.

This ensures the "tricky bits" are correctly adjusted to operate at maximum efficiency and economy.

These little things can add up to a lot of fuel saved.

Don't choke yourself into debt

Use the choke sparingly.

On cars with a manual choke, use it only long enough to keep the engine running smoothly as it warms up.

On cars with automatic chokes, drive off the minute the engine runs smoothly.

Fill it up — not overfill it

If you ask a service station attendant to "fill 'er up", chances are he'll take you literally and fill your tank to the brim.

Reproduced from a booklet published by the Commonwealth Department of National Development.

What he doesn't spill doing that, you will, through the overflow pipe, as soon as you accelerate or corner.

Just have him fill the tank to the first "click off".

That'll give you all the range you want till the next fill. Without the wastage you don't need.

Can we afford accessories?

Any electrical accessory you use in your car, takes extra power from the engine and extra petrol from the tank.

Is your car overweight or overdressed?

Some drivers use their car's boot as a storage cupboard for things that could be left at home.

The more unnecessary weight your car carries the more fuel unnecessarily used.

Roof racks, bull-bars and oversize tyres, for example, all add extra weight to your car.

They also increase the effort your engine has to make to propel the car over the road and against wind resistance.

They'll cost you extra money on your petrol bill.

Before you buy your next car, think ahead

Just how much car do you need?

Single drivers and married couples can usually get by with a small car.

Families may need a larger car.

If yours is a two-car family, get a smaller second car and use it in preference to the larger car as often as possible.

Don't rev up before you switch off

It might sound good but all it does is waste petrol.

It doesn't make your next start any easier, either.

Can we afford luxuries?

Let's look at two. Air-conditioning. And power steering.

Air-conditioning can be useful when you need it.

But don't forget that when "full-on", it can cost up to 15% more fuel on the highway, and an even bigger percentage in stop-go traffic.

If you don't really need it, don't get it.

If you have air-conditioning use it sparingly.

Power steering can use up a further 3% more fuel. They might be hard to live without, but it'll be easier on your pocket.

Gear up and save

A manual transmission can use up to 10% less fuel than an automatic. And you'll find driving a manual can be a lot more fun than having an automatic drive you.

Light cars mean light fuel bills

When you have worked out your car needs, think carefully about a vehicle with good fuel economy.

Remember car weight will be a very important factor in your petrol bills for the next few years.

Every half a tonne of car needs around 700 litres of fuel, on average, just to pull that weight around for a year.

Consider large luxury sedans and station wagons weighing in at over one-and-a-half tonnes. That can add up to a lot of petrol to power a lot of vehicle not always required for your needs.

Radial tyres won't drive you into debt

They'll cut your fuel consumption, especially on the open road.

They also give better handling and better performance in rain and snow.

And they last longer.

WHAT DOES IT MEAN..?

Many motorists have been puzzled by the meaning of these signs which are dotted along freeways throughout Victoria, and have telephoned the CRB asking for an explanation of the white cross on a green background.

The signs are for the assistance of emergency vehicles and mark openings in the median where such vehicles may make a U-turn.

The U-turn facilities are designed for use only by emergency vehicles such as police, ambulance and fire brigade. They should not be used by private motorists.

Bacchus Marsh Bridge Opening

A large group of school children and townsfolk watched the CRB's Chairman, Mr. T. H. Russell, unveil the official plaque on the new Fiskin Street Bridge at Bacchus Marsh during October.

Shire President, Cr. William Shea, cut the ribbon and formally declared the bridge open.

After the ceremony, about 40 cars drove across the bridge in a motor cavalcade.

The bridge, with a kerb to kerb width of 9.2 metres, was built to replace the old 3.7 metre wide bridge.

The new bridge will enable heavy traffic to be diverted from the town's main shopping centre as well as providing a second road crossing of the Werribee River, which divides Bacchus Marsh.

The bridge, and the road approaches, cost approximately $260,000 and were constructed by the Bacchus Marsh Shire Council with unclassified road funds allocated by the Board.

● **TOP:** CRB Chairman Mr. T. Russell unveiling the plaque.

● **LEFT:** Shire President Cr. W. Shea about to cut the ribbon.

BEST APPRENTICE

THE CRB is a great place to learn a trade.

Just ask Benalla Motor Mechanic Apprentice, Dene Townsend.

Dene was chosen by the Industrial Training Commission of Victoria as the "Most Outstanding Apprentice in His Trade for 1979."

He also won this year's GMH Travel Award.

Dene, 22, is in the fourth year of his indentures and will become a fully-qualified tradesman early in the new year.

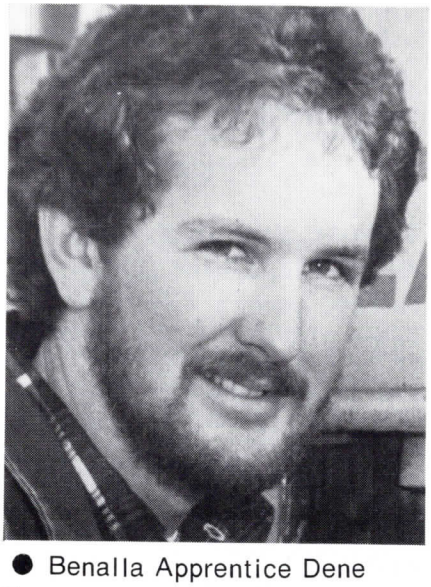
In the Benalla workshops he has learned machine shop practice, welding and the repair and maintenance of every type of CRB vehicle.

Dene is equally at home refitting the gears of a giant road grading plant as he is under the bonnet of a family sedan.

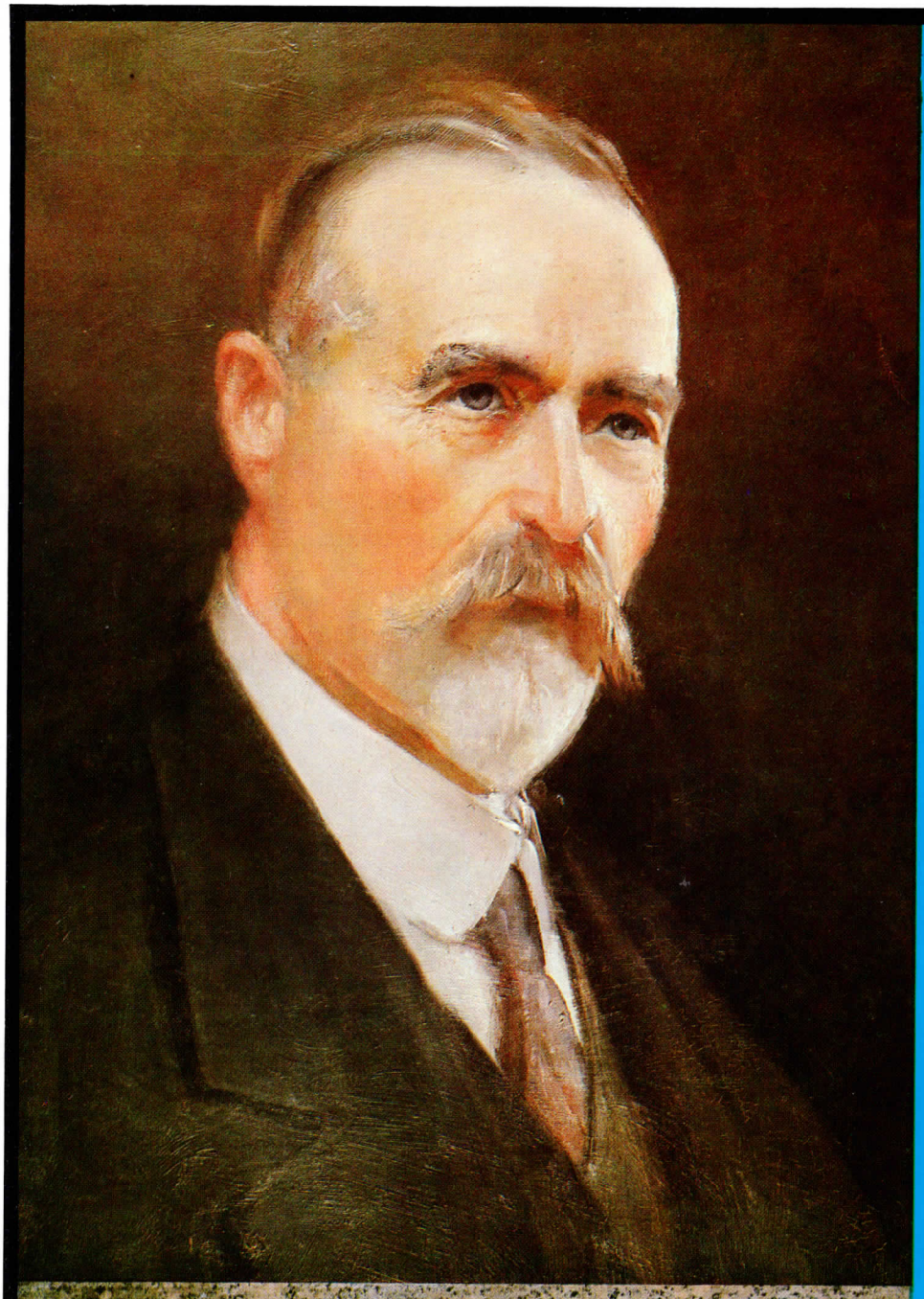
The award, which includes a silver medal, was presented to Dene by the State Minister for Labour and Industry, the Hon. J. H. Ramsay, M.P., at a special function during Apprenticeship Week.

Two other Benalla apprentices also received awards last year. Graeme Caccianiga won the award for the most outstanding first year motor mechanic apprentice and Malcolm Deakin won the prize for the best third year motor mechanic apprentice.

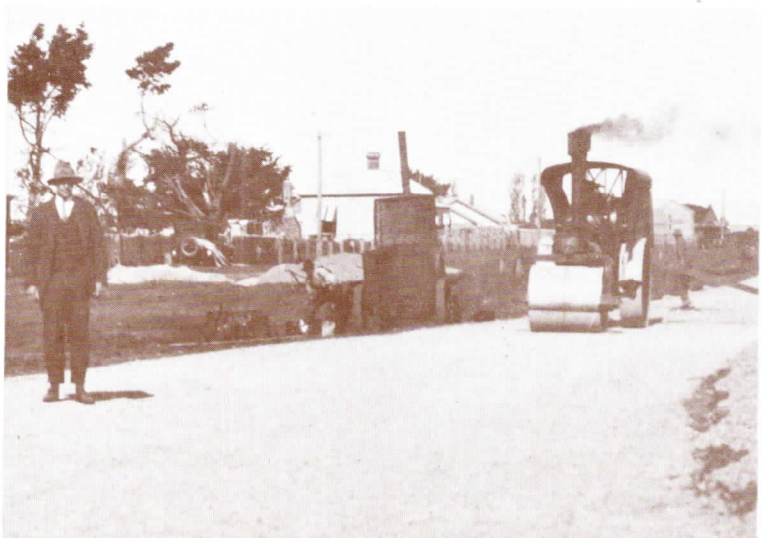
Apprentice motor mechanic, Graeme Caccianiga, won the regional award for the most outstanding first year apprentice, and Malcolm Deakin won the regional prize for the best third year apprentice motor mechanic.



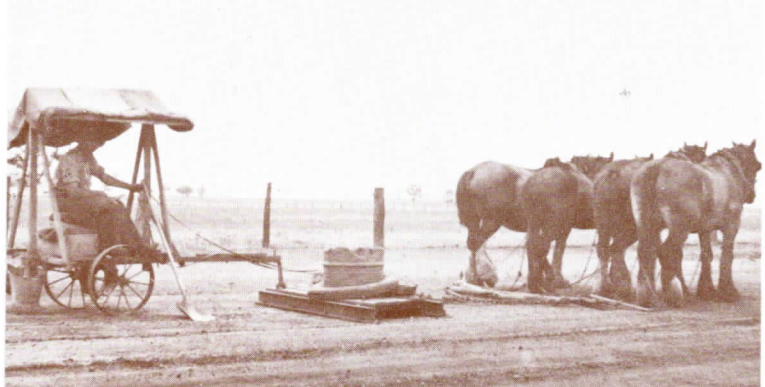
● Benalla Apprentice Dene Townsend.



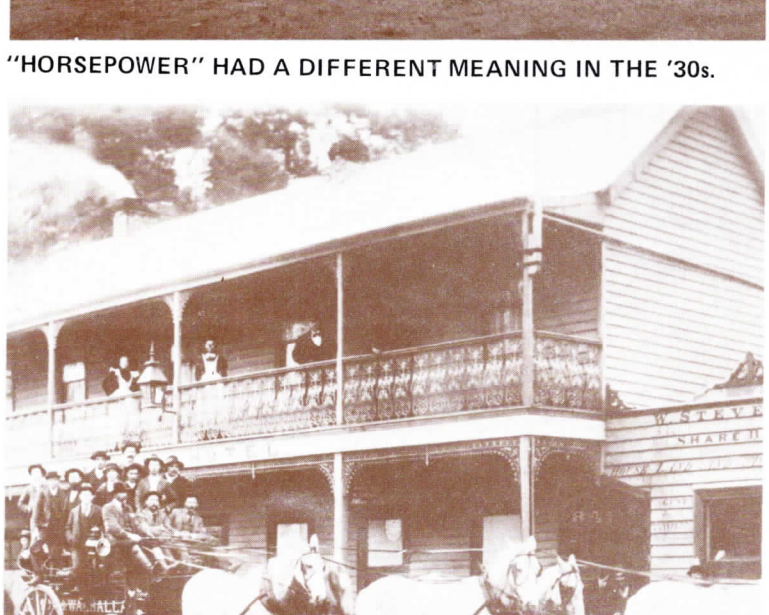
THE EARLY DAYS OF THE CRB



ROAD CONSTRUCTION WORK AT BUNGAREE IN 1928.



"HORSEPOWER" HAD A DIFFERENT MEANING IN THE '30s.



COACHES AND HORSES WERE THE MAIN TRAFFIC ON VICTORIA'S ROADS IN THE EARLY DAYS OF THE CRB.

THE CHAI

WILLIAI

In the early 1900s Victoria's roads were in terrible condition.

Many were little better than dirt tracks and even those which had been well constructed as the prinicpal coach routes had been allowed to deteriorate.

By 1912, settlement had far outpaced road construction and there was no comprehensive road system linking all parts of the State. Travel by road, even over short distances, was often difficult, sometimes impossible, and generally uncomfortable.

The demands created by these conditions led to the proclamation of the Country Roads Act 1912 in January, 1913. The Act established a three member Board as a central road authority to decide on the roads which should form part of the State's main road system and to control and maintain these roads.

Two million pounds of loan monies was made available over a five year period, and in March, 1913, a 53-year-old Scotsman, William Calder, was appointed as the Country Roads Board's first Chairman.

In his first two years in the post, he and the other two Board Members carried out a detailed investigation into the state of Victoria's roads.

They took great pains to consider carefully the complaints, opinions and recommendations put forward by farmers, councillors and local government officers.

Travelling in the Board's now famous first motor vehicle, "Prudence", or often on horseback, Mr Calder kept detailed notes and took hundreds of photographs as the Board toured the State from top to bottom.

These notes and photographs are still kept in the files of the CRB.

Because he travelled a great deal on horseback, many of the notes refer to the condition of his mount.

On July 18, 1913, at a place near Yarram, he wrote: *"My horse became lame here and Fricke's (the original third member of the Board) was nearly done up also . . ."*

Operating from a temporary office in Queens Street, Melbourne, which he described as "unfurnished and unswept", he recruited drafting and engineering staff, developed office and

FIRST
RMAN
CALDER

tendering procedures, and tested and improved road and bridge building techniques.

Mr Calder took a close personal interest in all facets of the Board's work. He personally checked every engineering drawing, and he inspected all of the new construction projects himself.

He quickly developed a reputation as "a very thorough engineer".

In the early 1920s, he toured America and Europe, collecting up to date information on the latest trends in motor vehicle ownership, the value of the motor bus in providing more flexible transport than tram or rail, and the need for weight restrictions for heavy trucks.

On technical matters, he studied the pros and cons involved in the choice between the American style concrete roads and the bituminous pavements used in Britain.

Road maintenance was high on his priority list, and he established a comprehensive road patrol and repair system.

The Calder Highway from Melbourne to Mildura was also named after him.

Mr Calder started life on a sheep station in Scotland.

He was born on July 31, 1860. In 1888, he came to Melbourne where he worked in private engineering and surveying firms, and became the Assistant Town Surveyor for the City of Footscray.

Also high in his priorities was the need to keep the roadsides as close to their natural beauty as possible and he campaigned for a system of extensive tree planting.

A series of memorials to Mr Calder include an avenue of trees along the Princes Highway near Werribee, an obelisk near Drouin and a bridge at Moe which has been named after him.

A year later in 1897, he joined the Prahran Council as City Engineer and Building Surveyor where he stayed until 1913 when he was appointed as the first Chairman of the CRB.

He held the post of Chairman until his death in 1928.

For as long as there are roads, William Calder will be remembered as one of Victoria's greatest pioneers.

o Rewritten from an article by Roger Southern.

THE CRB'S FIRST CAR, "PRUDENCE" OFTEN NEEDED HELP WITH SOME OF THE ROUGHER EARLY ROADS.

AN EARLY HORSE-DRAWN CRB ROAD PATROL.

FALLING LOGS CREATED MANY PROBLEMS FOR MOTORISTS IN 1915.

A SECTION OF THE TULLAMARINE FREEWAY.

Since the beginning ....

Brief highlights of the Board's activities since its formation are:

1913 First Board Meeting on March 31.

1915 Completion of two years of investigation of road conditions throughout the State.

1918 Start on the construction of Developmental Roads to give access from farming properties to railway stations or to a main road leading to a railway station.

1924 Legislation passed for the declaration of State highways, which became the direct responsibility of the CRB.

1925 District headquarters established at Benalla, Bendigo and Sale.

1926 Federal Aid Roads Agreement passed by the Commonwealth to provide funds from revenue on a systematic basis. District headquarters established at Beaufort.

1928 District headquarters established at Warrnambool and at Head Office.

1930 CRB compelled to reduce expenditure because of decline in motor registration fees received during the depression.

1936 The Tourists' Road Act passed, empowering the CRB to recommend the proclamation of tourists' roads and to be responsible for the construction and maintenance of roads proclaimed as tourists' roads.

1939 World War II and the diversion of most resources to defence works.

1940 Dandenong and Geelong Divisions established.

1943 Forest Roads and Stock Routes Act passed.

1944 Traralgon Division established.

1945 Resumption of normal activities after war.

1948 Stawell district divided into Ballarat Division and Horsham Division. Metropolitan Division established.

1954 Level Crossings Fund established to accelerate replacement of railway level crossings with overpasses or underpasses.

1955 Dual Carriageways on State highways commenced.

1956 Legislation passed giving the CRB power to construct freeways.

1960 Present Head Office building at Kew completed.

1961 First freeway (Maltby) opened at Werribee.

1963 Dual carriageways on Princes Highway between Oakleigh and Dandenong completed.

1964 Scheme introduced for replacement of school crossings with pedestrian overpasses or underpasses on busy roads.

1965 Roads (Special Projects) Fund established to provide finance for special road projects throughout the State.

1966 CRB appointed as the design and constructing authority for access roads to Lower Yarra Crossing Project (West Gate Bridge).

1968 Section of Tullamarine Freeway north of Essendon Airport opened.

1969 Arrangements made for transportation studies to be undertaken in the urban areas of Ballarat, Bendigo and Geelong. Phillip Island Bridge opened.

1970 Tullamarine Freeway south of Essendon Airport opened.

1971 Lower Yarra Freeway opened.

1972 Calder Freeway at Niddrie, Western Freeway at Bacchus Marsh and Gordon, and Mulgrave Freeway north of Dandenong opened.

1973 Western Freeway at Pentland Hills and Mulgrave Freeway, Jacksons Road to Springvale Road, Waverley opened.

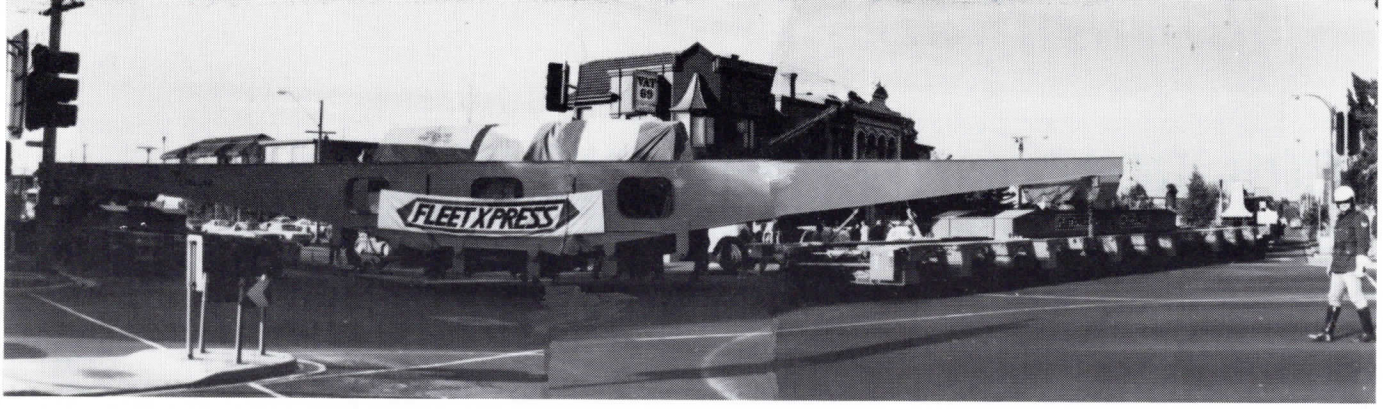
1974 MMBW roading responsibilities in Melbourne metropolitan area transferred to the CRB. Mulgrave Freeway, Jacksons Road to Stud Road opened.

1975 Western Freeway at Myrniong and the widening of High Street, St Kilda and Hoddle Street, Collingwood opened.

1976 Hume Freeway, Wallan to Broadford, South Gippsland Freeway to Hampton Park, Mulgrave Freeway, Springvale Road to Blackburn Road, and the Snowy River Bridge at Orbost opened.

1977 Eastern Freeway, Collingwood to Bulleen, Mulgrave Freeway, Blackburn Road to Forster Road, and Princes Freeway, Orbost opened.

1978 Johnson Street Bridge, Melbourne, and Western Freeway at Ballan opened.



We've come a l-o-n-g l-o-n-g way

WHEN it comes to moving large loads, road transport has come a long way over the years.

In 1921, an overdimensional load was transported from the Melbourne docks to the Newport power station.

The load was a 46-ton alternator, and a team of 43 horses was needed to drag it along the road.

This year, the same problems arose when another transformer arrived at Appleton dock destined for the Newport power station.

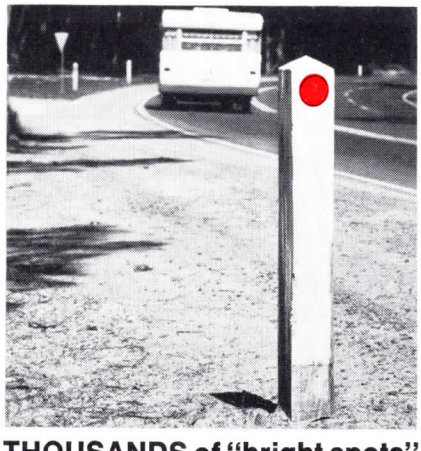
But instead of weighing 46 tons and measuring three metres high, the modern-day electrical apparatus and its transport equipment weighed a massive 513 tonnes, stood more than five metres high and was 97 metres long.

The CRB was requested for advice and special transport permits.

The transport vehicle especially imported from Italy by the transport contractor was fitted with 24 axles, each of them fitted with eight steerable wheels. Three prime movers, each having ten wheels were also needed.

The move took place during the early hours of a Sunday morning to take advantage of the low traffic volume at that time and to provide the least possible interference to other road traffic.

THE 'BRIGHT SPOTS' ARE COMING



THOUSANDS of "bright spots" will be added to Victoria's highways over the next two years.

The "bright spots" are circular-shaped, plastic-enclosed Corner Cube Delineators.

They will be fitted to roadside guide posts on busy State highways throughout Victoria and will replace the existing reflective tape strips.

The CRB decided to install the new delineators after thorough tests proved them to be more efficient than the reflective tape, even though they are more costly.

The new delineators have a much longer lifespan than the tape, they are many times brighter and they require far less cleaning and maintenance.

They also provide safer conditions for motorists.

Trials on a section of the Calder Highway between Gisborne and Woodend showed a significant drop in the number of after-dark accidents, especially in bad weather conditions. The new delineators also proved to be much brighter, especially on busy roads where headlights were kept on low beam.

The new delineators will be installed according to the present colour code with red reflectors on near-side guide posts, and white ones on off-side posts.

One of the major advantages of the corner cube delineators is that because they are enclosed in plastic, most of the dirt and grime sprayed onto them from the wheels of passing vehicles is washed off by rain.

With reflective tape strips, the necessary regular cleaning results in scratching and a considerable fall-off in their reflective performance.

The delineators will be installed progressively on the sections of the Calder, Hume, Princes, South Gippsland and Western Highways which have traffic volumes in excess of 2000 vehicles per day away from the immediate vicinity of towns.

A limited number of delineators will also be installed at special locations on other State highways such as sharp curves and hazardous intersections where it is considered that improved safety to the travelling public will result.

CRB ROAD PUBLICATIONS

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

CRB — GENERAL

- ☐ Driver's Guide to Victoria.
- ☐ Snow Driving — It's an Art (Revised).
- ☐ Colouring Book (for children).
- ☐ Science in Road Development.
- ☐ CRB News, Back Issues.
- ☐ Truckies Guide to the Advisory Truck Route.
- ☐ Pedestrian Overpasses and Underpasses.
- ☐ The Early Days of the CRB.

CRB — PROJECT BROCHURE

- ☐ Hume Freeway, Seymour-Euroa.
- ☐ Eastern Freeway.
- ☐ Calder Freeway (Keilor Section).
- ☐ Converting Lancefield Road to Freeway.
- ☐ Violet Town Bypass (Hume Freeway).
- ☐ Banksia Street to Bell Street Connection.

NAASRA

- ☐ Roads and Pollution.
- ☐ Roads and Public Utilities.
- ☐ Roads and Pedestrian Safety.
- ☐ Roads and Neighbourhood Planning.
- ☐ Film Catalogue.

Name .....

Organisation .....

Address .....

.....

..... ***Postcode*** .....

LETTER

Sir,

It has been my intention for some time to congratulate your department on the fine construction of the road leading into Heathmont. My husband and I admire that stretch of Canterbury Road each time we travel to visit our daughter, both for its beauty and its safety.

Mrs. F. N. Bowman
Forest Hill

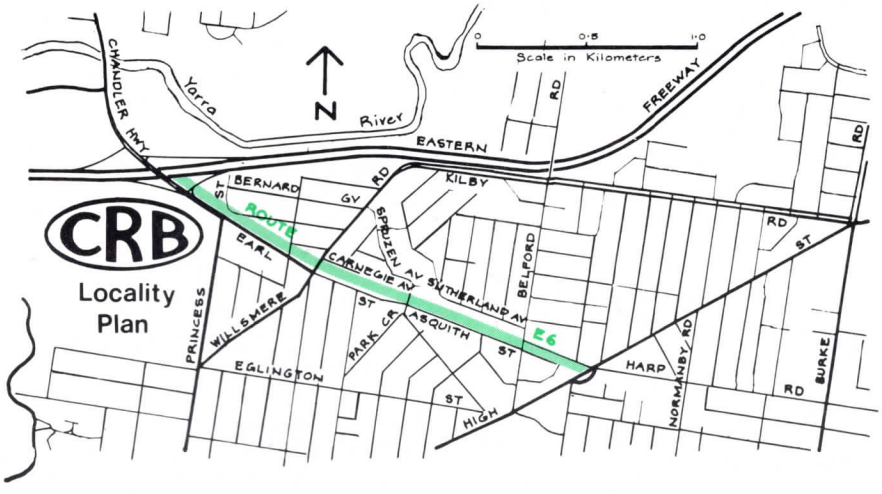
(Note: The duplication of Canterbury Road was constructed under the supervision of the Ringwood City Council with substantial funding from the CRB.)

CONTRACTS

A summary of major contracts over $200,000 entered into by the CRB from 24th March 1979 to 21st September 1979 (Figures rounded to nearest $'000).

ROAD	DESCRIPTION	CONTRACTOR	AMOUNT
Hume Freeway	Construction of a two-span post tensioned concrete box girder bridge on the bypass of Violet Town.	Cargill Constructions Pty. Ltd., Glen Waverley	$358,000
Hume Freeway	Construction of earthworks and drainage for 2,200 metres of the Hume Freeway near Avenel.	Wal Henning Earthworks Pty. Ltd., Ararat	$255,000
Hume Freeway	Construction of a two-span continuous post-tensioned concrete box girder bridge, at the Hume Freeway/Goulburn Valley Highway Interchange taking the Shepparton to Melbourne ramp over the Hume Freeway.	Hood Constructions Pty. Ltd., Mount Waverley	$238,000
Hume Freeway	Construction of earthwork and drainage at the Hume Freeway/ Goulburn Valley Highway interchange and associated works.	Keathson Pty. Ltd., Thomastown	$1,438,000
Western Freeway	Supply and delivery of approximately 240,000 cubic yards of subbase pavement material to the Western Freeway, Wallace-Bungaree Section.	Condon Bros. Pty. Ltd., Colac	$878,000
Western Freeway	Supply and delivery of approximately 75,000 cubic yards of filter, bedding and selected back-filling materials to the Western Freeway, Wallace-Bungaree Section.	Dunnstown Quarries Pty. Ltd., Wendouree	$357,000
Princes Freeway	Supply and laying of approximately 8,600 tonnes of asphalt on the Princes Freeway near Little River.	Readymix Group Ltd., Burwood	$261,000
Princes Freeway	Supply and delivery of 72,000 tonnes of Class 2A fine crushed rock near Drouin.	T. L. & A. F. Pelling, Pakenham	$527,000
Mulgrave Freeway	Construction of 48,600 tonnes of plant mixed wetmix crushed rock base pavement courses and 11,030 tonnes of asphalt intermediate and wearing course.	Boral Resources (Vic.) Pty. Ltd., Hawthorn	$1,088,000
West Gate Freeway (South Melbourne Section)	Construction of 122 deep, large diameter pile foundations for part of the length of the proposed West Gate Freeway structures.	Frankipile Australia Pty. Ltd., Footscray	$3,213,000
Mornington Peninsula Freeway	Supply and delivery of 55,500 tonnes of plant mixed wetmix crushed rock.	Apex Quarries Ltd., East Kew	$564,000
	Supply and delivery of white road-marking paint for period ending 30th June 1981.	Berger Paints Pty. Ltd., Coburg North	$730,000
Tullamarine Freeway	Supply and delivery, spreading and compaction of approximately 7,100 tonnes of asphalt.	Pioneer Asphalts Pty. Ltd., Clayton	$254,000
–	Supply and delivery of Special Primers and Primerbinders in bulk and in drums and AMC grades of cutback bitumen in bulk in quantities ordered during period ending 30th June, 1980.	Mobil Oil Australia Ltd., Melbourne	$500,000
–	Supply and delivery of coke oven tar in bulk in such quantities ordered during the period ending 30th June 1980.	Koppers Australia Pty. Ltd., Sydney	$340,000

ROUTE E6
ENVIRONMENT EFFECTS STATEMENT



THE CRB has commenced preparation of an Environment Effects Statement for the Route E6 between the Eastern Freeway and Harp Road, Kew.

For the purpose of the Environment Effects Statement the following alternative proposals will be considered:

- ★ doing nothing — other than minor intersection and traffic management improvements in the area such as parking restrictions, for example, as the need arises;
- ★ improving the Earl Street-Asquith Street route by addition of a parking lane for local residents, and intersection improvements;
- ★ a four-lane divided road at ground level between the Eastern Freeway and High Street, using the existing through roads for traffic travelling towards the Eastern Freeway, with the addition of extra lanes for traffic travelling towards High Street;
- ★ a four-lane undivided road at ground level through the centre of the road reservation between the Eastern Freeway and High Street;
- ★ a four-lane divided grade separated road, below ground level in most places, between the Eastern Freeway and Harp Road.

Variations of each of these alternatives including the possible exclusion of through traffic along the Earl Street, Asquith Street and Valerie Street route will also be considered.

Preparation of the Statement is expected to be completed by August 1980 for submission to the Ministry of Conservation for public exhibition and assessment.

A public display is proposed in early 1980 where interested people will have the opportunity to discuss the plans with CRB officers.

People interested in obtaining further information or wishing to contribute ideas or opinions to the Statement may contact:

Robin Saunders, Leader
Environmental Studies Section
Telephone: 860 2250

Susan Ackroyd, Sociologist
Environmental Studies Section
Telephone: 860 2303

or write to

The Secretary
Country Roads Board
60 Denmark Street
KEW 3101.

WORLD ROAD NEWS

MORE than 144 kilometres of Austria's planned 1,200 kilometre expressway system were completed by the end of 1978. Another 26 kilometres, on the Brucker and Arlberg Expressways, will be completed by the end of this year.

* * * * *

A STRETCH of highway on the side of a mountain near Utica, New York, has a long history of accidents caused by the brakes of trucks failing on the steep slope. There was no room to install an escape route, and other methods, such as steel nets, were considered and abandoned because of impracticality and difficulty of maintenance.

The solution was found in the form of a bed of gravel, 162 metres long and 60 centimetres deep. If brakes fail, the driver turns his truck into the gravel bed and ploughs to a stop without damage to the truck.

Trucks stopping in the gravel are undamaged, but have to be hauled out of the bed with a front-end loader. The gravel is simply raked level to be ready for the next runaway vehicle.

* * * * *

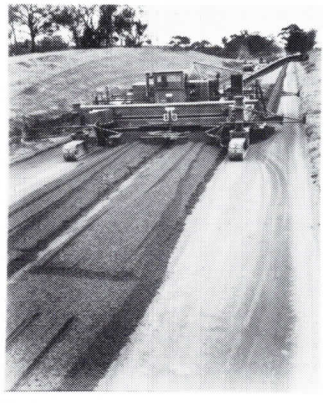
TRAVEL times across the City of Auckland, New Zealand, will be cut by 60 per cent with the completion of the North Western Motorway. A 3.4 kilometre segment of the four-lane motorway (which has provision for widening to eight lanes) was opened earlier this year, and additional 3.4 kilometres has yet to be built to complete the 18.3 kilometre facility.

* * * * *

DEATHS and injuries resulting from motor cycle accidents increased dramatically in Texas when the law which made the wearing of crash helmets compulsory was repealed. A report compiled by the Texas A. and M. University claims an unhelmeted rider is 2.5 times more likely to die, and 2.67 times more likely to sustain head injuries that are crippling or fatal, than a helmeted rider.

* * * * *

AS PART of Brazil's gasoline conservation programme, two hundred modern electric buses will be put in service in Sao Paulo this year, says the Municipal Company of Collective Transport (CMTS). Sao Paulo was chosen as the testing area for the electric bus programme by Brazil's Federal government. A second phase to be adopted later will include the placing in service of articulated electric buses with a capacity of 160 passengers each.



THE CRB ANNUAL REPORT IN BRIEF

State Highways

A total of $42,250,955 was spent on construction, reconstruction and maintenance of State highways.

Freeways

A total of $59,285,247 was spent on construction, reconstruction and maintenance of freeways.

Main Roads

$37,005,335 was expended from the Board's funds on construction, reconstruction and maintenance of main roads.

Tourists' Roads

A total of $3,609,570 was spent on construction, reconstruction and maintenance of tourists' roads.

Finance

The funds available for expenditure in 1978-79 totalled $238,861,286.

These funds were derived from:

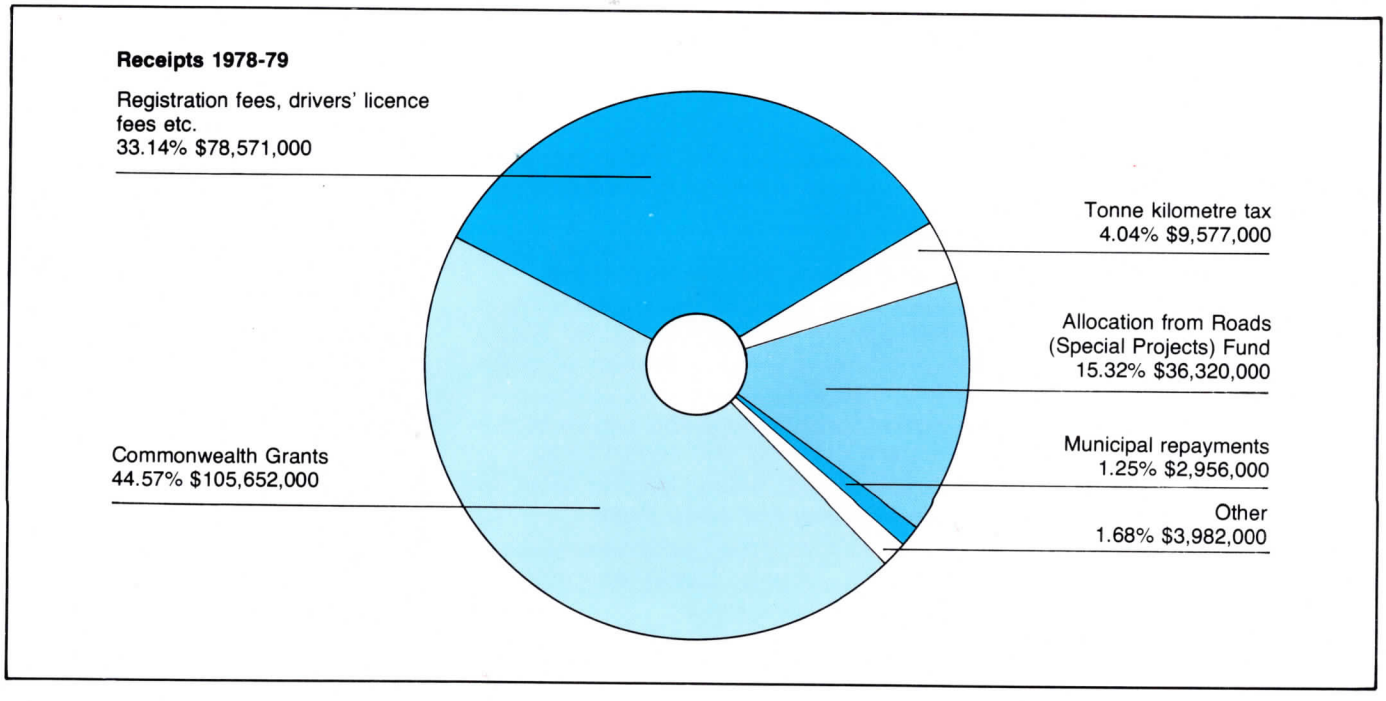
- State sources $131,406,010
- Commonwealth sources $105,652,109

Forest Roads

Forest roads accounted for $1,797,588 for construction, reconstruction and maintenance.

Bituminous Surfacing

The CRB surfaced 4,897 kilometres of road during the financial year at a cost of $32.8 million.



New Borrowing Powers

During the year, the Country Roads (Borrowing Powers) Act 1978 was passed and came into operation on 5th December, 1978. The Act authorises the Board to borrow sums not exceeding $100 million and permits the Board to obtain a bank overdraft not exceeding $5 million.

The principal provisions of the Country Roads (Borrowing Powers) Act 1978:

(a) give the Board power to raise loan money with the consent of the Treasurer by the issue of inscribed stock or debentures; and

(b) enable the Board, for its temporary accommodation, to obtain advances by overdrafts on credit of the revenues of the Board or by such means as may be approved by the Treasurer.

Contracts

Three hundred and fifteen contracts were let by the CRB, valued at $33,400,000.

Land Purchase

During the year the CRB paid compensation and associated costs totalling $22,954,000 for land acquired for new roads and improvements to existing roads.

Construction of New Bridges

The construction of 113 new bridges estimated to cost $18,317,000 commenced during 1978-79. Forty-six bridges were under the direct control of CRB staff and 67 bridges were under council supervision with financial assistance from the CRB.

Municipal Allocations

Victoria's 212 municipal councils have been allocated $83,160,000 for roadworks on main and unclassified roads for 1979-80, an increase of $3,535,000 on the allocation for 1978-79.

Personnel

The CRB employed a total of 5,062 people as at 30th June, 1979.

These included: Technological staff (professional) — 618, technical staff — 524, administrative staff — 772, supervisory staff (field) — 177, supervisory staff (depot) — 76, clerks of works — 82, construction and maintenance personnel — 2,170, workshop and depot personnel — 643.

Major Projects

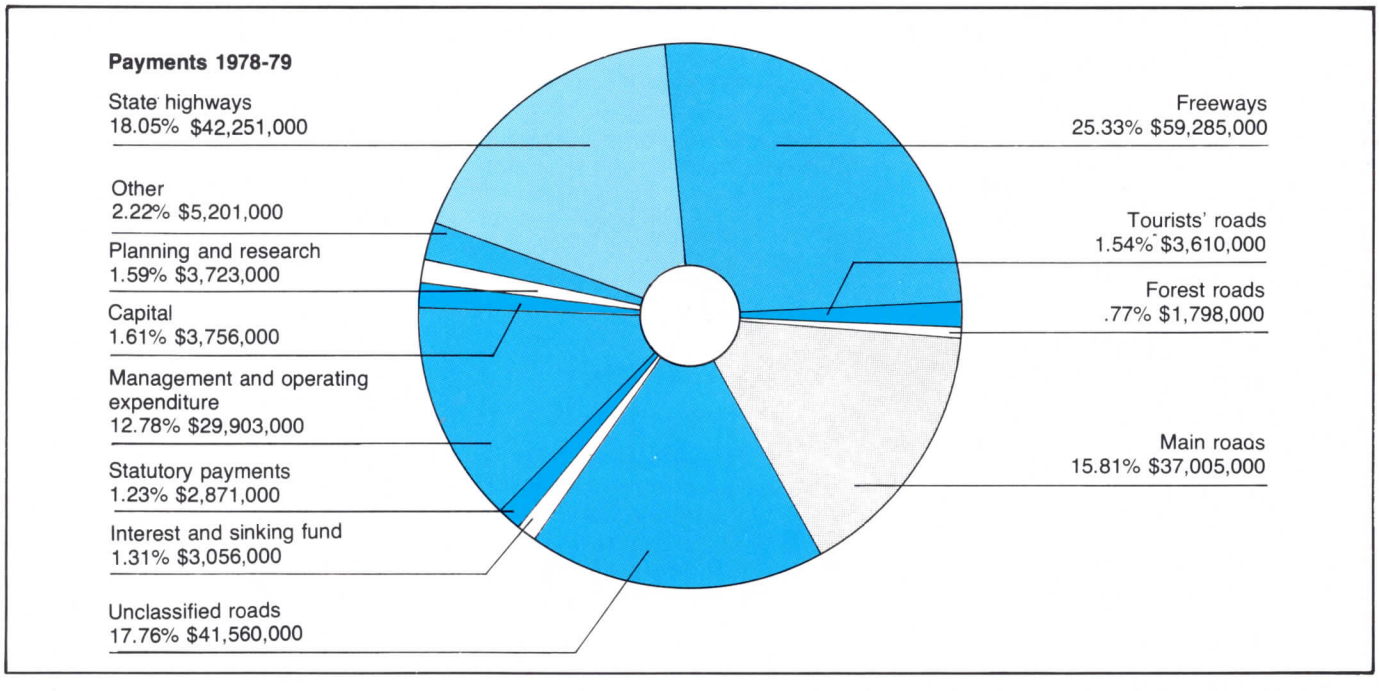
During the year the CRB commenced or continued work on 16 major projects, each costing at least $4 million.

These included the Mulgrave Freeway from Forster Road, Mount Waverley to Warrigal Road, Oakleigh; the West Gate Freeway (South Melbourne Section); upgrading Lancefield Road adjacent to Essendon Airport to freeway standard; work on several sections of the Hume Highway/Freeway north of Seymour; the Western Freeway, Wallace to Bungaree Section; the Drouin Section of the Princes Freeway, the Arterial Road Extension of the Eastern Freeway; the Nepean Highway Widening, and the Calder Freeway, Keilor Section.

Road Planning Studies:

Significant planning studies in which the CRB was involved during the year included:

- Hume Freeway bypass of Euroa which investigated alternatives both north and south of the town.
- Princes Freeway East, which investigated the Berwick, Pakenham and Tynong, Morwell and Traralgon Sections.
- Gardiners Creek Valley study, which investigated the need to link the South Eastern and Mulgrave Freeways.



Road Maintenance Charges

A special conference of National Ministers of Transport was held on 7th April, 1979, to deal with the emergency associated with blockades by transport operators. Arising from that conference, decisions were made by States to abolish road maintenance charges as from 1st July, 1979. In Victoria, the obligation to pay road maintenance charges was imposed under the Commercial Goods Vehicles Act. The gross revenue to the Board from road maintenance charges in recent years under that Act has been as follows:

Year	$ million
1973-74	10.359
1974-75	10.038
1975-76	10.132
1976-77	9.968
1977-78	9.818
1978-79	9.577

With the object of replacing the revenue lost through the abolition of road maintenance charges in Victoria the Business Franchise (Petroleum Products) Act 1979 was passed during the autumn session of Parliament. That Act introduced a fuel franchise licensing system to apply to persons engaged in petroleum wholesaling and retailing.

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 as at October 1979 prices. Major works currently under construction by the CRB or being substantially funded by the CRB are summarised below.

Arterial Road Extension of the Eastern Freeway.

Preliminary earthworks associated with construction of noise attenuation mounds, and the installation of underground drainage have commenced.

Work is continuing on the reconstruction of Doncaster Road in the vicinity of the High Street intersection.

Cost estimate (total project)— $18.7 million.

Completion expected— late 1982.

Bruthen-Buchan Road,

- **Buchan**

Construction of a five-span, reinforced concrete bridge over the Buchan River and approach roads.

Cost Estimate — $520,000.

Completion expected — January, 1980.

Calder Freeway

- **Keilor**

This project extends from Erebus Street to the Keilor-Melton Road, a distance of 5 km. Earthworks are substantially completed between the Maribyrnong River and Arundel Road and partly completed between Cemetery Road and the Maribyrnong River.

Cost estimate — $22.2 million.

Completion expected — 1984.

Calder Highway

- **Kangaroo Flat**

Work has begun at Kangaroo Flat in Bendigo on the widening of 1 km of the highway to provide two lanes in each direction.

Cost estimate — $300,000.

Completion expected— late 1979.

- **Ravenswood**

Work is underway on the reconstruction of the highway south of Ravenswood.

Cost estimate — $300,000.

Completion expected— late 1979.

- **Wycheproof**

Widening and resurfacing 3.1 km of highway north of Wycheproof.

Cost estimate — $200,000.

Completion expected— December, 1979.

- **Cann Valley Highway**

Reconstruction of 2.3 km of highway north of Cann River, between Fiddlers Green Creek and Flat Rock Creek, including a new bridge across Fiddlers Green Creek.

Cost estimate — $500,000.

Completion expected— late 1980.

Fisher Parade, Footscray

Work was completed on the construction of a replacement bridge over the Maribyrnong River at Fisher Parade, Footscray, together with the necessary approach works, and the new river crossing was opened to traffic during December, 1979.

Cost estimate — $1.1 million.

Henty Highway

- **Branxholme**

Reconstruction of 6.5 km of the highway is continuing through Branxholme and to the south of the town.

Cost estimate — $620,000.

Completion expected— late 1980.

- **Hamilton**

Work is continuing on the construction of 2.3 km of divided highway between Mt. Baimbridge Road and Rowes Corner.

Cost estimate — $1 million.

Completion expected— mid-1980.

Hume Highway/ Freeway

Work is underway on four sections of freeway north of Seymour.

- **Bypasses of Seymour and Avenel**

Work is continuing on a 20 km section from the Goulburn River at Seymour, to north of Avenel. Twin bridges over Hughes Creek at Avenel have been completed and the construction of twin bridges over the north-east railway/Hume Highway and three bridges at the Goulburn Valley Highway interchange is underway.

Cost estimate (total project)— $40 million.

Completion expected — 1983.

- **Avenel to Tubbs Hill**

Duplication work on the 12 km section of the Hume Highway was completed and opened to traffic during December, 1979.

Cost estimate — $7.5 million.

- **Euroa to Violet Town**

Clearing and drainage works are continuing for the duplication of 6 km of the highway.

Cost estimate — $4 million.

Completion expected— early 1980.

- **Bypass of Violet Town**

Earthworks and drainage for the 6.1 km freeway project have been completed and pavement construction is well advanced.

Cost estimate — $7 million.

Completion expected— early 1980.

Latrobe Terrace

- **Geelong**

Work is continuing on the duplication of Latrobe Terrace between York Street and Fyans Road, a distance of 3km, including a road over rail overpass.

Cost estimate — $10 million.

Completion expected — 1982.

Mickleham Road

- **Broadmeadows**

Mickleham Road is being duplicated from Tullamarine Freeway northerly to Forman Street. The first stage from Forman Street to Rylandes Drive has been completed and a roundabout has been constructed at the Broadmeadows Road Deviation and Mickleham Road intersection. Work is proceeding on the second stage from Rylandes Drive to the freeway.

Cost estimate — $1.2 million.

Completion expected— December, 1979.

Mornington Peninsula Freeway

Work is continuing on the 6.7km section of this freeway, from Eel Race Drain, Seaford, to Springvale Road, Keysborough, including the construction of freeway bridges over Patterson River, the Chelsea Road bridge and the Thompson Road interchange bridge.

Cost estimate — $15 million.

Completion expected— early 1980.

Mulgrave Freeway

Work is continuing on the Mulgrave Freeway extension between Huntingdale Road, Oakleigh, and Warrigal Road, Oakleigh, and the reconstruction of Warrigal Road between Castle Bar Road and Westbrook Street. The section of freeway between Forster Road, Mount Waverley, and Huntingdale Road was opened to traffic by the Minister of Transport, the Hon. Robert Maclellan, M.L.A., on Wednesday, 12th December, 1979.

Cost estimate (total project) — $16.2 million.

Completion expected to Warrigal Road, 1981.

Nepean Highway

- **Elsternwick to Moorabbin**

Work is continuing on the Gardenvale railway bridge and roadworks between Cochrane Street, Elsternwick, and Hampton Street, Brighton. The total widening project from Cochrane Street to South Road, Moorabbin, is 6km long.

Cost estimate (total project) — $38 million.

Completion expected — 1984.

Omeo Highway

- **Anglers Rest**

Work is underway on a new bridge and 0.8km of approaches at Bundara River, north of Anglers Rest.

Cost estimate — $400,000.

Completion expected — 1980.

Princes Freeway

- **Drouin Section**

Work is continuing on construction of the freeway between Robin Hood and the railway interchange on the Princes Highway east of Drouin.

Cost estimate — $10 million.

Completion expected — 1981.

Princes Highway (East)

- **East of Mt. Drummer**

Reconstruction of 4km of the highway between Rankins and the western approaches to the Wingan River is underway.

Cost estimate — $750,000.

Completion expected— early 1980.

Princes Highway (West)

- **Cudgee**

Work is continuing on the construction of a 6.9km highway project including a rail overpass, a bridge over Brucknell Creek and a bypass of Cudgee.

Cost estimate — $2.5 million.

Completion expected— mid-1981.

Tullamarine Freeway

The upgrading of Lancefield Road along the western boundary of Essendon Airport to freeway standard was completed and opened to traffic by the Minister of Transport, the Hon. Robert Maclellan, M.L.A., on Tuesday, 18th December, 1979.

The project provides an interchange to Essendon Airport and improves local street access to the freeway.

Cost estimate — $8 million.

Western Freeway

- **Wallace to Bungaree Section**

Earthworks and the construction of two overpasses is underway at the eastern end of this 11.5km freeway bypass of Wallace and Bungaree.

Cost estimate — $14.5 million.

Completion expected — 1982.

Western Highway

- **Ararat**

Work is continuing on the reconstruction of 6km of highway between Ararat and Armstrong.

Cost estimate — $700,000.

Completion expected— early 1980.

West Gate Freeway, South Melbourne Section

Work is continuing on the West Gate Freeway between Graham Street and Kings Way including the construction of foundation piles on the first stage of the 1.85km elevated section of the freeway. Foundation investigation is continuing for the remaining piles.

The reconstruction of City Road is well advanced and demolition of buildings and relocation of services is continuing.

Cost estimate — $87 million.

Completion expected— late 1983.

Photo – The moving of Sir Thomas Bents' statue – by courtesy of the Southern Cross Newspaper.

CRB publications emerged triumphant once again in this year's Society of Industrial Editors awards.

The CRB was awarded two first prizes in the Society's annual National Publications Competition.

The CRB's staff magazine, Interchange, won first prize in the Newspaper category and a photograph in the 1977/78 Annual Report won the best colour photograph.

The award won by Interchange was for presentation, ease of reading, photographic reproduction and staff involvement.

This bi-monthly, 12 page magazine is compiled and edited by the CRB's Public Relations Section and is printed by the CRB's Printing Section.

The winning photograph (above) was a view of the fog-shrouded Buchan River Bridge at Buchan in Eastern Victoria.

The photograph was taken by staff photographer Tom Scott.

In 1977, the last year CRB publications were entered in the competition, the CRB won first prize in the Annual Report category and CRB News was voted Best Magazine.