

## INQUIRY INTO PACIFIC HIGHWAY UPGRADES

**Organisation:** Newrybar Landcare Group

**Name:** Mrs June Zentveld

**Telephone:**

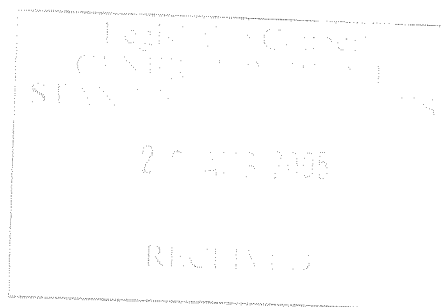
**Date Received:** 22/08/2005

---

**Subject:**

**Summary**

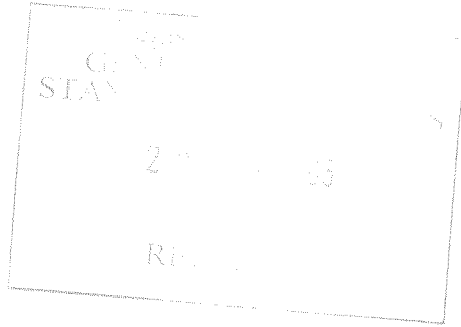
# Parliamentary Inquiry



## **TABLE OF CONTENTS:**

1. Newrybar Landcare Group Submission. Letter of introduction. Four pages
2. Booklet: "Heart of Newrybar"
3. Booklet "Truck Stories."

# ***NEWRYBAR LANDCARE GROUP***



## **Enquiry into Pacific Highway Upgrade: Tintenbar to Ewingsdale**

The Hon.Jenny Gardiner,MLC  
General Purpose Standing Committee No 4,  
Parliament House,  
Macquarie Street,  
Sydney NSW 2000

Dear Madam,

Newrybar Landcare Group wish to bring to your attention the fear held by its members that the proposed RTA upgrade of the Pacific Highway could destroy their homes, their community and the environment .

We submit our concerns relating to the terms of reference.

### **1b) The level of upgrade proposed for this section and the remainder of the Pacific Highway.**

We wish to register our objection to the RTA's proposal to upgrade the Pacific Highway to the point that it would become a six lane highway. Obviously the highway is being built to such a size and with specific engineering demands to ensure the economical and speedy transport of freight between capital cities. We maintain that the 'through' trucks (that

is the interstate trucks) should use the NATIONAL HIGHWAY ( The New England) for transporting goods and leave the Pacific Highway for the intrastate trucks along with normal vehicular traffic.

It seems that the economic position and the wellbeing of the freight industry is being put ahead of considerations about people. There is clear evidence that trucks and cars do not mix. There is also clear evidence that the numbers of trucks on the road will nearly double in the next 10 years, and also the number of tourists and residential cars could also nearly double in the same time. It is not sensible to spend millions of dollars building a road which will be hazardous to use and a nightmare for all those who live in its proximity.

The fact that the Pacific Highway needs an upgrade to a dual carriageway status is unquestioned and supported by all. However, it is our belief that the Highway can be upgraded sufficiently on its present footprint without building an entirely new highway primarily to accommodate trucks. Why destroy communities, homes, farms and landscapes just for faster freight? If there was no alternative it would be different, but there is an alternative, The New England Highway for all 'through' freight.

### **1c) The impact of the highway upgrade on prime agricultural land.**

There are so few areas which can safely merge vibrant, productive agricultural success stories with environmental protection policies. And that is what happens here. Rolling hills covered with macadamias, coffee, stone fruit, bananas etc. Bringing wealth and employment as well as enriching and oxygenating the air. Tourism opportunities abound. This is the present and future food bowl of an entire area; too good by



classification ( Farmland Protection Act) to put houses on, but not too good for a six lane motorway!!

A number of local agricultural enterprises also 'value add' thus increasing the employment opportunities and economic advantages to the whole area. In some instances a 'clean green' image is generated through lack of spraying plus the beauty of the area is linked with the local produce by marketing techniques thus obtaining premium prices. This is particularly relevant with multi-award winning local coffee.

**1e) & 1f) The impact of B-doubles on the Pacific Highway and  
The impacts of interstate heavy transport and of the  
mixing of interstate and local transport.**

We wish to submit our booklet ' Truck Stories' to indicate in a small way the impact of B-doubles has on the fellow users of the Pacific Highway.

**3) Any other related matters**

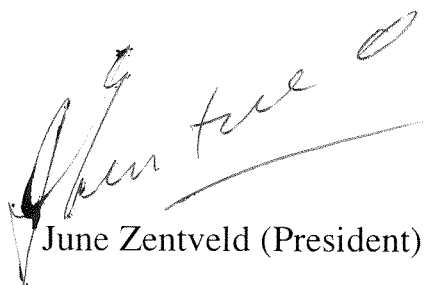
We ask for consideration regarding the economic, social and environmental impact of the proposed highway upgrade on individuals and communities.

We submit our booklet , 'Broken Head Road, The Heart of Newrybar' as evidence of our standing as a community of over 100 people. We have a number of our residents aged over 80 and a number of residents have lived on the road for longer than 20 years. Two of the families are the third generation of their family to live on the road, with one of the resident's grandparents being the original settlers on the property they now live on.

The local school is the focus and bond of our community. Past and present parents and children gather together to raise money or to

socialise. We are a small community but we feel we have the same rights as a very large community. Just because we are small is no reason to consider our community divisible and expendable. We urge you to bear in mind Newrybar is already a working community living in harmony with each other and the land. We have been divided once before in 1967 please do not divide us again.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'June Zentveld', with a long horizontal flourish extending to the right.

June Zentveld (President)

Newrybar Landcare Group

BROKEN HEAD RD

*The heart of*

Newrybar →



# NEWRYBAR LANDCARE GROUP

*August'05*

*The residents of Broken Head Road pictured within this booklet are fighting for their homes, their livelihoods and their community. The RTA has indicated they wish to acquire possibly a 250 metre wide swath of land to build a six lane highway on, and Broken Head Road is in their firing line.*

*Broken Head Road is one of the most beautiful residential roads in New South Wales. It has been identified on a national television show as one of the 10 'must see attractions' when visiting the Northern Rivers Area. This is from the recognition as being the 'longest shop' because of the number of road-side 'honesty stalls' along it selling farm produce*

*There are also a number of commercially successful horticultural enterprises operating from Broken Head Road, such as stone-fruit, coffee, passion-fruit, macadamia and vegetable growers; some with substantial 'value added' aspects to their businesses.*

*The RTA now has 'lines on maps' and although these lines are not made public as route options, without doubt some of the lines would include bisecting Broken Head Road, thereby effectively destroying a vibrant and unique community.*

*The 2001 census has the population of Newrybar recorded at 610 and the population of Broken Head Road in 2005 is 102. So nearly 20% of the population of Newrybar lives on Broken Head Road. WE ARE INDEED THE HEART OF NEWRYBAR. Over 2km long and with 43 residences with some residents representing the third generation of their family to live on the road, and many residents have lived here longer than 20 years.*

*We are a unique, close community which was divided in 1968 when the village was cut in half by the present Pacific Highway. The school at the corner of Broken Head Road and the hamlet of Newrybar was divided by the Pacific Highway. And now they want to divide us further!!*

*Other towns are being bypassed so why not bypass Newrybar altogether? There are other route options which would leave the village and people of Newrybar undivided and peaceful.*

*We urge you to help save our community.*



## *John, June ZENTVELD & family*

**NAME** (owners of property) *John June Zentveld & Family*

**ADDRESS:**

**AGE OF OWNERS** *Over 60*

**PROFESSION/OCCUPATION** *Farmers/ Importers/exporters of Coffee Processing Equipment*

**YEARS' OF RESIDENCE:** *25*

**PROPERTY SIZE :** *16.977Ha*

**PRIME USE OF PROPERTY** *Coffee growing, Processing etc. Educational facility for Coffee growing and processing.*

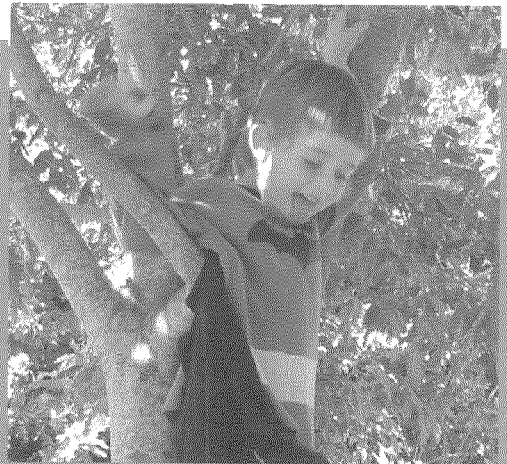
**WHY DO YOU LIVE HERE?** *Excellent land for growing coffee. Rare deep, rich red soil with good slopes for drainage. Close to amenities yet feeling of peace and tranquility with beautiful rural outlook. Genuine friendly people in close community relationship.*

*No pollution. No noise No crime. Truly paradise.*

**ANY CONSTRAINTS:** *"Land for Wildlife" designation. Prime agricultural land. Headwaters of Skinner's Creek with grant from Envirofund assisting in regenerating the land on the South Side of the Creek. Scores of aquatic and flight birds living on the land. Echidnas and platypus plus a number of endangered flora from the small 'Big Scrub' remnant on the property.*

*Employ 10 people on the property plus we are engaged in showcasing Coffee Processing equipment which is part of the exporting and importing business based on the property.*

*Having an educational facility on the property where universities and TAFE often come with students as well as numerous overseas tours interested in learning about coffee growing.*



## *John & Mary FACE*

**ADDRESS:**

**AGE** - *66 & 67 years*

**PROFESSION/OCCUPATION:** *Retired*

**YEARS OF RESIDENCE:** *12 years*

## *Robert John and Hope LEFTWICH*

**ADDRESS:**

**PROFESSION:** *We are both retired and have lived on our 1 acre at the above address for 17 or 18 years.*

**WHY WE LIVE HERE:** *We live here because we enjoy this delightful area/people/privacy.*



## *Terry and Trish BLEAKLEY*

**ADDRESS:**

**AGE:** *Aged 50 and 49*

**PROFESSION:** *Trisha...Community Care Manager*

*Terry...Self Employed - Videographer - Gardener*

**YEARS OF RESIDENCE:** *In Newrybar approx 7 years*

**PROPERTY SIZE:** *Property is 3/4 acre*

**PRIME USE OF PROPERTY:** *Prime use is residential*

**WHY WE LIVE HERE:** *Live here because of the natural scenic beauty, the proximity to beaches and other towns, the sense of community eg the community curry nights and street get togethers, and the desire to preserve a tradition of close community and to participate in the building of an even stronger, uniquely Newrybar community.*

## *Roy and Judy HOUGHTON*

**ADDRESS:**

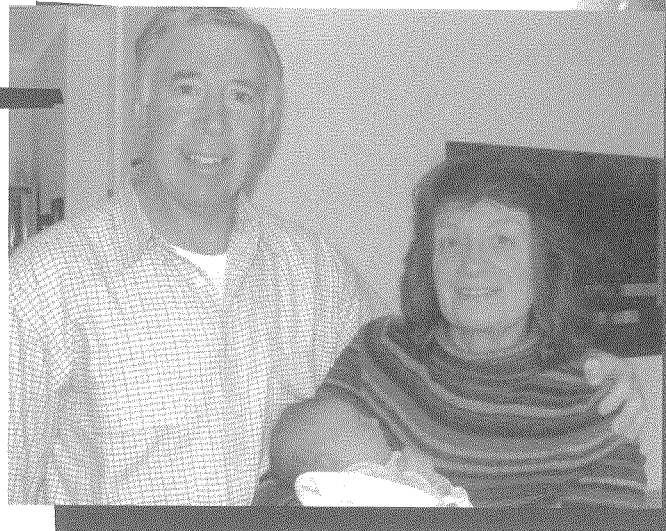
**AGES:** *very young 57 and 61*

**PROFESSION:** *Company directors, gardeners and Broken Head Beach enthusiasts*  
*Arrived 1975 and purchased 5 acres adjacent to Betty and Bertie Diggins farm house*

**WHY WE LIVE HERE:** *Country living, just right for raising our family*  
*We are basically country bumpkins with technological skills. We enjoy the company, friendship, and support in times of need that occurs only in tight knit communities.*

**CONSTRAINTS:** *Intermittent spring near eastern boundary*  
*Large range of bird life including crested hawks (Pacific Bazza) and rainforest species such as Wonga Pigeon, and bower birds, fig birds. Various parrots, parakeets, galahs. My favourite visitors are the spangled drongos.*  
*Uncommon plant species include the Clerodendrum capense, Capparis arborea and Mallotus discolor, and Pseudoweinmannia lachnocarpa.*

## *Greg and Lyn PLUMMER*



**ADDRESS:**

**AGE:** *Over 50*

**PROFESSION:** *Veterinary Surgeon/Farmer  
Library Assistant*

**YEARS OF RESIDENCE:** *20 years*

**PROPERTY SIZE:** *115 acres*

**PRIME USE OF PROPERTY:** *Cattle breeding  
Land management*

**WHY WE LIVE HERE:** *We chose to live here, and raise our family of 4 children, for a number of reasons.*

*We really love being part of a close knit community, where neighbours and friends help each other through everyone's ups and downs, and share the many community events which are a part of living in any small village in the country.*

*Our children were educated at Newrybar School, and this school continues to play a huge role in the cohesiveness of the local community*

*We also chose this area, because of its peace and tranquility and unspoilt nature. The farm we are on is classed as prime agricultural land.*

**CONSTRAINTS:**

*The boundary of our farm is Emigrant Creek, which is the water catchment area for not only Newrybar Village, but also for the Rous Water Supply which provides water to a large area around us. Emigrant Creek is home to platypus, turtles and yabbies, and provides protection for many species of birds*

*There is a large remnant of original rainforest along the banks of Emigrant Creek which includes many species of flora and fauna*

*Our water supply comes from a spring-fed well, which has been in use since 1900*

## *Carey, Carmel & Miles HORNER*

**ADDRESS:**

**AGE:** *34, 30 & 1 year*

**PROFESSION:** *Self employed*

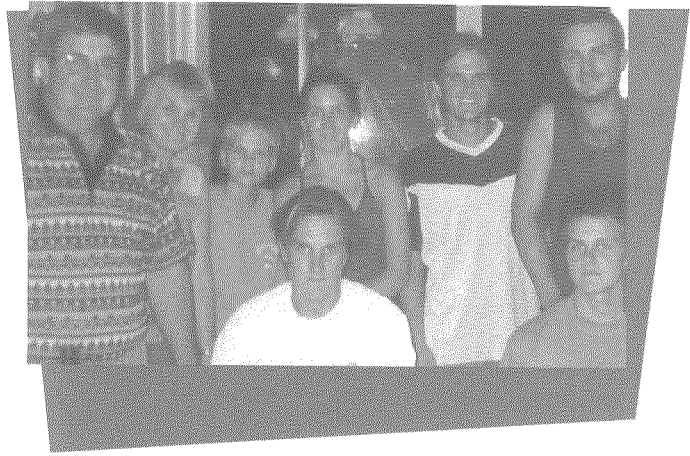
**YEARS OF RESIDENCE:** *5*

**PROPERTY SIZE:** *2 acres*

**PRIME USE OF PROPERTY:** *HOME*

**WHY DO YOU LIVE HERE:** *community like atmosphere; lack of crime; school nearby; like minded community oriented neighbours; beautiful surrounds of agriculture & farmland; family day care in the street.*

## Jeff & Robyn HORNER



**ADDRESS:**

**AGE OF OWNERS:** Jeff-58 Robyn-57

**OCCUPATION:** Farmers

**YEARS' OF RESIDENCE:** 30

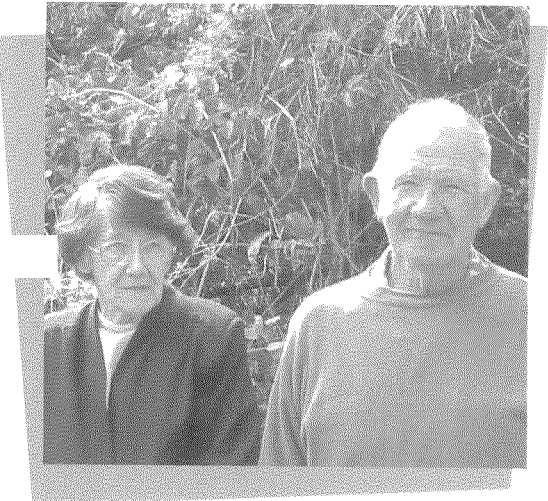
**PROPERTY SIZE:** 55 acres/ 23 hectares

**PRIME USE OF PROPERTY:** Passionfruit farm

**WHY WE LIVE HERE:** (ie tight, close knit community, school nearby, wildlife (be specific) lack of pollution/crime) Give examples where relevant and remember this is all about portraying us as a community. Beautiful area. Close to the ocean in a rural setting. Quiet (except for the highway at times). Definitely close community (curry nights, bonfire night etc). Rare wildlife that I've seen on our dam include the black necked stork( jabiru) and two black swans.

**ANY CONSTRAINTS:** Emigrant creek catchment. Very fertile soil. It would be a waste to turn any more of this fertile land into highway. A super highway should not be pushed through the middle of a village.

## Byron & June GILL



**ADDRESS:**

**AGE:** 80 and 74

**PROFESSION/OCCUPATION:** Retired

**YEARS' OF RESIDENCE** 30

**PROPERTY SIZE** 1 acre

**PRIME USE OF PROPERTY:** Residential

**WHY WE LIVE HER?** Great area, friendly people. No pollution or crime. Peaceful and an excellent place to live. We have lots of birds & wildlife including echidnas, lizards, (at least 3 types)

Grandparents original settlers of this area. Parents lived on same property I live on, so I am the third generation of my family to live on Broken Head Road

**ANY CONSTRAINTS?** A number of native trees and shrubs.



## *John & Rebecca ZENTVELD & family*

### **ADDRESS:**

**AGE OF OWNERS :** 36 & 38 yrs, plus 5yr old, 3rd generation on family property.

**PROFESSION/OCCUPATION :** *wholesale coffee roastery, based on coffee plantation. Supplying premium locally grown coffee to cafes across Australia.*

*Note - our coffee roastery is the highest nationally awarded Australian coffee company, and we support local growers : purchasing beans from over 20 local growers for our 100% Australian coffee range. Injecting \$1/4M + into local economy and we employ 6 persons, with 2 new full time positions by end Aug 05.*

**YEARS' OF RESIDENCE:** *11years for both residence and coffee business.*

**PROPERTY SIZE :** *35 acres*

**PRIME USE OF PROPERTY :** *coffee growing, processing and value added roastery and coffee space.*

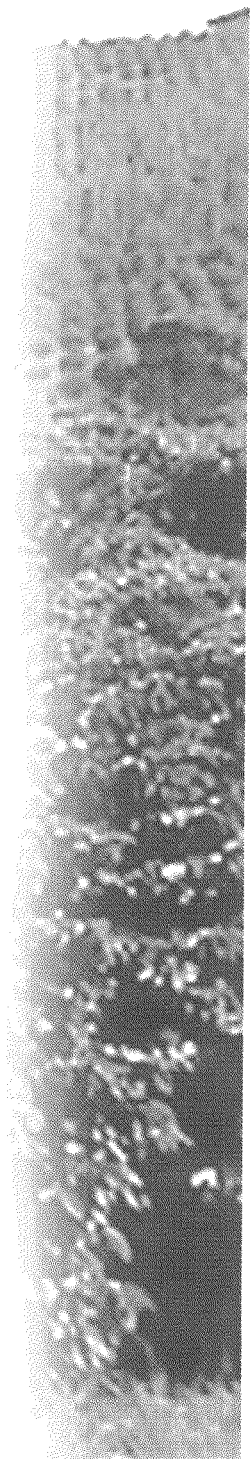
**WHY WE LIVE HERE?** *Beautiful landscape, productive family property perfect for raising a family and growing our value added coffee business.*

*Newrybar and Broken Head Rd has a very real community centred around our School, which we enjoy and truly value. Sense of safety, lack of crime. Healthful living and self employment based on plantation greatly valued. Our creek headwaters, and regenerated wildlife corridor are a great joy.*

### **ANY CONSTRAINTS**

*Prime agricultural land of greatest worth. Our Zentveld's coffee business is proof of a true 'food bowl' business, with a real economic benefit to local economy, and indicative of the potential of Newrybar hinterland. Spring fed land, richest red soil perfect for varied pesticide-free food production to feed future Australians.*

*A motorway through our road would also divide our very real neighbourhood community and have untold noise, health and pollution effects on our community and ruin our pesticide-free coffee and other crop production in Newrybar.*



## *Dolores & Simon KILPIN*

**ADDRESS:**

**PROFESSION/OCCUPATION:** *Design & Marketing*

**YEARS OF RESIDENCE:** *2 years*

**PROPERTY SIZE:** *5 Acres*

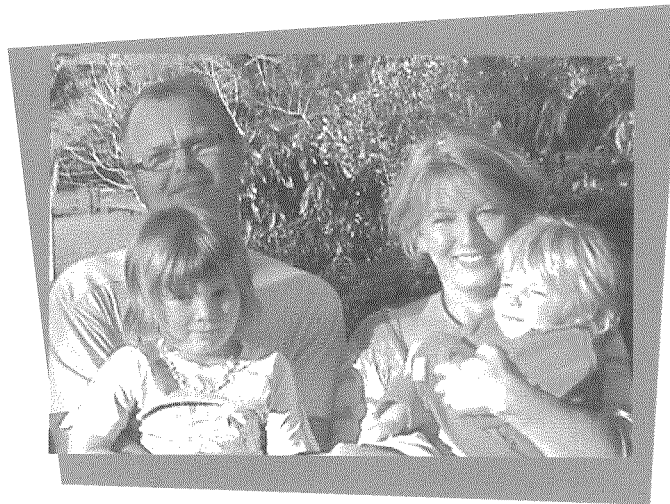
**PRIME USE OF PROPERTY:** *Residence, guesthouse & hobbyfarm*

**WHY WE LIVE HERE?** *I'm sure everyone's got a story as to why they don't want a road through their backyard. Ours is this: 6 mnths pregnant - on our first holiday in Byron Bay, I said "If we ever had a handicapped child - this would be a great place to live" - never dreaming that it would actually happen.....*

*It did - our baby was severely brain damaged at birth. A year later we packed up our lives in Sydney and came up here to start a new life in this healing place. Stress seems to dissipate out into the beautiful surroundings.*

*So we're forging a dream out of a rough diamond and creating a guesthouse so others may share this amazing place - especially those with a handicapped child.*

*A six-lane freeway would throw a serious spanner into the works!*



## *Robert GILMORE & Elna Ronda JONES*

**ADDRESS:**

**PROFESSION/OCCUPATION:** *Retired*

**YEARS OF RESIDENCE:** *6 1/2*

**PROPERTY SIZE:** *2 1/2 acres*

**PRIME USE OF PROPERTY:** *Residence*

**WHY DO YOU LIVE HERE?** *Tight, close knit community, school nearby, lack of pollution and crime. Bird life is beautiful and varied. All the community works for school and everything that makes a community*

## *Terry & Kay SANDON*

### **ADDRESS:**

**AGE OF OWNERS:** *Over 50*

### **PROFESSION/OCCUPATION:**

*Terry - Maintenance Supervisor/Ballina Hospital*

*Kay - School Admin. Manager/Bangalow Public School*

**YEARS OF RESIDENCE:** *28 years*

**PROPERTY SIZE:** *2 hectares*

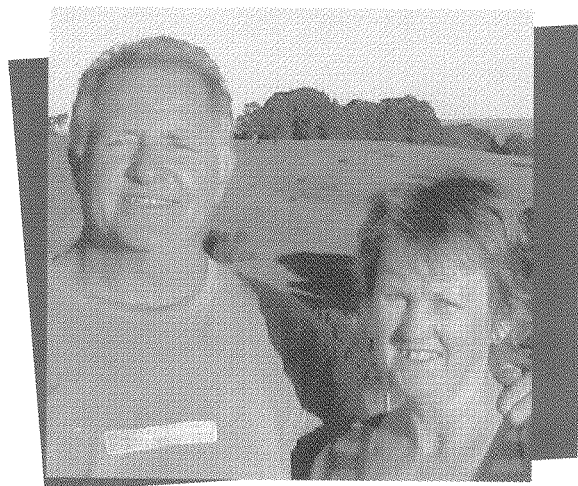
**PRIME USE OF PROPERTY:** *Coffee growing*

### **WHY WE LIVE HERE?**

*After visiting our friends, Robyn and Jeff Hornery, at Easter in 1977 we decided to begin a new lifestyle with our young family of three children, Jeff, Nicole and Jennifer. We were most impressed with the easy-going, friendly style of country life and the close and caring community living which we experienced then, and even more so now after 28 years. Our introduction to the community was through activities at the Newrybar School and most of the families and close friends we met then still reside here today. We are still involved with the school, Newrybar Hall and more recently Newrybar Landcare Group and the Emmigrant Water Catchment and Rainforest Rescue Project Group and enjoy many street parties and get-togethers. Living at Newrybar means a lot to us and also to our parents, children and grandchildren who always enjoy staying here. We plan to live in this beautiful place for the remainder of our lives.*

### **ANY CONSTRAINTS?**

*Our property has heritage stone walls, excellent quality soil, access to pure bore water and pleasant and serene rural outlook. It is positioned in the water catchment area at the head of Emmigrant Creek. The excellent soil has given us the opportunity to establish a coffee growing business which will carry over to our retirement.*





## Alastair ANNANDALE

### ADDRESS:

**RESIDENTS:** *Family consisting of Father, Mother and two Children under six years of age. Up to 4 occasional visiting workers (WWOOFERs), friends or relatives.*

### FAMILY AGES :

*Father 62, Mother 32, Son 5, Daughter 3*

**PROFESSION:** *Retired Master Mariner*

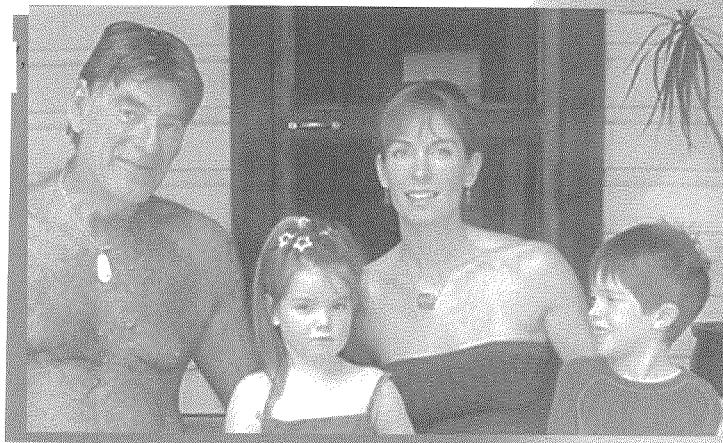
**YEARS OF RESIDENCE:** *5 years.*

**PROPERTY SIZE:** *20 hectares.*

**PRIME USE OF PROPERTY:** *The headwaters of Emigrant Creek begin on this property and we are attempting to improve this feature. We no longer agist cattle, due to their destructive nature and pollution of the paddocks and gulleys. At present we are re-forestation one hectare of riparian rain forest under an Envirofund grant, with the expectation of expanding this to approximately 5 hectares, as grants and finances permit. On the up slopes of the property we run an alpaca herd, which is gradually expanding in numbers and organically grow native Christmas Bush on about half an hectare.*

**REASON FOR RESIDENCE:** *Although we resided in a pleasant beachfront situation in Cottesloe, Perth, West Australia, where Mrs. Annandale was a Town Councillor, we wanted a less restrictive and demanding social environment, conducive to raising children. What little community spirit that existed was being steadily eroded with the passing of the older original residential families into their own pursuits and we discovered immediate acceptability and participation in the close knit Newrybar community, where people know one another either by name or to wave to. We have an exceptionally good school on our road, the only drawbacks being that it is also on the Pacific Highway and there is no safe, direct access to the village for the children. With the odd exception of (usually drunken) outsiders, there appear to be no crime or drug problems. Due to our location at some distance from the highway and the prevailing winds, we have no pollution. There is great flora and fauna diversity on our property and surrounding land. Increasingly, farmers in our valley are becoming more aware of the importance of regenerating the indigenous rainforest and are turning over portions of their land to regrowing forest. The residents of our community, despite being separated from our village by the existing highway, have invested too much in this land and in its uniqueness, which is unlikely to survive the Pacific Highway becoming a freight corridor, or the creation of a new divisive expressway through this highly economically productive, conservative community.*

**CONSTRAINTS:** *Our property contains the beginning of Emigrant Creek, which provides the drinking water for the town of Ballina. Rain forest remnants and steine (dry stacked stone) walls constructed during the original settlement as a dairy farm.*



**ADDRESS:**

**AGE/PROFESSION:** *We are 59 and 57 and are semi retired after working as school teachers ( for 30 years )and storekeepers( for 13 years).*

**YEARS' OF RESIDENCE/PROPERTY SIZE:** *has been our home for 28 years and we have raised our family here. Our property is now 30 acres but until 1999 was part of 100 acres which had belonged to the Swain family.*

**PRIME USE OF PROPERTY:** *Primarily we run beef cattle, grow coffee, fruit trees, flowers and veges, raise chickens and have 600 cabinet timber (rainforest) trees which we planted 20 years ago. Over the years we have planted many native trees and shrubs around our house. In recent years we have begun regenerating the banks of Emigrant creek in an effort to eradicate weeds and expand the area of original rainforest trees, leading to better water quality in the creek and improvement in the ecology.*

**WHY WE LIVE HERE?** *We chose to live here because it has been Gerry's home all his life, he feels a connection with it .*

*He was born in Bangalow Hospital, his parents were farmers in Newrybar area all their lives and in Newrybar specifically since 1939. They owned this land and cared for it.*

*Gerry attended Newrybar school as did his 2 brothers and our 3 daughters who were able to walk to school safely. WE love the fact that the school is so close and that it is a focus for such a close knit community. Over the years it has been the centre of many successful community events. The children who have attended Newrybar school have developed into special adults who retain a connection with this area and either still live here or often return.*



*As country people we love the clean air, freedom, safety and sense of community this location provides. We are taking great delight in sharing this with our 2 grandsons who now live nearby. One of their great delights is picking produce straight from the garden and eating it- no pollutants to be washed off!! They love picnicing down by the creek and enjoy the huge variety and abundance of wildlife in the vicinity. Over the years we have seen and heard possums, echidnas, snakes, bandicoots, wallabies, many varieties of lizard, platypus, egrets, ibis, parrots, cockatoos, peewees, magpies, wrens, hawks, eagles, whip birds, jabiru, bush turkeys.*

*A new highway through this area would bring irreparable change to all the important things mentioned above.*

*The banks of Emigrant Creek on our property and on the one which previously belonged to Swains. Has remnants of rainforest containing special examples of rainforest trees. We have been expanding this with our regeneration programme.*

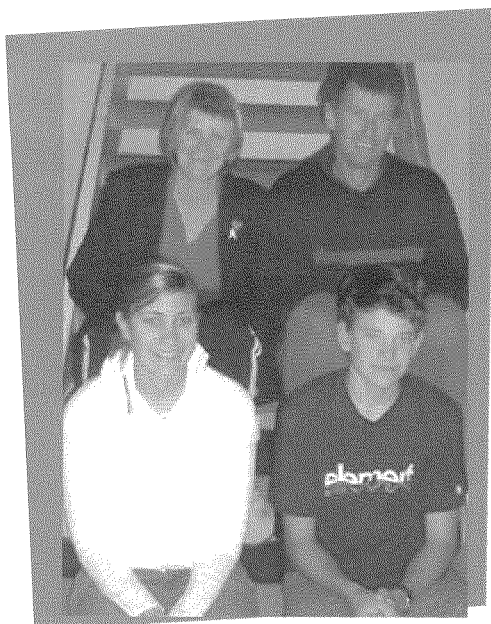
*Our property also has at least 2 major springs which feed Emigrant Creek. During wet weather many other springs become evident.*

*The 600 rainforest trees which are now 20 years old would be great loss as would the many creatures of the wild which live amongst it and the nearby creek.*

*We want to continue this way of life ourselves but we also want to be able to pass it on to our children and grandchildren.*

*Its their heritage.*

## *Ian & Donna JENNER*



### **ADDRESS:**

**AGE:** *We are both aged 44 and have a 17 year old daughter and a 14 year old son.*

**PROFESSION/OCCUPATION:** *We have an earth moving business*

**YEARS OF RESIDENCE:** *8 years.*

**PROPERTY SIZE:** *2 acres*

**WHY WE LIVE HERE?** *This property is our home and we chose to live here because it is quiet, has a good view, room to move, a great community and no crime.*

## *Ray & Larain SHANNON*

### **ADDRESS:**

**AGE OF OWNERS:** *Over 30*

**PROFESSION/OCCUPATION:** *Accountant*

**YEARS' OF RESIDENCE:** *2 1/2 years*

**PROPERTY SIZE:** *2 Acres*

**PRIME USE OF PROPERTY:** *Residential*

**WHY DO YOU LIVE HERE?** *The friendship and hospitality of the long-term residents of Broken Head Road has overwhelmed us. Before moving to Newrybar we lived in Terrigal, on the Central Coast, for 6 1/2 years. Apart from our immediate neighbours, an elderly couple across the road, we were hard pressed to meet people and be included in community events. The Broken Head Road residents have shown a great deal of friendship to us as the 'new kids on the block'. They have invited us into their community and homes and made us feel accepted. In most established areas the locals do not go out of their way to offer this kind of friendship, advice and help that we have been the lucky recipients of.*

*If a new highway should split the Broken Head Road community it would be most alarming with the essence of the community spirit in danger of being lost.*

**ANY CONSTRAINTS:** *Our community*





**ADDRESS :**

**AGE OF OWNERS :** 53 and 52

**PROFESSION :**

*Senior Social Worker*

*Registered Nurse.*

**YEARS' OF RESIDENCE** 25

**PROPERTY SIZE** *One Hectare.*

**PRIME USE OF PROPERTY** *Residence*

**WHY WE LIVE HERE?** *Initially we chose to purchase our property because the location was within convenient commuting distance from Byron Bay, Ballina and Lismore, and situated in the beautiful hinterland, which was previously covered by the "Big Scrub". After twenty five years of residence, we have discovered many other qualities, which were not immediately obvious or visible, that confirm what a wise choice it was to live in Newrybar.*

*Although we certainly continue to appreciate the beauty of the landscape and the revegetation of our environment, resulting in the return of a great variety of bird species and native fauna, that has occurred during the last couple of decades through the efforts of our neighbours, the local quality we most value now, is the evolution of a community with a strong neighbourhood ethic.*

*Our community is characterised by a cohesiveness, that has been strengthened over the years through the shared experiences of family tragedies and personal illnesses and hardships, when neighbours have rallied to support one another. There are many examples, including the tragic deaths in road accidents, of two young members of the community, separated by almost twenty years, when neighbours closed ranks to support grieving family members, and on the first occasion, quietly raised a significant amount of money to contribute to funeral expenses.*

*As a close and caring community, parents have been confident that their children can move with safety up and down our street, under the watchful eyes of their neighbours. Our homes have been also protected from crime by a strong tradition of cooperative watchfulness of neighbouring properties.*

*We have contributed in part to the building of our community, through for example, our engagement with other locals, whose children have also attended Newrybar Public School and through the organisation of the regular neighbourhood parties which have become an important feature of life in this community.*

*The expression of our sense of community, takes many forms, and most recently it has been through the organisation of another street party, a Curry Night, to which over 80% of Broken Head Road residents were able to attend.*

*Testimony of why we value being part of this community is the fact that we know and trust everyone in our street, and enjoy regular casual contact with these neighbours, as well as working together with each other at for example, school functions and with groups like Newrybar Landcare.*

*It is certainly a special community.*



**Michael & Vivienne & Cassie WESTCOIT**

**ADDRESS:**

**AGE:** 52, 51 *Respectively*

**OCCUPATION:** *Recently semi retired from own business, to work on our farm*

**YEARS OF RESIDENCE:** 18 1/2 years

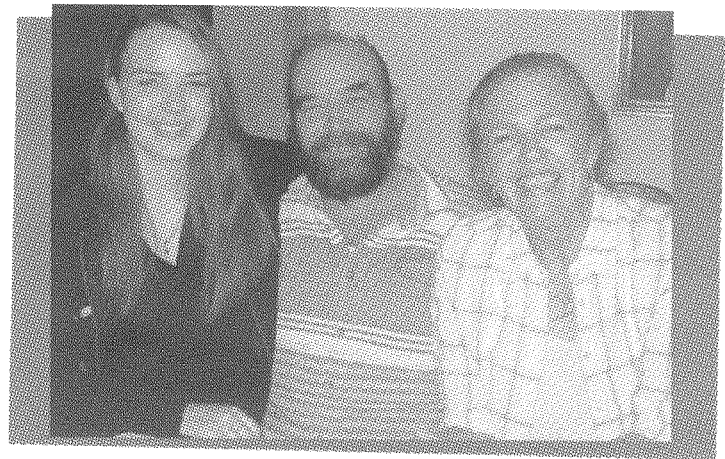
**PROPERTY SIZE:** 12.5 hectares

**PRIME USE OF PROPERTY:** *Macadamias, future plan to plant rainforest trees*

**WHY DO WE LIVE HERE:** *we moved here because of the beauty of the area, got very involved in the local primary school where our two children attended, making many friends in the area and still maintain those friendships after 18 years. A very strong and caring community. When we lost our son nearly three years ago, the support from this community was overwhelming which we really appreciated and will never forget. Our family from the cities could not get over how supportive the community was and how close.*

**ANY CONSTRAINTS:** *Rainforest planting has begun to return the land to its natural beauty. We live on Skinners Creek which we are keeping clean and many trees have been planted along the course of the creek. Platypus have been sighted. And the most important issue for us is that we have planted many beautiful rainforest trees in a special area, where we buried our son's ashes.*

*He loved this area so much as we all do.*



**Reshpal & Beverley SINGH**

**ADDRESS:**

**AGE OF OWNERS:** *over 30*

**PROFESSION/OCCUPATION:** *Banana farmer*

**YEARS' OF RESIDENCE:** 20 years

**PROPERTY SIZE:** 43 acres

**PRIME USE OF PROPERTY:** *Banana plantation*

**WHY WE LIVE HERE:** *Brought up in area, close kni community, family all live close by.*

**ANY CONSTRAINTS:** *Skinner's Creek at bottom of property. Endangered fauna and flora*





## *Timothy & Anoshe OVERINGTON*

**ADDRESS :**

**AGE OF OWNERS :** 42 and 57 years

**PROFESSION/OCCUPATION :**  
*Hotel Owner*

**YEARS' OF RESIDENCE :** 2 years

**PROPERTY SIZE :** 1 acre

**PRIME USE OF PROPERTY:** *Residential*

**WHY WE LIVE HERE?** *Closeness to Byron Bay but still out in the country where its very quiet and has spectacular views.*



## *Garry & Jennifer RODGERS*

**ADDRESS:**

**AGE OF OWNERS** *Late 40's early 50's*

**PROFESSION/OCCUPATION** *Farming/ Company director*

**YEARS' OF RESIDENCE** *4 years*

**PROPERTY SIZE** *20 acres*

**PRIME USE OF PROPERTY** *Horticulture, stone fruit growing*

**WHY DO YOU LIVE HERE?** *Great community, school nearby, plentiful wildlife and lack of pollution and crime.*

**ANY CONSTRAINTS:** *Our land and lifestyle.*

## *Bert & Dorothy WELSTEAD*

**ADDRESS:**

**PROFESSION/OCCUPATION** *Retired*

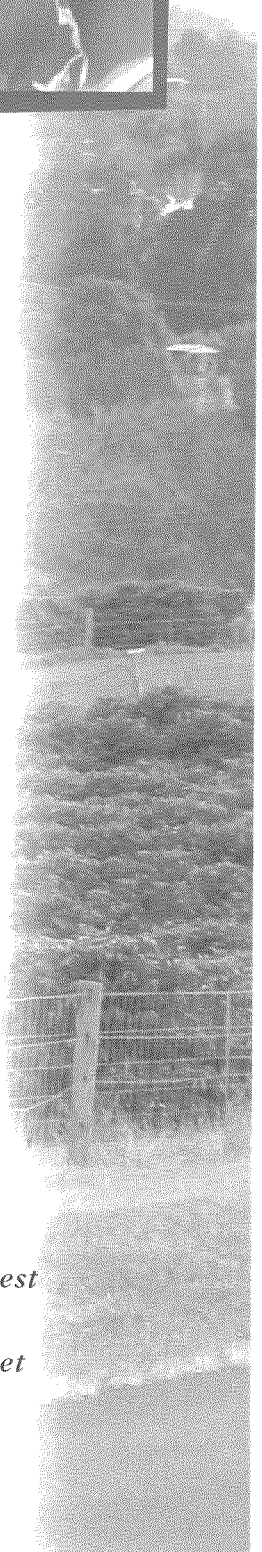
**YEARS' OF RESIDENCE** *23 years*

**PROPERTY SIZE** *5 acres*

**PRIME USE OF PROPERTY** *Rain Forest*

**WHY WE LIVE HERE?**

*It has everything - plus peace and quiet*



## Rod & Margaret KURTZ

**ADDRESS:**

**AGE OF OWNERS :** 57 & 54

**PROFESSION/OCCUPATION:** *Coach Driver Technical Assistant*

**YEARS' OF RESIDENCE:** 10

**PROPERTY SIZE:** 2/3 acre

**PRIME USE OF PROPERTY:** *residential*

**WHY WE LIVE HERE?** *To be part of a supportive community minded rural environment .*

*We initially purchased our property when we owned and operated a local school bus run and housed our buses on our property.*

*We purchased our property with the plan to work towards our retirement in a safe rural 'space' and remain on this property in our retirement.*

*We want our grandchildren to experience what their parents experienced-a safe, supportive community environment.*

*This area is a unique.*

## Joan & Ted FULTON

**ADDRESS:**

**AGE :** 55-60

**PROFESSION/OCCUPATION**

Joan - *Contract Primary Teacher*

Ted - *Process Engineer ( Coal Preparation and Handling)*

**YEARS' OF RESIDENCE:** *Property owned since 1977*

**PROPERTY SIZE:** 15 hectares

**PRIME USE OF PROPERTY :** *The property has been developed over a long period as an Macadamia Plantation. The purpose is to produce a retirement income and lifestyle change after 30 years work in remote locations. Planned retirement is 2006. There are 600 trees producing (8.0 tonne/yr), 600 planted between 2002 & 2004 and preparation for planting another 600 in 2006.*

**WHY WE LIVE HERE?** *My wife and I chose this location because we knew that in retirement we wanted to be productive and enjoy life in pleasant surroundings after following a difficult career with mining. The character of the area has changed since my purchase and a community of enterprising like- minded people now are part of a diverse productive area along Broken Head Road. We wish to build our home on the plantation at retirement and continue to be a part of this exciting group.*



*Russell & Pauline PILGRIM*

**ADDRESS:**

**AGE OF OWNERS** *Over 50*

**PROFESSION/OCCUPATION**

*Pharmacist,  
& Excavator operator*

**YEARS' OF RESIDENCE** *3 1/2 Years*

**PROPERTY SIZE** *5 acres*

**PRIME USE OF PROPERTY** *Pecan Farm*

**WHY DO YOU LIVE HERE?** *We moved here from Sydney to improve our lifestyle and to be part of a close knit community. We wanted to bring up our 2 sons in a cleaner environment with less crime. As a pharmacist I had been victim of 3 armed hold-ups in Sydney, and my children saw the results of the experience. We all became mistrustful of people and we wanted our children to experience community life (which was so lacking in Sydney) and we have now found in Newrybar. We look forward to all community events especially the local 'street' gatherings. In a relatively short time we have met and become friends with many people and feel we would have support from this tight, close knit community should ever the need arise.*

**ANY CONSTRAINTS:** *Our plantation of Pecan trees.*



*Gary & Carol DIGGINS & Rodney, Michael & Steven*

**ADDRESS:**

**PROFESSION/OCCUPATION:** *Nurseryman*

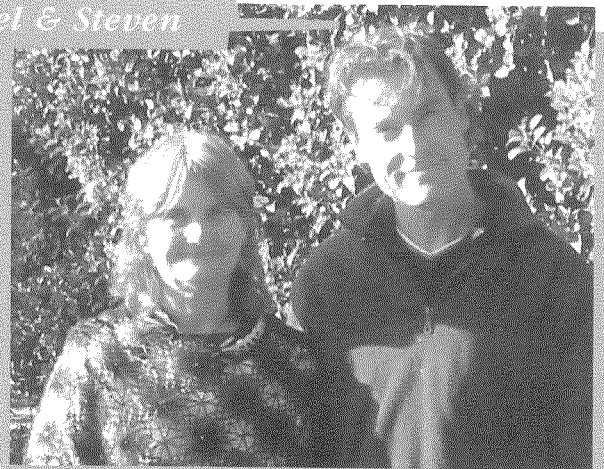
**YEARS' OF RESIDENCE:** *25 years*

**PROPERTY SIZE:** *1 Ha*

**PRIME USE OF PROPERTY:** *Nursery*

**WHY WE LIVE HERE?** *Close knit community. Children attended local school.*

**ANY CONSTRAINTS:** *Nursery*





*Patricia E. BUMER*

**ADDRESS:**

**AGE:** *Over 40*

**PROFESSION/OCCUPATION:** *Hobby Farmer*

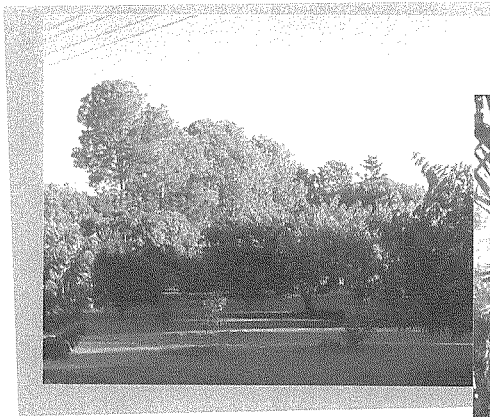
**YEARS OF RESIDENCE:** *Almost 23*

**PROPERTY SIZE:** *6 Acres*

**PRIME USE OF PROPERTY:** *Horticulture, ie custard apples, citrus, avocados etc. Also plant nursery*

**WHY DO YOU LIVE HERE?** *Quietness as apposed to city life. I also suffer from Agrophobia and Demophobia*

**ANY CONSTRAINTS:** *Variety of bird and animal life. Old dairy far, relics and stone wall 100 years old Federation house. Creek at bottom for water supply.*



*Carol & Tom WILL*

**ADDRESS:**

**PROFESSION/OCCUPATION:** *Farmer & Grazier*

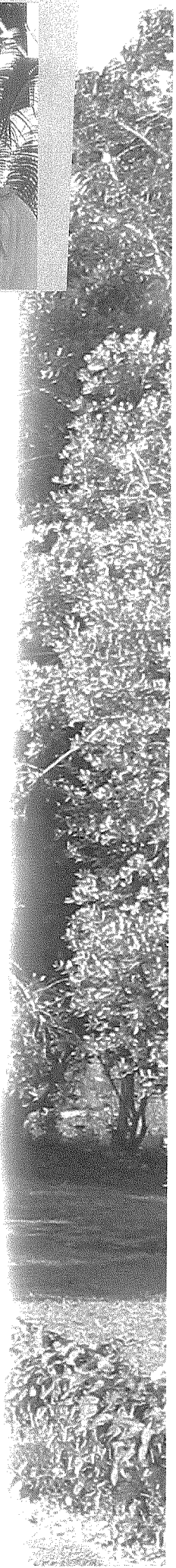
**YEARS' OF RESIDENCE:** *24 years*

**PROPERTY SIZE:** *16 Ha*

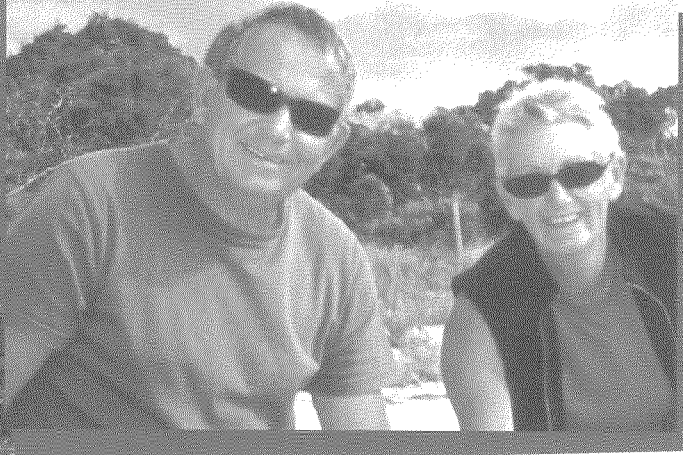
**PRIME USE OF PROPERTY:** *Macadamias, Grazing, Small crops*

**WHY DO YOU LIVE HERE?** *Because of good soil, excellent climate for farming, good neighbourhood for raising a family, Community*

**ANY CONSTRAINTS:** *Stone walls, Creeks, Emmigrant Catchment...Springs.*



*Chris & Neville DAYMAN*



**ADDRESS:**

**AGE OF OWNERS** 61, 61

**PROFESSION/OCCUPATION** *Farmers*

**YEARS OF RESIDENCE** *11 years*

**PROPERTY SIZE :** *6 Acres*

**PRIME USE OF PROPERTY** *Horticulture- coffee, custard apples, avocados, seasonal vegetables: potatoes, broccoli, tomatoes, garlic*

**WHY WE LIVE HERE?** *Quality of the horticultural land, good water and excellent growing climate.*

*Sylvia & John CAMIDGE*

**ADDRESS:**

**AGE OF OWNERS** 85, 84

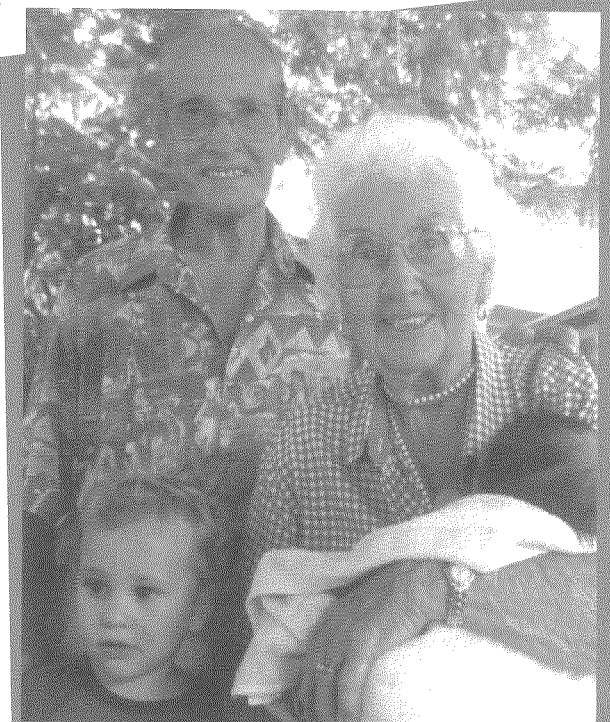
**PROFESSION/OCCUPATION** *Retired Orchardist*

**YEARS OF RESIDENCE** *28 years*

**PROPERTY SIZE :** *2.016 Hectares*

**PRIME USE OF PROPERTY** *Residence*

**WHY WE LIVE HERE?** *Wildlife & lack of pollution & crime. And good neighbours*



## *Mr & Mrs Robert DEARDS*



**ADDRESS:**

**AGE OF OWNERS:** 59

**PROFESSION/OCCUPATION:**

*Managing Director, local company  
(Total Customer Management Pty Ltd).*

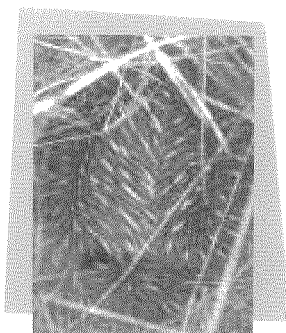
**YEARS OF RESIDENCE:** 9 years

**PROPERTY SIZE:** 2.5 hectares.

**PRIME USE OF PROPERTY:** Residential and SOHO

**WHY WE LIVE HERE:** *Quiet and secluded with great neighbours and a local street community that actively looks after people property and the environment.*

**ANY CONSTRAINTS:** *Early settlement stone constructed walls. Water shed for Emigrant creek. Three small native woodland areas which contain native animals and birds including a family of tawny frog mouths, kookaburra's, magpies, currawong's and a number of different frogs.*



## *Jim & Mary NORRIS*

**ADDRESS:**

**AGE OF OWNERS** Over 50

**PROFESSION/OCCUPATION** *Contract cleaners*

**YEARS' OF RESIDENCE:** 18

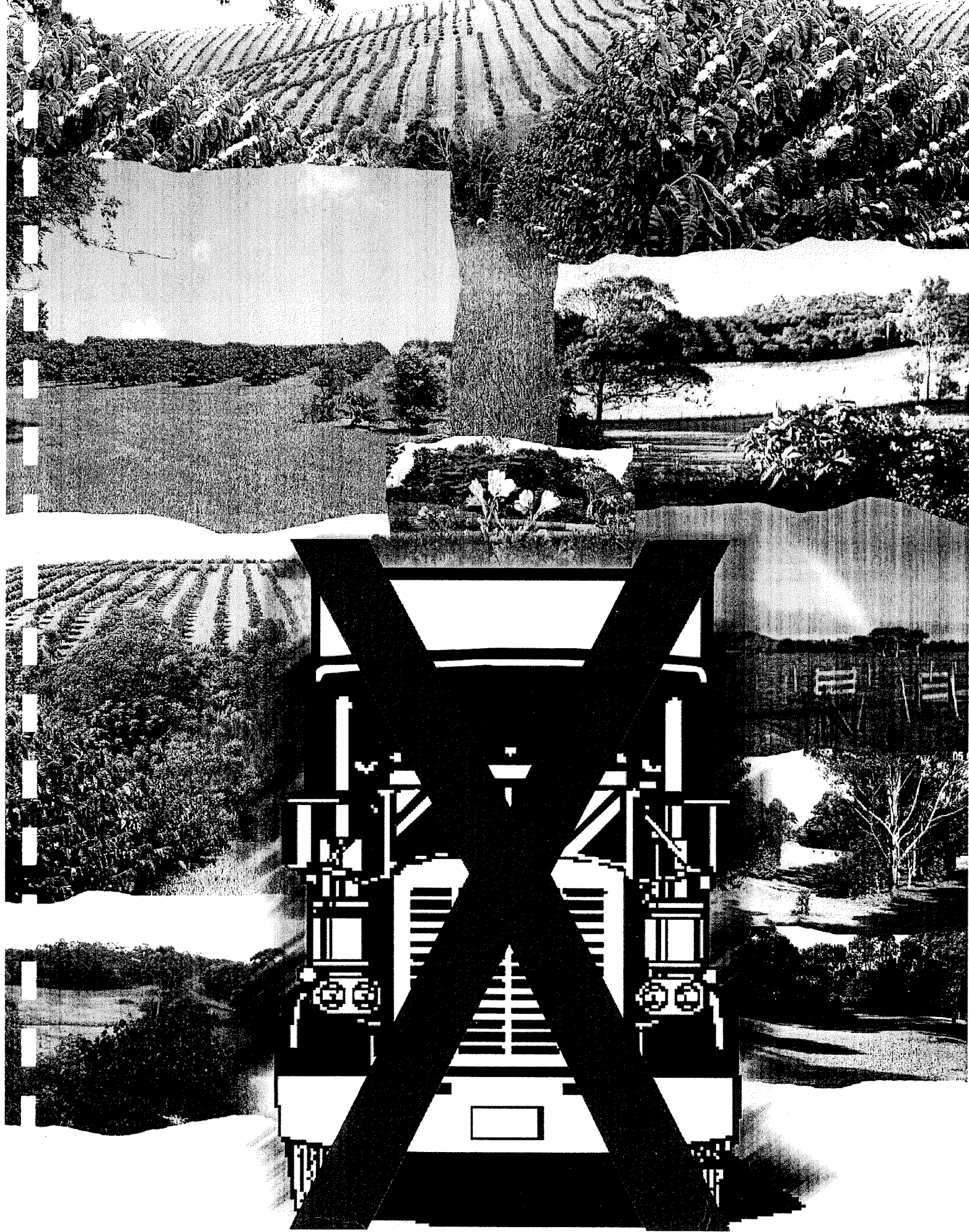
**PROPERTY SIZE :** 2 Ha

**PRIME USE OF PROPERTY** *Residential home and place for our pets. Growing own fruit and vegetables, not able to do this in 'suburbia'*

**WHY DO YOU LIVE HERE?** *Friendly neighbourhood, free from crime and pollution. Great community atmosphere in caring for the environment. Also this is where we chose to retire..*

**ANY CONSTRAINTS:** *"Endangered flora and fauna. Clean drinking water as this is a catchment area for the Ballina Shire Water supply*





# TRUCK STORIES

# ***NEWRYBAR LANDCARE GROUP***

We have a Pacific Highway, but who is it for? Is it for freight to be sent as quickly and economically as possible between cities or is it for the general public and service vehicles to use and to travel from one place to another?

Unless you live or travel on the Pacific Highway between Tintenbar & Ewingsdale you will have no idea the dramatic difference the Yelgun bypass has caused. We had no problem before with traffic and trucks but now we have B-doubles--kings of the road, masters of all they survey-- causing car drivers to avoid the highway because of fear of the trucks. And that is unacceptable.

'Through' trucks ( that is those who have freight between Sydney and Brisbane and beyond) belong on the National Highway, they do not belong on the Pacific Highway which more and more will be needed by tourist, resident and service truck traffic .

There is no doubt that some truck drivers bully and intimidate car drivers. We submit just some of the stories generated by our plea for people to document their stories. There are many people who have stories , these enclosed are just some .of them.

The writers document stories of: intimidation, bullying, tailgating, speed, overtaking illegally. But the constant message is that people are being pushed off the highway so the trucks can get through.

Our message is: send the trucks back to the New England Highway,

No 'through' trucks = no problem!



June Zentveld

President

Newrybar Landcare Group



April 15 2005

Ms June Zentveld  
Newrybar Landcare Group  
NEWRYBAR

Dear June

I am responding to your request for personal statements on the B Doubles that have caused such disruption on the Pacific Highway.

Like every other driver who uses the Pacific Highway I've had to cope with the influx of the dreaded B Doubles.

At age 75 years, their presence discourages me from travelling long distances as I feel threatened by their length, bulk and speed when observed from my Daihatsu Charade.

The shocking noise and vibration they generate was brought home to me after the B Double incident in Kerr Street, Ballina several weeks ago. Apparently they were unable to pass the accident area and a few minutes after 5 am I was startled from sleep as perhaps a dozen of them travelled nose to tail along Swift Street and into Moon Street.

Leaping in fright from my bed to see what was causing such extraordinary noise I was astounded to see the brilliantly lit vehicles thundering along our suburban street.

Living in River or Kerr Streets, Ballina must be absolutely horrendous for the residents and shopkeepers.

I am aware that we all rely on goods that these vehicles deliver and with transport by rail now unfortunately out of the question, we face a dilemma.

However, we all managed before the B Doubles invaded our highway and if they were banished to the New England Highway again, I'm certain we would manage again.

It is my hope that road travel may yet become a pleasure when we have a dual highway devoid of road giants and situated on land that will not ruin the fertile areas of Tintenbar, Knockrow, Newrybar and Bangalow.

Sincerely

HI

### **Horror story**

#### **#1**

I live on the highway in a situation where there is a safety pull off lane in the middle of the highway that allows motorists the opportunity to sit and wait for a safe gap in the on coming traffic to cross the pacific highway . On many an evening I have seen truckies pull out into this lane to overtake another slower truck. They do this because the dual carriage way ends 100 meters before this particular intersection and there is no dual carriage way for at least another 6-8 kms away.

They use this safety lane as their own private overtaking lane. This would be sheer murder if some innocent traveller was to be sitting in this safety lane waiting to cross the highway they would be killed instantly. This practice must stop

### **Horror story**

#### **#2**

One day I was on my way to work travelling along the Pacific highway near St Helena I was doing a safe eighty-five kph in my old Combie just enjoying the morning. All of a sudden I had double D overtake me. That left one behind me, it overtook me then twelve more overtook me in a row. At one stage I had them in front of me behind me and at the side of me very scary indeed.

Bangalow

To: :  
From:  
Subject: Fwd: Reporting of speeding trucks  
Date: Wed, 4 May 2005 07:22:30 +1000  
X-Virus-Status: Clean

Begin forwarded message:

From:  
Date: 3 May 2005 11:18:18 AM  
To:  
Subject: FW: Reporting of speeding trucks

-----Original Message-----

From:

Sent:

Monday, 2 May 2005 10:34 AM

To:

'truckstories@newbybar.net'

Subject:

Reporting of speeding trucks

Reporting offending vehicles to either Police or Companies has proven totally futile.

The following is a typical scenario of what happens (or generally does not happen) when you report a speeding truck.

Sent to on 20/04/05 - no answer so far.

- it was good to meet you after "60 Minutes". As discussed, this is what my wife & I experienced:

On 7th Jan 05 at about noon to 12:15pm we observed a truck on the Pacific Motorway (Gold Coast) travelling North travelling well over 100Kph and passing many vehicles (including ours), changing lanes, tailgating etc. Our estimate of his speed was 105-115 kph. We eventually got to see both his licence plates - front rear  
The road was quite busy and there were other large vehicles behaving similarly.

We then called your Brisbane office and were put onto the "Depot" on to a Mr who listened to our complaint and mentioned that he would look into it, get back to us and that this particular truck had no speed limiter. When I had not heard from Mr for few days, I called him, left some messages but he was not prepared to advise me of anything further. I expressed our disappointment with this.

I then received an aggressive sounding message on my mobile phone from a Mr , apparently a more senior employee ( he used the word "Supervisor") of your Company. I returned the call and Mr aggressively accused me of harassing Mr , stated that our complaint could not be true as this was "1 year old Volvo FH12 with a manufacturers on-board computer" and that we must have "made up" our claims. He further stated that he had computerised GPS records for every truck and these records showed that the particular truck was never speeding. I asked whether I could review such records and was fairly rudely told "no way". I then gave up, feeling that I was being given the run around.

This sort of interaction is unfortunately typical of your industry, with trucks on the Pacific Highway breaking the 100kph limit almost universally, passing frequently, tailgating anyone who is actually travelling at the speed limit, and applying loud compression brakes indiscriminately. Reporting anything to the Police appears to be a waste of time as

they do not have the resources to track down the offenders, particularly as often only the rear licence plate is noted.

As discussed, I have copied this e-mail to [redacted] who will be in touch in touch with you soon regarding possible measures that should be undertaken to redress the current parlous situation.

BTW I am an experienced business person having run multi-national companies and am a qualified Electrical Engineer. I currently run an IT and business consultancy.

Looking forward to working with you, best regards, thank you.

## TRUCK STORIES

Leaving home at 5.45am. Thurs. 3<sup>rd</sup> March I travelled from Newrybar to the Ballina on the Pacific Highway airport. This is a distance of around 20 k's. I counted over 40 trucks heading north in this short distance including 8 trucks one after the other. Most of the trucks were b-doubles and they were all lit up like Christmas trees as they thundered along the highway.

I am not going to be forced from my home and could not look someone in the eye and sell them my home knowing what they would be about to experience.

You want truck tales? Be prepared for a 3,000 page volume to be printed everyday!

## TRUCK STORY.

I have two 'horror' stories. The first happened last winter when I was driving to a meeting in Ballina. There was very little traffic on the highway, however I passed a truck around Knockrow then halfway around the Tintenbar Hills I found in front of me another truck, just crawling along, probably traveling around 5 k/h, after a while I remembered the truck I had passed previously and I realized the driver would not expect an almost stationary vehicle to be on the road. As I saw the lights behind me I put my foot on the brake constantly to alert the driver. He slowed just in time. And so the three of us crawled around the hills. At the bottom of the hill, on the flat area, the truck in front pulled over to the side. I thought he must have brake trouble and I went to pass. However, just as I was passing he pulled out in front of me. From then on he traveled at around 100k's, but weaving from one side of the road to the other. After the roundabout at Kerr Street, I passed and took a good look at the vehicle and memorized the number plate. At my meeting place I spoke to a fellow member who advised me to ring the police. I did and I was told that "We will get him at Woodburn"

Because of this experience as well as the fact that I sometimes had become 'sandwiched' between trucks, I resigned from my Club so as to avoid traveling on the Pacific Highway.

## SECOND TRUCK STORY.

Only last week coming home to Newrybar after shopping in Ballina I was past the roundabout coming from Cherry Street and I saw a truck waiting to turn the Kerr Street corner. As I passed in front of him he gave a rude finger sign. As I travelled North on the Highway I could see in my mirror the truck gaining on me. He came right up behind, flashed his light and blasted me with his horn. It was extremely frightening and distressing, however I remembered some advice someone had told me and I picked up my mobile phone, held it up where it was clearly visible to the truck behind me, and I pretended to dial, and then held the phone to my ear. The driver backed off so fast he was soon many metres behind. I passed some vehicles on the Tintenbar Hills to get away from the truck but the rest of the way home I did not see it again.

Subject: Trucks- we detour to avoid them  
Date: Thu, 21 Apr 2005 11:53:02 +1000  
Thread-Topic: Trucks- we detour to avoid them  
thread-index: AcVGE5wfattNX8sISi2wiH81HzMFLA==  
From:  
To: <truckstories@newrybar.net>  
X-TPG-Antivirus: Passed  
X-Virus-Status: Clean

Hello

I am a mother of four school age children and in order to avoid the trucks on the highway I detour and travel along the winding Pimlico road up to the Coolgardie Rd T intersection and cross the highway to go home. We live in Coolgardie Rd Pimlico 13 kms south of Ballina

We see trucks regularly travelling in convoy 2-3 at a time and cars are just not able to overtake. I have been the victim of truck rage with a truck driver bearing down on me and flashing his headlights- very frightening and intimidating



From:  
 To: <truckstories@newrybar.net>  
 Subject: pacific highway  
 Date: Fri, 15 Apr 2005 14:18:37 +1000  
 X-Priority: 3  
 X-Virus-Scanned: clamd / ClamAV version 0.72, clamav-milter version 0.72  
                   on localhost  
 X-Virus-Status: Clean  
 X-Spam-Checker-Version: SpamAssassin 2.63 (2004-01-11) on godziller.zbblan  
 X-Spam-Level:  
 X-Spam-Status: No, hits=-2.3 required=5.0 tests=BAYES\_00,DATE\_IN\_FUTURE\_24\_48,  
                   HTML\_MESSAGE autolearn=no version=2.63  
 Status:

to whom it concerns, i have lived in byron shire since 1984, and for the last 15 years at bangalow. Last week, i was at Ewingsdale rehearsing for a puppet show and against my better judgement travelled home via the pacific hwy. After my experience (thursday 9.15pm, light rain, i will never drive home via the hwy again at that time). I approached the hwy at the byron intersection and could see 5 b doubles just ahead of me, oh no was my first thought, i entered the hwy, there was a car behind me and then 3 more trucks and another car. One car managed to overtake me and the b doubles before the 80km zone at the base of st helena. as soon as the overtake lane came at st helena i got in it intending to overtake the convoy, this was not to be as the last truck in the line also moved into the lane with inches to spare ahead of me, i was about to move back into the left lane but could not as the truck behind me did, my heart began to race, and then the unthinkable happened: the truck in front of me goes far into the shaded no go area and overtakes the truck ahead of it and me, thank god i was able to slow down and create the space he needed. there was little more than a foot to spare. Six b doubles, bumper to bumper 4 in my lane (rt) and 2 in the left plus another on my tail in the left lane, doing a ton and preventing me from moving into the left lane. I have never been so scared in my whole life. Seven of the 8 got ahead of me the 8th overtook the car and sat inches behind me till i got off at bangalow. Please, please Help.

From:  
To: <truckstories@newrybar.net>  
Subject: Truck tales  
Date: Sat, 9 Apr 2005 12:57:23 +1000  
Thread-Index: AcU8r9pbD+ZlxZ3rSEepxX/YL065eQ==  
X-Virus-Status: Clean

Dear Newrybar Landcare Group,

We first moved to the North Coast in 1978. Ballina was a quiet seaside town which was a wonderful place for us to visit on the weekends and enjoy with our family.

Circumstances and opportunities for work had us move with our young family to Brisbane for 10 years from 1994 to 2004. Our plan was always to return to our much loved Ballina and surrounds to rejoin our extended families and continue our working life and future retirement. As such we purchased an older home in Kerr Street, four doors from Kerr Street, the Pacific Highway, which we commenced to renovate on weekends and then rented from 2000 up til October 2004.

We new that the potential for Ballina to progress was inevitable and that life close to the centre of town would always entail a certain amount of traffic noise and congestion at times, however, little did we foresee the radical change ahead as a result of the Chinderah to Yelgun road upgrade to the Pacific Highway.

So what were the changes?

Traffic congestion

Life-threatening pedestrian crossing along Kerr Street;

Wide Loads utilising Tamar St and Brunswick Streets to avoid the River Street/Kerr St roundabout;

Trucks parking in Tamar Street and the length of Kerr St at all hours of the night creating noise in stopping and starting and ongoing refrigeration generators running;

Trucks force way around roundabout using two lanes and cutting off cars in the inside lane;

Air pollution;

Noise pollution;

Vibration damage to our buildings;

Lack of sleep - woken constantly during the night especially by the ignorant operators of trucks utilising their exhaust brakes;

- woken at night when it is quiet (very rare!) You know when it is quiet that there must have been a major accident on the highway;

Visitors have renamed Ballina "B-double Bagdad" -they felt they had been bombarded all night!

We moved into our Ballina house in November 2004 - we haven't had good nights sleep since.

My health has deteriorated radically. Where I may have had hay fever for one or two weeks a year during Spring I now live on antihistamines and still have all the symptoms of extreme hay fever. Our dogs are suffering skin irritations.

Diesel fumes are known to sensitise the nose to allergens. With 3,000 trucks a day travelling through Ballina, and that's only the semi's and B-doubles, is there any wonder that people are suffering from allergies at an alarmingly increased rate.

I also travel daily from Woodburn to Tweed Heads with my work. Everyday I leave home I wonder what incident there will be with a truck today. So when you ask for an incident with a truck and details!!!! Which one will I choose?

Just yesterday Friday 8th April, returning from Murwillumbah to Ballina in heavy rain I was surrounded by B-doubles along the stretch from Brunswick Heads all the way to Ballina. Three of these trucks overtook me, one undertook me before I could move into the outside lane, and I estimate they were travelling at approximately 125 to 130 kilometres per hour. If this wasn't terrifying enough I found one of the trucks, a 'Greens' transport truck, which I overtook going up Tintenbar Hill, followed me to Ballina and as I was entering the roundabout at Fox and Kerr Streets it undertook me forcing me to break and stop midway around the roundabout.

These are daily occurrences experienced not just by myself but other members of my family by the operators of these trucks who seem to think that they own the road.

I suggest that the police do speed patrols during wet weather. In my experience when most car drivers are slowing to allow for the weather the majority of the large truck drivers are speeding. They seem to have knowledge of when and where the police radar patrols are operating.

Our plans to live in Ballina and the surrounding districts were largely based on the caring community attitude to the environment and its people.

The people living and working along the Pacific Highway in Ballina are besieged by the impact of these large transport bullies every day and every night. You may not hear the noise, feel the vibration or experience the terror of crossing the road, but have you considered your health in terms of the quality of the air you are breathing and where these fumes, tyres and oil spills are ending up? In our waterways and food chain!

From:  
To: <truckstories@newrybar.net>  
Subject: my experience  
Date: Sat, 16 Apr 2005 17:44:53 +1000  
X-Priority: 3  
X-Virus-Scanned: clamd / ClamAV version 0.72, clamav-milter version 0.72  
on localhost

Hi there,

Spoke to [redacted] today and she suggested I put my experience with trucks in writing to you.

Last Wednesday 13th April, my husband and I were driving from Murwillumbah to Alstonville between 8pm and 9pm. On the Pacific Hyw, between Bangalow and just passed Newrybar, we came across 5 semitrailers (1 single and 4 doubles) racing each other 2 abreast behind each other. Downhill they were traveling well over 100kph and were overtaking other traffic. On the uphill, they slowed and cars overtook them only to have the semis roar pass them again on downhills. On a section where there was only one lane, we were traveling at 100kph with a semi behind us tailgating us. When 2 lanes came up he roared past us then cut sharply in front of us causing us to brake and veer to the side. The truck was from [redacted] number plate [redacted]. We didn't see him again as he roared off to catch his mates.

Hope this helps with your campaign.

Regards,

From:  
To: <truckstories@newrybar.net>  
Subject: Yet another tale  
Date: Sat, 9 Apr 2005 11:59:10 +1000  
X-Virus-Status: Clean

Hi,

I'd like to relate my most recent "trucking" experience

My wife and I moved up from Avoca beach on the Central Coast to Lennox Head on Dec 17th last year and drove up each in our own car. We had a great quite relaxing trip up until the last hour, which at around 9.30pm, saw us just north of McLean and then the horror started.....the TRUCKS in convoys ranging anywhere from 3 to 6 in a group. They certainly are a law unto themselves with no consideration to the rest of the motoring public.

There we were driving along at nigh at maybe 5 K's over the speed limit (100k) and from no where the high beam head lights fill your rear-view mirror with very much a "get out of my way" attitude. Personally I don't like to be pushed so just maintain the same speed. So the result of not doing what the truck wants is that it sits so close tpo the back of my Holden wagon that it fills the tail gate. As soon as there's an overtaking lane (going up an incline) its out to try and overtake, I maintain the same speed and as we get to go back in to 1 lane its right at my door, NO way did he back off and let me in, I had to almost come to a standstill to let him, and as it turned out 2 other trucks that were tail gating him, pass or be pushed off the road into the scrub. ALL the trucks involved in this episode we from

So about 15 minutes later a similar scenario pops up this time with my wife, in her car in front of me, over taking lane again, I pulled left but my wife couldn't cause of the vehicle in front of me that had slowed down, the truck tried to push my wife along (still sitting on around 105k) and sat I'd guess about 2 metres off her rear bumper, now when you're driving a 2 door Toyota Celica that's really freaky, if ANYTHING had gone wrong right them my wife would have been totally run over and everyone else around involved in a major incident. It was obvious that the truck driver didn't give a shit as he just kept on her till she could finally move over.

I have driven heavy vehicles and still hold the licence and know how frustrating some drivers are, BUT truck drivers are given a bad name by so many idiots that have NO consideration for anyone else on the road. Apart from the inherent danger this episode was a real bummer to our move, for the previous 7 hours or so we'd seen truckies doing the right thing, being courteous, driving safely and considering other drivers, but as soon as it was well dark he idiots came out and it got dangerous.....its no wonder there are so many accidents involving trucks..... too much time pressure ..... too many drugs taken to stay awake..... and an unfortunate amount of idiots with licences.

Cheers.....

From: -  
To: <truckstories@newrybar.net>  
Subject: FW: Trucks  
Date: Fri, 15 Apr 2005 16:26:43 +1000  
X-Priority: 3 (Normal)  
Importance: Normal  
X-Virus-Scanned: clamd / clamAV version 0.72, clamav-milter version 0.72  
on localhost  
X-Virus-Status: Clean  
X-Spam-Checker-Version: SpamAssassin 2.63 (2004-01-11) on godziller.zbblan  
X-Spam-Level:  
X-Spam-Status: No, hits=-2.2 required=5.0 tests=BAYES\_00,RCVD\_IN\_DYNABLOCK,  
RCVD\_IN\_SORBS autolearn=no version=2.63  
Status:

Hi

I'm forwarding the only email that came through to me but the gentleman mentioned in the beginning could be of some help

-----Original Message-----

From:  
Sent: Sunday, 10 April 2005 1:23  
To:  
Subject: Trucks

Dear

I have been scrolling through my emails, but can't find the original. However, I did find the details of the gentleman I sent the email to:

had a letter to the editor in the North Coast Advocate on Thursday, May 13th, 2004. Like you, he was trying to get people's stories, to present to Parliament. He may be able to add to your information.

My story happened on my way back from chairing a work meeting in Coffs Harbour . It was 6/5/2004. It was south of Woodburn, 5.00pm.

The company was number plate  
The driver was bearing down heavily behind me, trying to make me exceed the speed limit. I was driving my Daewoo. The driver was practically in my boot.

When a double lane was evident in the distance, I pulled over. The driver came along side me and stayed there, preventing me from returning when the lane ran out and effectively running me off the road. Shaken, I returned to work the next day and was told by another Adviser the same thing had happened to her and it was a common practice. Our communities can never feel safe if this behaviour is permitted to occur up and down the Pacific Highway, which is home to many school communities.

I'm going on leave, but if you want to contact me, please ph on

Kindest regards,

--

This email is intended for the named recipients only. It may contain privileged and/or confidential information. Named recipients may only communicate this message to third parties if authorised to do so. This email may also contain, or have attached, copyright protected material. If you are not the named recipient, any use, reliance upon this email, copying, disclosure or communication is unauthorised.

Before opening or using attachments check them for viruses. Our liability is limited to resupply any affected attachments.

simon

From:

Sent: Thursday, 5 May 2005 10:20 AM

To:

Subject: Fwd: Truck Story

From: "

To: truckstories@newrybar.net

Subject: Truck Story

Date: Thu, 5 May 2005 09:39:59 +1000

X-Virus-Status: Clean

Dear

I think what you are doing is a great idea as I, like many, am sick of the bullying tactics some truck drivers use to get drivers to move out of their way so that they can travel along at dangerous speeds to get to their destination. My brother in law is a truckie and has told me of the pressure put on him by his employer to get to his destination on time so I think the onus is on the employers to be more reasonable with the time they allow their drivers for each job, as I can sympathize with the pressure they are under.

Whilst driving home from work along the Pacific Highway from work I had a B Double roar up on my tail, he sat there for a few kms until it was obvious to him that I was not going to move. It was raining and I was sitting on the speed limit so I wasn't going to be intimidated into going faster or moving into the right hand lane when visibility was so poor. He then moved into the right hand lane and passed me, however my car was situated between the two trailers when he started to move back into the left hand lane! To avoid going straight under him I was forced off the road. Another driver stopped to see if I was ok, we were unable to report him as his number plates were so grimy and with the combination of the rain, impossible to see.

I often travel through Coolangatta and it is rare not to see a truck racing through the 80km zone sitting dangerously close to other drivers.

I hope your efforts produce some good results as plenty of people like myself travel along the highway to and from work and am sick of the risks associated with that travel due to the group of truck drivers that travel in such a dangerous manner.

Best of luck!

Kind Regards,

5/05/2005

5/05/2005



simon

From:

Sent: Thursday, 5 May 2005 10:21 AM

To:

Subject: Fwd: Truckrage.

Subject: Truckrage.

Date: Thu, 5 May 2005 09:48:11 +1000

X-Virus-Status: Clean

Hi

*Congratulations on your efforts to have the Pacific Highway made safer for all road users. this is a very complex problem, not least of which is the seemingly lack of any real interest as shown by our various members of both State, and Federal Parliaments.*

*I speak of course of the numbers of heavy vehicles using this highway, which was completely saturated by numbers of both heavy and everyday users anyway, well before approval for it's use by b-doubles, and presumably, if the Transport Industry gets it's own way, as is likely, approval will be granted for use by b-triples, all of which, even excluding the likely future use by these b-triples, are the main ingredients to the mayhem that we all witness today as we endeavour to negotiate our way on this so called "Pacific" Highway. Interestingly, our Politicians should look up the dictionary meaning of the word pacific, and if they can apply that definition to our Highway, then we should all be surprised.*

*Recently I conducted my own campaign, after an horrific experience last year experienced by myself, being a retired heavy vehicle driver of some forty years, and simply could not believe the demonstrated thuggery displayed by not one or two drivers of these heavies, in fact it was the majority rather than the minority, who seemed to think, and act accordingly, that the road rules were were a complete joke. Not only was I run off the road completely, but in one instance, the b-double in that instance, upon overtaking me, I was in his way because I insisted on maintaining the posted speed limit, then ran his truck up the gravel on the left shoulder for some considerable distance, showering my car with gravel.*

*So disturbed by what I had experienced that night, I ran a newspaper story in the Coffs Harbour area, asking for concerned residents to call me, and relate any similar*

5/05/2005

experiences, thinking perhaps in my own mind that I might have been a bit unlucky on that night. However, I receive so many calls, that I became alarmed, and decided to continue with this campaign, using all the regional newspapers, radio stations etc, asking for the residents of the Pacific to contact me, with a view to present these complaints to both State and Federal Parliaments.

I received about four and a half thousand letters, email, phone calls, and petition signatures, over a fairly short period of time, all from very frightened and concerned users of this highway.

The areas of complaint against the majority of heavy vehicle drivers fell into three main groups.

Serious, very dangerous tailgating

Highly excessive speeds, up to one hundred and thirty kph in many cases.

Deliberate cutting off of smaller vehicles at the end of overtaking lanes

A couple of instances where general motorists were abused, and two instances of motorists being actually attacked.

From the overall content of these letters etc, I formed the undeniable opinion that the Pacific Highway was nothing more than a highway of thuggery, it's use by the great majority of heavy vehicle drivers was viewed by them as their sole right, and that the general motorist had no place at all on this Highway. My conversations with the industry itself, produce nothing more than the feeble always expressed statements that "we have to break the law to survive." Or, "we are made to maintain these ridiculous schedules, because we won't get more work etc"

Any attempt that I made in my own small way to have this problem recognised, and dealt with, failed of course, simply because on my own, with no resources to speak of, I could not get the voice of the people in large enough numbers to make ourselves heard. And I believe that Politicians being what they are, we needed to have the whole Pacific region, as one voice, to get the required action.

*What all we seem to get, is more rubbish from our leaders about inviting private industry to build the necessary, much needed dual laned highway, something that will probably take about forever to happen. If even then. Yet in my opinion, the first thing that is needed, is vigorous policing, twenty four hours a day, zero tolerance, unmarked cars, and mighty mobile policing to drive these thugs back to a reasonable, and compliant use of this Highway, and more importantly perhaps, until this Highway is rebuilt to a decent standard, one which will cater for the heavy yet safe use for all users, is to return the heavy vehicles to the New England Highway where they belong, even if a subsidy for there extra fuel costs were to be introduced. In any event, we need to desaturate the Pacific, and make it safe for all road users. We have a right to be safe.*

*I stood for the recent Federal Election in the seat of \_\_\_\_\_ standing for the safety of the Pacific, in a vain attempt at being heard on this issue. I am sorry that I can not forward for your convenience the many letters and emails etc, but due to personal circumstances, the break up of my relationship with my partner, these records are no longer available to me.*

*I am yours faithfully*

5/05/2005

From:  
To:  
Subject: RE: NORAG CONFERENCE - HEAVY VEHICLES ON PACIFIC HIGHWAY  
Date: Tue, 3 May 2005 09:24:49 +1000  
Thread-Index: AcVO0ge/c3W5oHKHRamytp5StoO5gAjokPA  
X-Virus-Status: Clean

The two worst truck stories I wish to report are:

1. Last January my partner & I were driving south on Pacific Highway Knockrow to Ballina. There had been resurfacing of the road ending on the southern end just before the Tintenbar turnoff (the one where there was the fatal accident involving a B double which I think happened not long after the incident I am reporting). As I proceeded south I slowed to signposted 60kph zone for the road works. The driver of a semi trailer following me was obviously impatient and "tailgated" me. As we came across the Tintenbar intersection he used the right turning lane to pull out and overtake me. I was sitting still on the 60kph temporary signposted limit which did not end until the permanent 70kph limit starts at the top of the notoriously dangerous descent of Tintenbar Hill going down the highway towards Ballina. Another car was starting to go up the hill in front apparently also observing the temporary 60kph limit and it was in the right lane of the two climbing lanes. After passing me using the turning lane at the Tintenbar intersection the driver of the semi trailer cut sharply in front of my vehicle to use the slow left hand climbing lane in order to pass on the left side of the car in front of me. We immediately wrote down the registration number on the rear of his trailer as " " and noted the time as 2.50pm (we didn't record the date though I believe it was Saturday 15 January 2005) with the intention of reporting the incident as dangerous. I continued to drive on the legal limit of temporary 60kph until reaching the 70kph section going down Tintenbar Hill when I speeded up to that limit. We then observed him tailgate another vehicle going down that hill. Subsequently near Cumbalum this vehicle pulled off the road to let him pass. Meanwhile I speeded up to 100kph at the next change of speed limit (I think part of that is further restricted for trucks to 70 or 80kph but would have to check to be sure). All this time the semi trailer continued to pull further away from me indicating the driver was well over the various speed limits. When we reached the built up area of Ballina I measured off my odometer that the semi trailer was then 6/10 kilometer ahead of me. Incidentally the driver would likely have been further ahead except for the fact that he caught up with other cars ahead of him on the highway approaching Ballina.

phoned RTA from work a couple of days later and was given a number 1800 333 000 to phone. As she was busy at work unfortunately we did not pursue the matter further. This number may be of use to report such complaints and in any event I would suggest that if a complaint centre for such incidents does not exist then it be set up and widely publicised. Whilst prosecution for such incidents may result in the public being reluctant to have to go to Court to give evidence and therefore reluctant to get involved by reporting such incidents, I suggest that some form of official warning to the truck owners might assist them to better control offending drivers.

2. On Friday 16 April 2004 about 8am whilst driving south on the Pacific Highway approaching Wardell I slowed for temporary 60kph roadworks limit. There were workers and road plant operating on road widening. A semi trailer followed closely behind me. After the limit increased to 100kph I increased my speed and after crossing Wardell bridge set my cruise control at about 98kph. After a few kilometers the driver appeared to become impatient and was unable to pass because of oncoming traffic and various section of double line. Several times he drove up to within a couple of meters of the rear of my car intimidating me and apparently trying to force me to drive faster. After trying this a couple of times and when I did not speed up he eventually dropped back to a safe following distance.

I hope this information will be of assistance to highlight the everyday dangers of driving the Pacific Highway

## Pacific Highway experiences from

- (1) Semi trailer overtaking double lines on numerous occasions when I was driving at maximum 100KPH.
  - (2) Moving into passing lane on a bend a semi decided to overtake causing me to swerve left. The semi had to cross double lines to pass me.
  - (3) Being tailgated in 80K zones by B.W's and semis.
  - (4) B.W's not using overtaking lanes with care. It is frightening.
- I have been driving on this road that stretches between the Bangalow entrance on to the highway and Ballina for 26 years and do not appreciate the increase of heavy vehicles. It is frightening.
- As a resident of Bangalow I find the noise of the trucks at night a real nightmare.



Resident of \_\_\_\_\_ - worried  
by the fact that B-Doubles unhitching  
their rigs in a residential area - and  
leaving them for several hours before  
returning. This occurrence - has happened  
on many occasions. Refrigeration on the  
trucks is left running. Resident has  
approached council re - this happening but  
council has referred resident onto police.  
One rig was left fully laden for five days.  
Happens regularly at  
night.

Right-hand turning lane required for  
Wetson's have Newry bar off the  
Pacific Highway. Very dangerous turn  
because of overtaking lane merges  
just before the turn off. B-double  
and trucks would find it very difficult  
to slow down to allow traffic to do the  
right-hand turn.

16-4-05.

DEAR SIR/MADAM.

WE HAVE RECENTLY BECOME RESIDENTS IN THIS AREA + WE DO A LOT TRAVELLING DUE TO BUSINESS COMMITMENTS. OUR TRAVELLING ON ANY PART OF THE HIGHWAYS IN NSW HAS BEEN A NIGHTMARE DUE TO THE AMOUNT OF TRUCKS ON THE ROADS + THE COWBOY - BULLY-BOY TACTICS WE HAVE TO ENDURE BY SPEEDING DRIVERS, WELL OVER THE SPEED LIMIT. THEY SEEM TO FASTEN UP WHEN WE HAVE THE OPPORTUNITY TO OVERTAKE THEM, AT LEAST THEY DON'T MAKE IT EASY, PUTTING LIVES AT RISK. ALSO THEY TAILGATE, WHICH LEAVES US NO ROOM TO MOVE IF SOMETHING UNEXPECTED SHOULD APPEAR ON THE HIGHWAY. THE SIZE OF THE TRUCKS ROARING TOWARDS US OR PAST US MAKES OUR DAY A CONSTANT NIGHTMARE. WE ARE THANKFUL TO REACH OUR DESTINATION IN ONE PIECE.

SEEING THE RECENT REPORT ON 60 MINUTES ON WHAT THE DRIVERS HAVE TO GO THROUGH TO REACH AN AGENDA LEAVES ME FEELING VERY SORRY FOR THEM, THE LONG DISTANCES THEY HAVE TO DRIVE IN ONE DAY. SURELY IT SHOULD BE MANDATORY THAT TWO DRIVERS SHOULD TRAVEL TOGETHER FOR EVERYONE'S SAKE AS WELL AS THEIR OWN.

WE HOPE THIS EFFORT TO CURB THE PROBLEMS OUT THERE WILL BE TAKEN ON BOARD URGENTLY. TOO MANY LIVES HAVE BEEN LOST + TOO MANY HEARTACHES SUFFERED

YOURS SINCERELY.

16-4-05

DEAR SIR/MADAM

I USE THE PACIFIC HIGHWAY ON A REGULAR BASIS ON BUSINESS TRIPS AND OF ALL THE HIGHWAYS I TRAVEL IN AUSTRALIA IT IS THE MOST DANGEROUS DUE TO THE SHORTCOMINGS IN CONSTRUCTION AND THE QUANTITY OF HEAVY VEHICLES USING IT AND THE WAY THEY INTIMIDATE BY TAILGATING AND ALSO IN WET CONDITIONS

IT IS A NIGHTMARE AND I AM COMING TO THE POINT OF HAVING TO CONVINCE MYSELF I HAVE TO GO ON IT AT ALL, BUT IF I DON'T MY BUSINESS WILL SUFFER I

YOURS, FAITHFULLY

Alsterville - travelling home  
from Bangalore to Tintindib  
I ~~get~~ get sandwiched between semis  
driving in excess of 100k. at night  
I am anxious till I turn off at  
Teve turn off.

16/4/05

18 April 2004.

Wollongbar - passing lane overtaking another car - met a B-double coming from other direction over double white lines. Truck collided with car which was a newish Ford Falcon ~~was shot~~ - did 160° turn and landed 4 ft up the embankment on wrong side of road. Truck driver did not stop.

Many witnesses - who all tried to assist by directing traffic and helping and his wife out of vehicle.

2 weeks in hospital with cracked vertebrae. Car was written off. Hit with such force that all 4 tyres were blown out.

Now walks with cane. Mobility is greatly impaired.

Police ~~found~~ found the truck driver in Ballina making repairs to his back wheel. He claimed no knowledge of the accident. The case is still with lawyer.

Dan



For the past 25 years I've enjoyed my 20 minute drive to Ballina to do the weekly shopping. However, during the last few years I've been terrified each time I've had to go down there. There are so many trucks on the road. They come up behind me, drive very close, blow their horns + flash the headlights. These days I prefer the 40 minute drive along the backroads to Lismore. It's much longer but at least I feel much safer.

April 2005.

6/4/05 about 5.15 pm  
Pacific Hwy

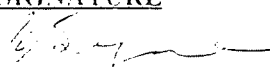


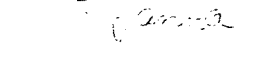

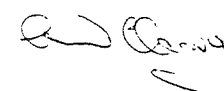

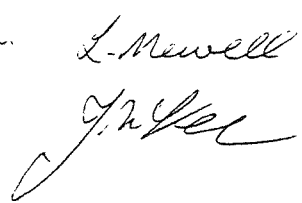

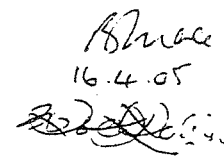
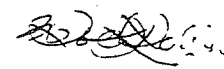
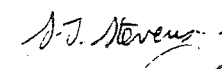

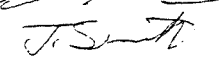

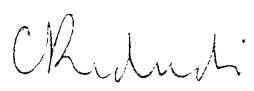
I was travelling north towards  
Bangalow.

At the top of the hill where  
the south bound dual lane  
merges I was <sup>well</sup> confronted  
by a B Double over the double  
lines still overtaking two  
other B doubles which were in  
the left lane merging right.  
I had to ~~over~~ dramatically  
to the left to avoid an accident

# TRUCKS EXCEEDING SPEED LIMIT

NAME	APPROX DATE	WHERE	PHONE	SIGNATURE
Doby - CROVER	Regularly	Pangarau		R. Doby
ARAIN SHANNON	REGULARLY	Newrybar		L. Shannon
		BRUNSWICK		
Nex Butler	All the Time	Pacific Hwy		Billie
MR. McKee	ALL THE TIME	PAC. Hwy		Smcken
TOM MCKEE	MARCH 05	TINTENBAR		J. McKee
Vanessa Frost	All the Time	Ballina		W.
Bernadette Grace	Daily	Ballina/Pindico		Bruce 16.4.05
Elizabeth Lock	15/4/05	Telegraph Point		E. Lock
Melanie Robinson	15.4.05	Alstonville		Robin
Clauke NATSAL	15.4.05	ALL THE TIME ON PACIFIC HWY		Clauke
Tudith Smith	15/4/05	All the time		T. Smith
SUE GOULD	29 <sup>TH</sup> MARCH 05	Pacific Hwy near BRUNSWICK HBS		Sue
Christine Rudonki	regularly	all over pacific Hwy		C. Rudonki
PATRICK HONDOW	often	Pacific Hwy		P. Hondow
Alan Hondow	often	" "		Alan

# I WAS TAILGATED BY A TRUCK

NAME	APPROX. DATE	WHERE	PHONE	SIGNATURE
M BYRNE	2004	Mus & Lail		
A. CANNAN	2005	Between Ballina & Newcastle		
D LACRO	2005	NEWRYBAR		
L. HANNA	2005	NEAR E. BALLINA		
Rob Casper	Regularly 2005	Brunswick-Yelgun Bungala Byron		
Ann Cleary	Wed nites	South between always double bridges & Wardell		
Rex Butler	All the time at night mainly	Grafton - Tweed		
L. NEWELL	15-4-05	CLIMBALLUM I WAS TAILGATED BY B-DOUBLE TRUCK		
JIM MCKEE	13-4-05	NEWRYBAR		
CATHY ANDREWS				
BERNADETTE GRACE	130	COOLGARDIE RD	PIMLICO	
Melanie Robinson	16-5-04	Pacific Hwy		
Sandra Stevenson	17-4-05	Pacific Hwy		
Claude Watson	16-4-05	Pacific Hwy		
Judith Smith	Jan 05	Pacific Hwy		
SUE GOULD	2002-2004	Pacific Hwy		
Christine Rudowski	numerous times quite a few times	Between Ballina & Newcastle → Pacific Hwy		

# TOO FRIGHTENED TO TRAVEL ON THE PACIFIC HIGHWAY.

NAME

ADDRESS

PHONE

SIGNATURE

Kris McLeod

Conna Turner

Pheryl Ryan

SR Mike  
(SHARON MCKEE)

L. GRACE

J. BLACK

V Black

H. Lock

M. Robinson

Judith Smith

This happened to me in Nov 1988  
I haven't travelled the highway  
at night time

Pheryl Ryan

SR Mike

Kim  
16 4 05

H. Lock

M. Robinson

J. Smith