



Your July 2021 Community Newsletter

WALLA WALLA BUSINESSES: KOTZUR PTY LTD

Written by Andrew Kotzur.

Edited by Françoise McPherson

Past

Kotzur Pty Ltd evolved from the Kotzur family farming enterprise at "The Pines", Alma Park. Following the Depression in the 1930's and then World War II, the Kotzur family had, by necessity, learnt to be self-sufficient. The family had a native pine timber milling business and had (in 1945) constructed their own concrete silo, built sheds, modified and repaired farm machinery and made anything else needed on the farm. It was at this time, that Ray decided that manufacturing from steel was a better option than timber which cracked and deteriorated.

In 1952, Ray Kotzur negotiated to purchase block 13 and 60 Commercial St, Walla Walla. He often told the story that he signed the purchase contract on 13th July 1952, poured the footings for the new shed on Friday 13th February, 1953 and started erecting the steel frame on Friday 13th March, 1953. The original 1953 shed is still standing in the middle of the current factory complex. The new company was called Modern Engineering and Construction; something to aspire to in terms of the innovation that was part of the vision.



Second photo above shows a traveling circus elephant on the ground where the current factory shed is located.

The early years were dedicated to building sheds, farm gates, cattle and sheep yards, water tanks, children's play equipment (see-saw's and swings), general

engineering and farm repairs. Around 1959-1960, John Lysaght Australia (the forerunner to BHP and BlueScope steel) began producing galvanized steel in continuous coils. This led to the development of a rolling machine to produce continuous rings which were used to construct silos. In 1962, Ray and his staff produced the first steel silo, which was delivered to David Muller, "Dosyvale", Henty. By the end of 1962, 6 silos and several mobile field bins (built on ex WWII Bren Gun carrier chassis) had been supplied to local farms.



In addition to constructing the silos, there was the challenge of how to deliver the silos. The 1950's rocket launch vehicles inspired the design of the silo delivery trailers. These trailers were designed to allow the silo to be transported horizontal and then stood vertical on site. The "rocket launcher" idea led to the construction of "the rocket" which was part of the 1969 Walla Walla centenary parade and was resurrected for the Walla Walla 150th parade.

Demand for silos steadily increased. By the late 1960's and early 1970's, silos were being delivered into central NSW, across Victoria and also being assembled in South Australia. The increased demand led to improvements at the Walla factory. A number of additions were made to the factory in the fifties and sixties, however the construction of the 10 tonne crane building in 1968 was the largest project up until that time. With the addition of a number of new pieces of equipment, including some made "in house", a completely new design silo manufactured on an assembly

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SQUIRREL GLIDERS: CONNECTING THE LANDSCAPE

Lou Bull, Squirrel Glider LAMP Project Officer



Trevor Barber inspecting a nest box on his farm 'Gumleigh'

In late December 2020 myself, Tracy Michael from Murray Local Land Services and Trevor Barber from Walla Walla set off to monitor nest boxes installed on Trevor and Maree's farm in 2019. The nest boxes were installed in a maturing tree corridor planted over 30 years ago as part of West Hume Landcare's early programs. Trevor said "the enthusiasm of young Sue Rose – our first Landcare co-ordinator saw many of us farmers planting corridors of trees on our farms. The foresight of her work is now evident. We now have 5 nest boxes in this corridor and have seen two Squirrel Gliders in two of the boxes plus, evidence of them using another two boxes. Seeing Squirrel Gliders in these nest boxes is even better than the great harvest we just had".

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KOTZUR SILOS PTY LTD

PILOT DRIVERS: DELIVERING SILOS AUSTRALIA-WIDE

Written by Françoise McPherson, as told by Noel Wilksch and Geoff Edwards. Special thanks to Noel for allowing me to accompany him on a piloting job. Photo credits: Andrew Rickey



Oversized silo trucks going through Walla Walla are an almost daily sight in this town. It's not uncommon for multiple silos to be leaving in one day. This article focuses on the pilot drivers who escort these oversized trucks and get the silos safely to their destinations all over Australia. There are 4 Vic Roads accredited pilot drivers who escort silos for Kotzur Silos Pty Ltd. The two current main pilots are Noel Wilksch and Geoff Edwards. The others are Brian Cunningham and Keri Pumpa. The longest serving pilot for Kotzur silos is most likely Andrew Kotzur's mother Margaret who piloted for around 35 years from 1965 onwards.

Noel Wilksch joined Kotzur Silos Pty Ltd for the first pilot trip on the 4th of May, 2005. As of 7th of June, 2021, Noel has piloted 1,055 wide loads. Noel has clocked up approximate-



From left to right: Pilot Noel Wilksch, truck driver Brendan l'Anson and pilot Geoff Edwards

ly 832,233 kms with 416,117 kms taken up by piloting wide loads. The first ute had 588,778 kms on the odometer, the second ute is up to 330,369 kms now. Noel's epic journeys have taken him as far north as to Lakelands near Cooktown (3,251 kms). The longest trips west were to Port Hedland (4,846 kms) and Karatha (5,130 kms) on WA's north coast. Noel's been across the Nullabor to Perth multiple times but not to Tasmania or Northern Territory. The shortest silo pilot job Noel has undertaken was just 12 kms long to Trevor Wegenen's farm.

Geoff Edwards worked in the Kotzur factory when he began piloting in 2012. In January 2014, he became a full time pilot driver. Since then, Geoff has covered approximately 850,000 kms for 835 pilot jobs. Geoff has also been to Port Hedland as well as completing 8 trips to Fremantle, 4 to Mackay and also to Townsville, Albany etc. Geoff prefers long distance pilot jobs while Noel now chooses shorter pilot jobs to stay away from major cities.

1) What qualifications/training is needed and are pilot driver rules universal nationwide?

Pilots must have an unrestricted car licence for the last 5 years, undergo a defensive driving course and pass the all-day pilot driving course. Pilot accreditation is valid for 3 years. Vic Roads accreditation is recognised in all States except Tasmania (use Tas pilots only) or Western Australia. Brian and Keri also have W.A. licences. Each State has its own rules and regulations regarding requirements for pilot escorts and police escorts. In NSW, Class 1 load carrying vehicles with loads over 3.5m wide and 26m long need a pilot escort vehicle. Loads 31m or longer and/or a width of 4.7m wide require 2 pilots.

2) Are pilots employees or independent contractors?

All Kotzur pilots are independent contractors. They get paid per kilometre for the pilot trip but once the silo has been delivered and installed, pilots pay for their own fuel and overnight accommodation on the return trip.



3) What determines if 1 or 2 pilot cars are needed for each truck?

The width of the load is the main factor determining how many pilots are needed. If the truck driver's rear vision is obscured by a silo 5 metres wide, a pilot is needed at the back to advise the truck driver of any traffic behind that want to overtake the truck. A second pilot is also needed for field bins and in residential areas to block the road behind the turning truck. An additional police escort is needed for some very long or wide loads.

4) What modifications do pilot cars have that other cars lack?

- Large yellow Oversized Load Ahead sign mounted on the roof
- Two rotating flashing amber lights on the roof for 360 degree visibility
- Flashing wigwag (dongle) lights at front of the car (mandatory in Queensland, optional in NSW)
- Navigational system
- Two-way CB radios (handheld and in vehicle) to communicate with truck drivers (and other pilot if there's one)
- Safety equipment such as reflective triangles, road flares, STOP and SLOW bat, fire extinguisher, first aid kit etc
- Height measuring pole (for powerlines) and 30m tape measure

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WEEDS AT WALLA WALLA

by Herb Simpfordorfer

Marshmallow. Our biggest problem around town at this time of year is marshmallow which has umbrella shaped leaves. It is growing nearly everywhere, sometimes as a single plant, and often in a cluster, in backyards, in lanes, in the main street. Marshmallow is a "woody" plant, so named because its stem is like wood, hard to cut with a hoe, except when very small. A mattock or axe is needed for a big plant. In soft soils, it can be pulled out. It cannot grow from roots. Last year, I found some in a lane which were over one metre high. It has no prickles. The problem is that it stops anything else growing

where it is. It is like wine, some years are better than others. 2020 was a very good year. 2021? Maybe better! Roundup gives it a headache, but does not kill it. It is a Winter plant, so grows until it flowers in October, then dies off

Bindiis: Question: What colour are Bindii flowers? Choose from red, orange, yellow, green, blue, indigo, violet, black, white, mauve, cream, grey? Answer: Bindii flowers are yellow.

Bindiis are dormant until about November. But their seeds are very healthy while waiting for the start of Summer. Important news: Bindiis are under control in Walla Walla. We have won the battle in many areas.

I have taken a photo of a single bindii seed cluster, as a special treat for our readers this month. It can be clearly seen that there are five separate seeds in this cluster. Each seed has two long spikes, and two short spikes. The long ones often overlap with the long spikes on the neighbouring seed. It is a nasty one! Another special photo next month! Worth waiting for!

Other weeds of interest to us just now and needing attention are sticky weed, bridal creeper and all sorts of thistles.



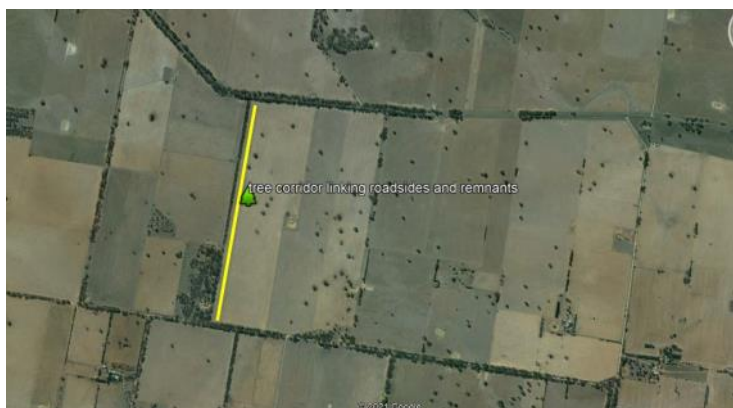
The selection of this site to plant a corridor and then install



nest boxes 30 years later might appear random to the casual observer. However, dig a little deeper and there is sound evidence based planning and ecological understanding underpinning the whole process.

When you look at the landscape of the southwest slopes of NSW from an aerial perspective it becomes apparent very quickly that most of the remaining trees and vegetation occurs along roadsides, travelling stock routes and reserves and marked but unused roads (paper lanes). For the native birds, animals and insects, the ability to move freely and safely relies on what we call connectivity – that is - a landscape that has native vegetation (particularly trees) spaced close enough to each other.

Historically we may have described our landscape as “park-like” but now we describe it as fragmented – a patchy mix of linear vegetation with large gaps between. It becomes clear that reconnecting all these



patches will be critical for native wildlife to have a future in and on our farms.

A deep understanding of ecology and landscapes guided Sue to suggest planting Trevor and Maree's corridor in this location that it is. Sue has dreamt of connecting the whole landscape back to Billabong Creek – a remarkable remnant and mostly continuous corridor in the area. Fast forward to 2019 when Tracy Michael from Murray LLS was given the task of installing over 100 nest boxes for Squirrel Gliders within the Squirrel Glider LAMP project area. It is well recognised that installing artificial homes (nest boxes) for wildlife can help support their ability to breed, move into new feeding areas or home ranges. Nest boxes mimic what the animals would normally seek – tree hollows. Tree hollows occur in large old dead and living trees. Hollow creation is very slow and considered to be even slower for trees such as Yellow Box – the favoured tree for Squirrel Gliders. Think 100's of years!!

Tracy's careful research and methodical planning resulted in approaching a small number of landholder's based on a strict set of criteria. This included identifying sites lacking natural tree hollows near known locations of Squirrel Glider's. Nest boxes were placed at a variety of sites including large patches of remnant vegetation with very few suitable tree hollows and revegetation areas older than 20years, pref-



erably where the revegetation was creating links between remnant patches. Trevor and Maree's site was clearly a top runner.

This brings us to our monitoring excursion 18 months after the nest boxes were installed. Using specialised equipment (pole camera and monitor) we can look into the nest boxes during the day when Squirrel Gliders are typically sleeping (they are nocturnal creatures). There is minimal disturbance to the animal and it is a quick method for confirming the presence or absence of animals. The camera is also able to tell us if the nest boxes have any other animals occupying them or if there is evidence that the box has been used. Evidence of use by a Squirrel Glider is usually determined by seeing leaves carefully arranged into a nest like shape. Fresh leaves would indicate recent use, older and decaying leaves less recent use. When we looked into Trevor and Maree's nest boxes we were so excited to see them being used “initially I was sceptical about whether the Squirrel Glider would use the boxes as I had never even seen a Squirrel Glider” said Trevor “I was genuinely surprised when we did find them. It has been really rewarding and it appears the animals we saw last December were not fully grown. When we looked at them again at Easter they were bigger”.

This would fit the timing of when young may be looking to disperse and find new home ranges or mates. This corridor links two amazing roadsides filled with old hollow bearing trees. What has been created is like a safe cycling zone amongst a busy road network. These Squirrel Gliders can now move to new home ranges, breed further outside of what was a restricted area and importantly utilise the plants for food as they look for insects, spiders, beetles, grubs and nectar.

It may appear that creating this web of connectivity across the landscape is an obvious approach to on going revegetation and remnant protection projects. It is certainly the criteria that is now used for projects such as the Grassy Box Woodland project that the current and equally enthusiastic West Hume Landcare co-ordinator Kathie Lebusque uses. Kathie says “we are continuously building upon early Landcare projects and we can now see that the accumulative work over the last 30 years is starting to create a connected landscape”.

As the project officer for the Squirrel Glider LAMP Project I not only get to witness these delights of seeing Squirrel Gliders using nest boxes but I get to see the excitement and joy it brings the landholders I work with. For a critter only 50cm long it is something we are all working together on that is way bigger than just us.

VECARE HEALTH

We offer access to the following services:

- * Dietitian
- * Psychologist
- * Riverina Podiatry
- * Australian Hearing
- * Psychiatrist

Please see reception for access to these services

MOBILITY Aids- FOR LOAN AT WAW

Items available are:

Wheelchair
Shower chairs
Toilet seats
Walker
Crutches
Blanket Frame



TAKE OLD CAR BATTERIES TO LIESCHKE MOTORS

The proceeds go to the Walla Walla Community Development Committee, to use as needed for our community.

Thank You Lieschke Motors!!



CHURCH TIMES

Lutheran Church Walla Walla

1st and 3rd Sundays 9am

2nd and 4th Sundays 10.30am

Contact: Pastor Dan Mueller 0413 032 455

<https://walla.lutheran.org.au>

Lutheran Church Alma Park

1st, 3rd & 5th Sundays 10.30am

2nd and 4th Sundays 9am

Contact: Pastor Dan Mueller 0413 032 455

Baptist Church Market St. Walla Walla

Sundays at 10am

Contact: Marj Rayner 0459 292 233

Catholic Church Market St. Walla Walla

1st and 4th Sundays 6pm

Contact: Father Terence Mahedy 0458 298 363

Anglican Church Balfour St. Culcairn

1st and 3rd Sundays 9.30am

Contact: Father Bob Done 6026 3691

RURAL CARE LINK

Ring 6026 3001 or 0475 594 073

Jindera Community Hub, 83 Urana St.

Carers Support Group

Contact: Jenny O'Neill, 0438 263 417

URGENT NEEDS:

- ⇒ Lifeline 13 11 14
- ⇒ Beyond Blue 1300 224 636
- ⇒ Mensline Australia 1300 789 978

WALLA WALLA BOOK SWAP

In the Hall behind WAW

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Books for all ages.

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but cruel words crush your spirit.
Proverbs Chapter 15 Verse 4



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"Providing a safety net of kindness, consideration, and support to those in need within our local community"



Wellbeing Support Service

Life can create hurdles that we find hard to overcome. While dealing with adversity might be an inevitable part of life, difficulties or misfortunes don't have to be managed on your own. Sometimes, a little help can go a long way.

Jindera Rural CareLink is working in partnership with Social Worker, Bryony Cooke, who is able to offer a guiding hand, a listening ear, a warm heart, and confidential counselling service to those in need. Bryony has expertise in many areas to do with a person's wellbeing and is able to provide support and guidance so that they can successfully move on with their life. Bryony has been involved with many areas of a community including currently being a volunteer for Coast Guard at Bonegilla.



**Bookings can only be made by phoning Bryony on a Thursday
between 12 noon and 5 pm on 0400 654 916**

As Bryony is an accredited Mental Health Social Worker this service is free
with a Mental Health Plan from your doctor

We acknowledge the generous support for the community newsletter from Kotzur Pty Ltd (printing) and the Walla Walla Post Office (newsletter distribution).

Editors: Ben and Raquel Kotzur.

Team: Jenny Jacob, Françoise McPherson, Julie Barber, Herb Simpendorfer.

DISCLAIMER

The opinions stated in this newsletter are those of the contributors and not necessarily representative of the editors, the newsletter team, Kotzur Pty Ltd or, the Walla Walla Community Development Committee.

Where there are space limitations, the editors may need to edit or omit articles. The editors will not be held responsible for any errors.

RECYCLING NEWSLETTERS

If you don't need your Newsletter anymore, can you please leave it at the Walla Post Office for others to read.



WALLA WARES

55 Commercial Street, Walla Walla

An eclectic collection of old and new. Upcycled furniture, vintage wares and interesting pieces.

Wed – Fri 8.30 – 3.30; Sat 9 – 3.30; Sun 8 – 3

Ph: Virginia 0412 378 451



RED CROSS

AGM on July 28th at 1.30pm at Baptist Church.

ALL WELCOME!!

Enquiries: Dorothy 0260 292 120

the
power of
humanity



PRAYING FOR WALLA

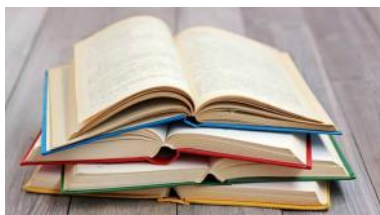
Join us as we pray for each other, our community, and the world. We meet on the fourth Thursday of every month at the Lutheran church hall from 8pm. Our next meetings are 24 June and 22 July.

For prayer requests please contact Pastor Dan Mueller (0413 032 455).



BOOK GROUP

An interesting group of ladies from Culcairn/Henty/Walla area meets on the 3rd Monday of each month (7.30 pm) to discuss a book that we read. We meet in the homes of members. If you enjoy reading we would love you to become a member. Contact Marj Rayner 0459292233



SOCIAL TENNIS

The fence around the Walla courts is missing so we have played a few weeks of table tennis. We hope to have a game of tennis at the back College courts for the next few weeks. We love to get out in the fresh air. Table tennis still at the Lutheran Hall if it is wet. Some players are developing a really good style.



GREATER HUME COUNCIL FIRST AID COURSES

All starting 5.30pm.

Bookings essential: Ph: 0260 360 100

Jindera Community Hub:

Wednesday 11 August

Holbrook Library:

Tuesday 17 August

Hume Medical Center
Is Now



"We care for your health"

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vecarehealth.com.au

Doctors:

Dr. Ramanpreet Gill, MBBS, FRACGP

Dr. Wah Wah Soe, MBBS

Dr. Sudha Jayaraman, MBBS

We have childcare places available in Walla Walla

At the Walla Walla Centre -

- Long day care available Monday to Friday 7:30am - 5:30pm
- Qualified and experienced educators
- Natural learning environment
- Childcare government subsidies available

Enrol online at ghchildren.com.au

Enquiries M 0436 812 579

E mail@ghchildren.com.au



Greater Hume
**Children
Services**

Indoors, Outdoors and Beyond the Gate

line, was introduced in 1969.

By the early 1970's the company's focus had become solely based around grain silos. As demand grew, so did production. In 1978 the company embarked on a further building project with new offices and a larger, 25 tonne crane building being completed in around 1982.

Ray's son Andrew joined the business toward the end of 1981. The new, 1980's decade, saw the introduction of the first computer (used in administration in 1982), the first CNC (computerized) machinery introduced in 1986 and Andrew's wife Michelle joining the business.

In 1989, the silo and water tank division of ANI (Australian National Industries) was acquired. All of the equipment, jigs, drawings and stock from the Newcastle based business was moved to Walla Walla. The ANI business introduced the site assembled silo design to the Kotzur business. Because the silos were assembled on-site, larger silos were now possible – up to 140 tonne (wheat) capacity where previously the largest capacity silo was around 80 tonnes.

The capacity to build even larger silos was needed, so design and engineering systems were developed and new production capacity (including new machinery) was introduced. Today the company has constructed silos up to 12,000T capacity.

Staff levels continued to grow, so in 2008, 2009 the offices were renovated and extended. The new offices featured the stylized silo as the central feature. At around the same time, the company changed its name from Modern Engineering and Construction to Kotzur Pty Ltd.

In addition, Kotzur design and engineer total storage facilities including a conveying system. Projects to date have included facilities which store up to 100,000 tonnes of grain. These projects are provided to grain growers, grain accumulators, at ports and at processing facilities.



In 2009, Kotzur acquired Downfields Engineering (now renamed Kotzur Bulk Solids Handling) in Toowoomba, Queensland. Downfields design and manufacture a range of conveying and aeration equipment such as bucket elevators, drag chain conveyors, screw conveyors, silo unloaders, road receiver hopper, drive over grids (photos below) and so on.



Present

Today, Kotzur have two manufacturing facilities directly employing around 175 people, with an additional 30 sub-contractors undertaking on-site construction. A few statistics for those who might be interested;

- ◆ 50 people are employed at Toowoomba (see photo below)
 - 35 people in manufacturing, warehousing and maintenance.
 - 5 people in design, engineering
 - 2 people in project management
 - 3 people in sales and estimating
 - 5 people in administration

Our Toowoomba facility includes our own site and also a rented site across the street from our own factory.



- ◆ 125 people are employed at Walla Walla;
 - Around 50% of these live in Greater Hume Shire
 - The balance are mostly from Albury Wodonga and some do come from as far away as Geelong.
 - 75 people in manufacturing, warehousing and maintenance
 - 15 people in design and engineering
 - 10 people in project management
 - 5 people in sales and estimating
 - 20 people in administration and management

Our Walla site has about one quarter of the site area under roof.

- ◆ Our manufacturing and erecting capacity across both sites includes;
 - 10 overhead gantry cranes ranging from 5 tonnes to 25 tonnes capacity
 - Around 80 MIG welding machines
 - 7 Brake Presses (folding machines) up to 300 tonne capacity and up to 15 metres long
 - Plasma cutting – 3 metres x 14 metres (Walla)
 - Coil laser machine 18 metres x 1.8 metres (Walla)
 - About to install a new laser cutter 4 metres x 2 metres x 40mm thick (Toowoomba)
 - 90 tonne capacity mobile crane
 - 4 boomlifts up to 125 foot (38 metres) high
 - 2 telehandlers
 - Generators and other silo erecting equipment.

- ◆ Our Production. We produce 50 to 120 tonne capacity transportable silos (which



are fully made in factory) and 200T up to 4,000T capacity built on-site silos (which are made in factory but assembled on-site).

- ◆ Our current work includes;
 - Supply of single or multiple transportable silos
 - Supply one or more built on-site silos to a farming customer.
 - Designing and constructing a grain storage facility
 - Building storage for a mining operation (e.g. recently completed work at a lithium mine and now working at a gold mine – both in WA, first photo below)
 - Designing a train loading facility for grain in WA.
 - Constructing a cattle feed lot feed facility (currently building a feed facility for a new feedlot in WA).

Future

It is always hard to know what the future holds. Rather than plan for a particular future state, we would see ourselves continuing to take opportunities to grow and improve as each situation arises. Andrew and Michelle's son Ben and his wife Raquel are involved in the business. Ben is an engineer, Raquel works in marketing and HR. The Kotzur family are proud to have been part of the Walla Walla community for almost 70 years with the 25,000th silo recently being manufactured (Photo below shows the staff involved with achieving this milestone).



WALLA'S LINK TO AUSTRALIA'S OLDEST FEMALE AIRLINE PILOT AND TRAILBLAZING AVIATION PIONEER

Deborah Jane Lawrie is an amazing lady who took on Reg Ansett in a landmark gender discrimination 10 month long legal battle. She won the right to be hired as Australia's first commercial airline pilot for now defunct airline Ansett Airlines which refused to hire female pilots. She was a firm believer in gender equality. However, she was rejected by commercial airlines many times despite being qualified because women were regarded as not physically strong enough to control a plane, their appearance might be distracting to male pilots, menstrual cycles would interfere with piloting, unions would object and women were assumed to be not working for long after qualification on account of future child bearing. Wardley v Ansett Transport Industries (Operations) Pty Ltd was the first court case before the Equal opportunity Board. Deborah won her court case, had damages of \$14,500 awarded to her and Ansett was ordered to accept her in their pilot intake as Australia's first female pilot. Ansett appealed to the Supreme Court and subsequently to the High Court of Australia but each time Ansett's appeal was dismissed. Reg Ansett's firm view of only hiring male pilots led to public demonstration marches in 1979 and more than 50% of business travelers left Ansett for Trans Australia Airlines (TAA) and never returned. Ansett Airlines went bankrupt in 2001.

Deborah was born in Sydney in 1953 and has been flying from the age of 16 years before she was legally allowed to drive so her mother drove her to the airport for flying lessons. She gained her private pilot license at 18 years old and a commercial pilot license two years later. After winning her court battle, Deborah first flew for Ansett in 1980 and faced an uphill battle to prove herself at a higher level than male pilots, surviving several attempts by Ansett to sack her. Despite these hurdles and dealing with passenger biased preference for male pilots, she prevailed and in 1993 Deborah moved to The Netherlands where she flew for KLM Royal Dutch Airlines and KLM CityHopper reaching the level of

Airbus A330 captain. Upon reaching mandatory pilot retirement age for European airlines, she returned to Australia in 2008 and was hired by Jetstar and then Tigerair Australia. She is not only a pilot but also a Safety Investigations manager and Airbus A320 captain and pilot instructor. Her first child Thomas, born in 1991, is also a commercial airline pilot (see below) like his mother and his father John Hawley.



Deborah made news again recently because while she thinks that more female prospective student pilots should be encouraged to apply, she is very much against arbitrary set gender quotas. Instead, pilots should be hired based on merit and passion for a career in aviation, not because of gender.

Deborah was recognized for her significant service to women in aviation and as a commercial pilot flying for 50 years. She was made a Member of the Order of Australia (AM) in the 2019 Queen's Birthday Honours. In addition, she was inducted into the Australian Aviation Hall of Fame in June 2020 on account of being the world's oldest female commercial pilot as of March 2020. She is currently aged 68 years old.

Deborah's trailblazing vision to get female applicants selected as pilots and captains rather than being relegated as cabin crew



Above: Deborah Lawrie (right) heads all female flight deck crew for Tigerair Australia before the airline folded in 2019.

only has led to 250 out of 4000 (6%) Qantas pilots being female in 2019. Air India had 12.7% of its pilots being female in 2020. Most notable outcomes of her vision have been a mother & daughter duo of captain Suzy Garrett and first officer Donna Garrett at Delta & Skywest Airlines. In 2016, an all-female flight crew of captain, first officer, flight engineer and cabin crew landed a Dreamliner Boeing 737 for Royal Brunei Airlines in Saudi Arabia. Women were not allowed to drive in Saudi Arabia until 2018!

In her first marriage, Deborah was married to John, son of Norm and Barbara Hawley who retired to Walla Walla with sons John, Richard and David. Her ex-father-in-law Norm was a pilot of a different kind: escorting oversized Kotzur silos in 1990's! Norm was a member of the Lions Club in Walla while Barbara was a member of the Walla Red Cross.

Written by Françoise McPherson. Thank you to everyone who contributed to this article.

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- https://en.wikipedia.org/wiki/Deborah_Lawrie
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- https://australianaviation.com.au/2021/06/gender-quotas-are-wrong-says-first-woman-airline-pilot/?utm_source=AustralianAviation&utm_campaign=04_06_2021&utm_medium=email&utm_content=1&utm_emailID=bcf171bf787014b755675a2224b4e11101fdb7e8acc6a69a82d6d13c538df5b2

THE VITALITY PASSPORT

In June the "The Vitality Passport" workshop sessions were completed. Ten people enrolled in this workshop consisting of two hour sessions once a week in the Walla Walla Soldiers' Memorial Hall for eight weeks. A very capable facilitator Liz Seeliger, of Mulwala, led us through a program designed to provide tools needed to make a big difference in our quality of life. The proactive program is designed to improve our resilience and assist us to become more robust, so we can continue to do the things we love for longer. The five key points in the program are designed to:

1. Improve strength
2. Improve balance
3. Improve nutrition

4. Improve problem solving and critical thinking
5. Get you more active within the community.

For more info re the local workshop speak to Elizabeth Heir, Helen & Ross Krause or Pam & Leon Schoff.

If you are interested in enrolling in a workshop contact "The Vitality Passport" creators Jeremy and Carly Carr of Corowa.

Phone: 02 60 330 933

Email:

Jeremy@backontrackphysio.biz

Web:

www.backontrackphysio.biz

Leon Schoff



L to R. Nola & Terry Scholz, Liz Seeliger, Vitality Passport facilitator, Helen & Ross Krause, Pamela Schoff

5) Before leaving on a trip, what does the pilot driver need to do?

Secure the Oversize Load Ahead sign to the roof of the car, check tyre pressure and lights and clean windscreen. Fill up fuel tank and update logbook for kilometre count. Pilots also need to check their written directions/maps provided by Chris Moyle at Kotzur and program the navigational system before leaving. The navigation system automatically selects the shortest route which may not be suitable for oversized silo trucks so the pilot must know at which point of the journey to override the navigation system which then autocorrects. One example was a silo that needed to be delivered to Cooma in the upper Murray region. The delivery southeast was detoured north via Canberra. Truck drivers check the truck, attach the flags & oversize load signs and do load checks throughout the journey.



6) Why do most silo trucks leave so early in the morning?

The factory opens at 6.30 am so the trucks are loaded early also to get to their destinations sooner. For short trips, this means that a customer who has ordered multiple silos can get each one delivered on the same day. For long distance deliveries, it could make the difference between arriving home late at night or the next day. It also means the silo is set up in daylight instead of installed in the dark using vehicle headlights.

7) How often does your vehicle need to be serviced?

It's not unusual for pilot vehicles to be serviced twice a month. In some cases, another service needs to be squeezed in at the interstate delivery town before heading home. DE Lieschke & Son mechanics prioritise pilot vehicles needing repairs or servicing at short notice to ensure they are off the road as little as possible.

8) What exactly does a pilot driver do whilst escorting a truck?

- provide a visual advance warning to other road users of the approach of an oversize vehicle;
- position pilot vehicle in relation to the oversize truck to provide adequate warning (e.g. blocking traffic at other end of a narrow bridge)
- inform oncoming or overtaking vehicles of load dimensions;

- inform the truck driver of oncoming/overtaking traffic, road conditions (potholes, corrugations, roadkill, black ice), bridge clearance and traffic light status, clearance of load from trees, powerlines and other obstacles. Pilots are looking ahead, beside and behind them as well as down on the road surface and up into the trees and sky.

9) What is the role of the pilot driver at the rear of the truck?

Second pilots provide 'rear vision' when required due to load width for wide silos obscuring side mirror vision. They also block traffic from potentially colliding with turning oversized truck. On dual carriageways such as multiple lane city roads or freeways when there's only 1 pilot car, the pilot will go behind the truck to warn traffic behind of the wide load ahead. On single lane roads such as country roads, the pilot is at the front to warn oncoming traffic of the wide load ahead. Field bins have a top towing speed of 80 km/hr so a second pilot is needed in 100 km/hr zones to warn traffic behind of the slower moving field bin ahead.



10) Why do oversized silo trucks weave all over the road?

Powerlines or tree branches are too low for the truck and large silo to fit under. Damaged silos cannot be delivered and have to be returned to the factory for costly repairs so the aim is to avoid damage.

11) Once you get to the delivery address, is your job finished or do pilot drivers help with silo installation?

One of the pilot drivers will assist the truck driver to get the silo set up. This includes removing the orange powerline protection cable, tipping the silo up using the hydraulic fold-up trailer bed, weevil-proofing the silo, jacking it up and manually rotating the silo to have the viewing windows in the right position and making sure it is level before it is bolted to the concrete pad.

12) What things have gone wrong on pilot trips before?

Noel piloted for a truck with 1 silo from Walla to the Melbourne Docks to catch the ferry to Tasmania. But the Tasmanian truck that was meant to take the silo across Bass Strait had broken down. Freeway breakdowns are the worst due to the oversize load being a hazard on the road shoulder. Noel's pilot vehicle has blown an engine 20 kms out of Forbes so a replacement pilot vehicle was urgently needed to complete the trip. The gearbox has also blown up. A field bin has also become unattached near Culcairn during towing. Geoff's



Nissan Patrol (previous pilot vehicle) had engine failure in Toowoomba.

13) What is most and least enjoyable about your pilot job?

Noel enjoys everything about his job but especially seeing the countryside because no two trips are the same and meeting the locals wherever he goes. Noel enjoys outback driving the most while piloting through Melbourne or Sydney are his least favourite aspects of the job. There's also a lot of waiting time for the truck to be loaded, fog to clear up etc. Geoff enjoys driving all over Australia, meeting many true country people and buying freshly picked fruit at orchard roadside stalls on the return trip. Returning home in one piece is an added bonus. Not being held up at RBT checkpoints as there's no room to pull over the entire oversized convoy is another perk.

14) What would cause a silo delivery trip to be postponed?

Low visibility of less than 200m such as in thick fog or heavy rain. Also, high wind speed could topple the silo as it is being erected on-site. Mud or wet capeweed/grass at the delivery address could cause the silo truck to become bogged or slipping. The customer must also have the concrete pad ready to receive a silo.

THANK YOU

Judith Ann Wegener (née Heery)

Perhaps you sent a lovely card,

Made a meal or sent us beautiful flowers.

Perhaps you called or sent a message with the kindest words that friends can say.

Perhaps you were not there at all but kept us in your thoughts and prayers.

Whatever you did to console our hearts,

We thank you so much, whatever your part .

Loving thanks to you all and to all the staff at Dellacourt and Wattle House.

Merv, Sandra and Robert, Mark, Ruth and Brett, and families

FIRST AID

Choking, or airway obstruction, occurs when the airway is partially or completely blocked. The person usually has trouble breathing and, if obstruction is complete, cannot breathe at all. Some choking patients clutch their throat with their hands with impending suffocation. Unless given first aid, the patient may die. The aim of the first aider is to dislodge the object stuck in the throat, to clear the person's airway.

The most common causes of choking are:

- Eating or drinking too quickly
- Not chewing food sufficiently
- Swallowing small bones
- Swallowing small objects

Note: Many adults who experience choking are also under the influence of alcohol.

Signs and Symptoms

Clutching the throat Coughing/wheezing/gagging Making a whistling or 'crowing' noise, or no noise at all Difficulty breathing/speaking/swallowing Face/neck/lips/ears/nails turning blue Collapsing or unconscious

What To Do

Encourage the adult or child (over 1 year) to relax. Ask them to cough – to remove the object

Call triple zero (000) for an ambulance.

Give 5 back blows (see below) – checking if the obstruction is relieved after each back blow.

If unsuccessful, give 5 chest thrusts (see below) – checking if the obstruction is relieved after each chest thrust.

If the blockage doesn't clear after 5 chest thrusts, continue alternating 5 back blows with 5 chest thrusts until medical aid arrives.

Be prepared to give CPR if the patient becomes unconscious.

Back Blows (Adult/Child over 1 year)

Bend the person well forward. Give up to 5 sharp blows with the heel of one hand in the middle of the back between the shoulder blades.

Check after each back blow to see if the airway obstruction has been relieved.

Chest Thrusts (Adult/Child over 1 year)

Place one hand in the middle of the person's back for support and the heel of the other hand in the CPR compression position and give 5 chest thrusts – slower but sharper than CPR compressions.

Note: The use of the Heimlich manoeuvre (a big thrust to the abdominal area) is NOT recommended as it can break ribs and damage internal organs.

References:

<https://www.stjohnvic.com.au/news/choking-first-aid-top-16-dos-donts/>

<https://www.betterhealth.vic.gov.au/health/ConditionsAndTreatments/choking>

Next month: Choking. (Infant under 1 year)

About St John Ambulance (NSW)

St John Ambulance (NSW) has been working with and making a difference in communities across NSW for over 135 years to save lives through first aid. Our vision is to have one person educated, equipped and prepared to provide first aid in every home, workplace and public gathering.

We are a self-funded, not-for-profit organisation which means our first aid courses and equipment help to fund our community programs. This profit-for-purpose approach allows us to reinvest back into community programs to help build a resilient and safer NSW.

Find out more at www.stjohnnsw.com.au or 1300 ST JOHN.



Local Government elections

Greater Hume Council will conduct **councillor elections** to elect nine councillors to serve for a four year term on Saturday, 4 Sept 2021.

A **constitutional referendum** will also be held for electors to consider whether the Council area should continue to be divided into wards.



Save the date

2021 NSW Local Government elections

Saturday 4 September

Voting is compulsory

elections.nsw.gov.au/lge21
1300 135 736



Greater Hume Council

SENIOR CITIZENS

Karen O'Fak was our special guest at the June meeting of the Seniors. She explained the techniques of doing very fine cross stitch and the thread changes that have to be done to complete the picture.

A Casserole Luncheon will take place on July 5th meeting, starting at 12 noon. A guest speaker from the Red Cross will be in attendance.

The monthly raffle was won by Elizabeth Heir.

*President
Dorothy Cremer 60292120*

RAINFALL AT WALLA WALLA FOR MAY 2021

as recorded at the Walla Walla Post Office.

May 4 (0.4mm), 5 (5.2mm), 11 (9.8mm), 12 (6.4mm), 25 (17.0mm), 27 (0.8mm) Total for May: 39.6mm. For 2021 to end of May: 247.7mm.

WALLA WALLA CROQUET CLUB NEWS

We are now halfway through the year. After having an enjoyable 6 months and welcoming new players, the weather is now getting cooler.

In July and August, we will not be playing Croquet at Walla due to the Bowling Club greens being rested.

We will recommence Croquet on Saturday 4th September.



*Helen Krause
Secretary
Ph 0427 260 737*

WALLA HISTORY

WALLA BLACKSMITHS, IMPLEMENT MANUFACTURERS AND WHEELWRIGHTS – PART 2.

The Early Heppner Years

In April 1889, Joe Wiesner sold his share of his Blacksmith business to Mr Johann Friedrich August Heppner of Gerogery. Friedrich Wilhelm Gartner continued as the senior partner; Mr. Heppner was 27 years older than Wilhelm (William) Gartner. The business now traded as Gartner & Heppner. There was no clearing sale this time, advertisements mention that the dissolution of the former partnership was amicable. Edward Daniel Heppner, who later took over this business from his father was only 17 years old at this time.

Joe Wiesner had now gone back to the farm, as his brother William, who was on the farm, had moved into Walla to start his general store and build his house, which was to become the Walla Hotel in 1890. Joe took on the role of blacksmith on the farm, he also started Walla's first of many Commission Agencies, selling items from different suppliers and gaining a commission for selling these items. In Joe's case, he sold locally, winnowers supplied from his brother Johannes' Eudunda factory in South Australia, offering a written guarantee for these items. This did not last long, he soon entered into a partnership with Ernst Mickan and Traugott Pannach as Walla's first butchers, in August 1890, supplying meat to locals and railway builders. This too, did not last long, and he returned to the blacksmith trade on the farm, winning a £95 tender/contract to build stock grids and gates for the construction of the Culcairn to Corowa Railway.

An excerpt from a Gartner and Heppner advertisement in the Albury Banner, July 1890: "We also wish to draw special attention to our new STRIPPERS". If you put this ad in the paper in 2021, you would draw special attention!

By July 1890, the old blacksmith and wheelwrights' sheds had been pulled down and replaced, the old works being totally inadequate. The new shed was made of galvanized iron and was 90ft long and 42ft wide, containing plant and machinery which was "rarely equalled in a country town." There were three forges, each of which was fitted with a bellows attachment the invention of Mr. Gartner. Beyond the forges was another area containing a steam hammer, a "huge lathe, capable of turning very heavy work, and a boring machine, a drill, and an emery stone, all driven by a 6 horse-power steam engine." A steam operated steel plane and bending machine were soon to be added to the workshop. Outside the building not far from the engine was a circular saw and bench, part of the coach building machinery. As a comparison, the current PJN shed on this same site is 240ft x 80ft, nearly 4 times the size of the Gartner and Heppner's in 1890.

The manufacture of grain stripping machines was hereon carried out in all stages, from the manufacture of the comb, [The comb was a complex part of the stripper mechanism, but it was manufactured by using simple but effective piece of equipment,] to the turning out of the complete machine, all steel and timber work nicely finished off and painted.

Following on from the upgrade of the factory, a new name for the business was also in use by August, it was now "Gartner and Heppner,

STEAMWORKS, Agricultural Implement Factory."

During December 1890, an Albury Banner correspondent visited the blacksmith works of Gartner and Heppner. He reported: "Everything is compact. The labor(sic)-saving machines I saw at work reflect great credit on the enterprise of the firm. I was shown an iron shaving taken off by a steam plane; it was between three and four yards long."

Also in December 1890, a new range of equipment was being advertised. Along with the usual wagons, carts, buggies, strippers, harrows and scarifiers, and the recently added horse works, there was now a range of ploughs of up to 12-furrows. How many horses would be needed to pull this? Maybe it was made for a traction engine! There were sliding scoops, also two- and four-wheel models, and they were also self-acting (self-tipping), an invention of Gartner and Heppner. There was also, a new self-acting tree/stump grubbing machine, hand or horse operated, even a new range of winnowers; a single horse operated unit, a hand operated unit or the new machine operated unit, driven by a steam engine.

During the busy season leading up to the 1890 – 91 harvest, Mr. Gartner had difficulty procuring men, during the former harvest he employed no less than 22 men.

that had been going on for some 12 months; the firm had been operating previously at full capacity with 15 to 20 men employed, but due to this downturn, the firm was only able to keep about 3 fulltime employees and was struggling to keep the factory open. This bank crisis meant that clients (farmers) could not afford the required amount of money to operate their own businesses. Therefore, farmers could not borrow money to buy the products made at factories like Gartner and Heppner, and at other businesses. However, the company seemed to sort out their affairs, the advertised auction was cancelled and, by August, notices in local papers touted that the Gartner and Heppner partnership was again working as normal; the factory had reopened as previously. One noted change was that Mr. Alex Stewart from Melbourne, was the new manager.

Finally, in February 1894, Gartner & Heppner dissolved their blacksmithing partnership. The subsequent sale by Tenbrink & Thatcher, saw the business, all tools equipment and fixtures, 2 houses, men's huts, a dam and underground tank all sold to Mr F. A. Heppner for £650. It was valued at over £1,000. At an earlier date, 1 more acre of land had been purchased north of the original 2 acres, so the business was now on 3 acres of land. The business continued trading as Heppner and



E D Heppner Engineer, Blacksmith & Wheelwright main foundry, built in 1890. Photo taken after 1900, from the south west, Commercial Street in the foreground. 12 men, (one on the left sitting on a plough), two boys, two horses and 1 dog in the picture.

Meanwhile, by February 1892, another blacksmith/wheelwright business had been established in Walla, that of (William) Gancer and (August) Andresen, and they were kept very busy. This business specialized in shoeing horses, repairing small vehicles, and other light blacksmith type work, so in many ways it complemented Heppner's heavy engineering and blacksmith operation. However, by January 1895, this partnership had been dissolved, and legal proceedings were threatened against any outstanding debtors!

On April 6th, 1893, the Gartner and Heppner business was to be sold at auction, including all tools, machinery and stock in trade. This came about due to the nationwide bank crisis

Son, with the young 20-year-old Edward Daniel (ED) Heppner becoming an associate.

The early successful, but rather unsettled period of blacksmiths in Walla had now come to a close. However, the seed had been sown for a stable and more vibrant future of the trade in our town. Up until 1892, the main focus had been building machinery. Examples of items built up to 1892 were strippers, winnowers, ploughs (single and two furrow), scarifiers, horse works, tree pullers or "grubbers", harrows, scoops, and a limited number of wagons etc., often made to order only. The coachbuilding part of the business was not yet seen to be the way of the future. First Gartner and Heppner, then Heppner and Son, changed the company's focus to wagons, buggies, drays and spring carts.

Coming in a future article, The Later years, and the Inevitable Decline of the Blacksmith Trade in Walla.

Anthony Brinkmann, on behalf of the Walla Walla and District Historical Society Inc. June 2021.

All information from NLA (Trove) newspaper search website.

HISTORICAL INFORMATION WANTED

Information on Walla blacksmiths to help close out part 3. Any info wanted on Heppner's, Scholz's short term industry involvement, Boehm's wheelwright/blacksmiths. Any photos or documents relating to blacksmith operations in Walla. Contact Tony Brinkmann, 0459 292296 or brinkade@bigpond.net.au

July Community Diary

Mon	Tue	Wed	Thu	Fri	Sat	Sun
			1	2	3 - Croquet, 9am, Bowling club	4
5 - Croquet, 9am, Bowling club - Seniors, 12 noon Lunch-eon, Bowling Club	6 - Social tennis 9.30am, Walla Courts - Service NSW mobile near WAW 9am-1pm	7	8	9	10 - Croquet, 9am, Bowling club - Giants v Howlong at Howlong	11
12 - Croquet, 9am, Bowling club - Book Club 7:30pm - School Term 3 Starts	13 - Social tennis 9.30am, Walla Courts	14	15	16	17 - Croquet, 9am, Bowling club - Giants v Osborne at Walla	18
19 - Croquet, 9am, Bowling club	20 - Social tennis 9.30am, Walla Courts	21 - Council meeting, 6pm, Holbrook	22 - Praying for Walla, 8pm, Lutheran Church	23	24 - Croquet, 9am, Bowling club - Giants v Brock Burrum Saints at Walla	25
26 - Croquet, 9am, Bowling club	27 - Social tennis 9.30am, Walla Courts	28 - Red Cross AGM 1:30 pm Baptist Hall	29	30	31 - Giants v Holbrook at Holbrook	

LOCAL BUSINESSES AND SERVICES

Walla Walla Bowling Club 6029 2146

Mon – Wed: 5.30 - 8.30pm
Thurs - Fri: 5.30 - 9.30pm
Saturday: 5 - 9pm
Meals are available Friday evenings.

WAW Credit Union 6029 2392

Monday-Thursday: 12.30-4.30pm.
Friday: 11am-12.30pm (closed for lunch 12.30-1.30pm) Friday pm: 1.30-5.00pm

Walla Walla Post Office 6029 2231

Mon-Fri 9am-5pm; Sat 9-11am

Second Hand Rose 6029 2116

Thurs & Fri 1.30 - 4.30pm.
Sat 9.30 - 11.30am

On Demand Regional Bus

Bookings: Phone or text: 0448 353 281

Walla Hotel 6029 2309

Mon - Sat - Opens at 11am;
Sun - Opens 12 noon
Kitchen: Thursday–Saturday 6- 8pm;
Sunday 12-2pm

Meals other times for min. of 10 if booked.

Take away lunches: Wed, Thurs & Fri: 12-2pm

Walla Walla Hair Salon 6029 2277

Tuesday, Thursday & Friday:
9am – 5.30pm

Walla Food Mill 6029 2033

Mon-Thurs: 6am - 4pm;
Fridays: 6am - 8pm;
Sat: 8am - 2pm

Morgan's Lookout

Non-daylight savings: 8am - 5pm
Daylight savings: 8am - 7pm
Gates are locked outside of these hours.

Terry White Chemist Walla Walla 6029 2496

Mon-Fri: 9am - 5pm
Facebook: Terry White Chemmart Walla

Vecare Health Walla Walla

Mon: 9.30am- 5pm
Wed : 9.30am– 3pm
Fri: 9.30am- 5pm

Ph: **02 6073 2605** (during Walla opening hours) or **02 6036 2952** (Holbrook on other days)

www.vecarehealth.com.au

Walla Police Phone Number:

02 6053 4570

Emergency: 000

Mobile Library:

Every Monday at 9 am in front of the Walla Walla Public School, except public holidays

WANT TO SUBMIT A

NEWSLETTER ARTICLE?

Please send in any special acknowledgements, articles or request to be added to the email recipient list to:

wallanewsletter@gmail.com

or drop them in the box at the Walla Post Office.

- Articles should be received before 12 pm on the 15th of each month; preferably as early as possible **before** deadline day.
- All articles should be kept concise to save space.

Walla Website:
www.wallawalla.nsw.au

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The Walla Food Mill



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BRAE SPRINGS COMMUNITY WALK

On Sunday, 30th May, approximately 70 - 80 people of various ages gathered at Brae Springs, situated approximately 10 kilometres south of Walla Walla, to walk to the top of Brae Springs hill in anticipation of spectacular views. Earlier in the morning many of the walkers had attended a community church service, held in the chapel at St. Paul's College. This was followed by a BBQ held on the veranda of the architecturally striking new building. Many thanks to Kim and Karla Lieschke, of Lieschke Bus Lines, who provided a bus for transport.

On arrival at Brae Springs, we assembled in a paddock at the base of the hill, where Tony Brinkmann gave us a brief history of the property. His talk included information on the ownership of the land, devastation from bush fires and stories from bush-ranging days. Tony had also kindly set up a history display for us to read and view historical photos of Brae Springs.

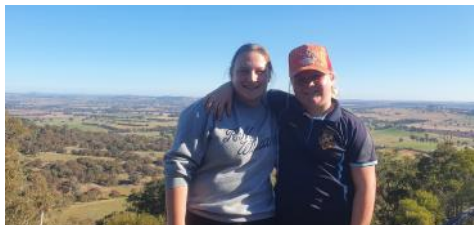
Many thanks to the current owner Winsome Duffey, also known as Anne, who allowed us the very special privilege to walk on her property. Anne is the daughter of The Honourable, Judge Nagle, who owned and in his later years resided at Brae Springs.

The current lessee of the land, David Shuter, greeted us and along with his partner Annette Gray, they kindly accompanied us walkers on the journey. As we proceeded, they pointed out various landmarks and points of interest. Whilst scrambling our way up the hill it was wonderful to see the patience from some young people warmly giving a hand and words of encouragement to those walkers who were finding the slopes challenging.

The views over the property were breath taking! On this beautiful calm late autumn day we were in amazement of how far the horizon stretched into the distance. To the south we could see beyond the Hume Weir to the mountains and in the north, way beyond The Rock. On the descent some fortunate walkers were delighted to see an echidna and watch it swiftly dig into the soft friable soil. We also precariously watched where we walked to avoid damaging the extensive webs of the Golden silk orb-weaver spiders. An investigation of a cave was another highlight for many, as were the spectacular rock formations and variety of unusual tree species.

A thankyou to all those involved in making this special day possible. In the future the organizers hope to conduct a similar event for the community.

Julie Barber



Local Land Services

We help secure the future of agriculture and the environment for NSW communities.

www.lls.nsw.gov.au

LIVESTOCK PRODUCERS URGED TO PREPARE FOR COLD SNAP

As a cold front moves across NSW, bringing with it rain and below average temperatures, Local Land Services is urging livestock producers to prepare for the conditions.

Animal Biosecurity and Welfare Business Partner Scott Ison said sudden drops in temperature can negatively impact livestock, however, there are several ways landholders can reduce the impacts of a cold snap.

"We all know winter can be a shock to the system for us, as well as our livestock, so it is important producers are thinking about what they can do to ease the effects on their animals," Mr Ison said.

"If possible, landholders should move their at risk livestock to sheltered paddocks and increase their feed to meet the extra energy

requirements the cold weather brings.

"When temperatures drop, livestock need more energy to stay warm, so producers should consider increasing their feeding levels by 10 to 20%, especially if there is rain and strong winds.

"Animals that are most at risk, such as freshly shorn sheep, sick animals, calving cows, lambing ewes and newly born lambs and calves, should be checked regularly while the cold conditions persist."

Agriculture and Plant Biosecurity Business Partner Andrew Lieschke, said the cold snap is also a timely reminder for producers to think about the feed requirements they will need through winter.

"For most, winter to early spring is when the feed gap is most likely to occur, as the days are cooler and daylight is shorter, resulting in slower pasture growth," Mr Lieschke said.

"Understanding your available pasture and animal requirements will allow producers to predict their feed gap and stay as productive as possible through winter."

"Thinking about this now, will allow you to forward plan and make on farm management decisions early.

"Ensuring livestock maintain appropriate condition through winter is vital moving into spring lambing, calving or joining, and has a big impact on productivity."

If you would like further advice on managing livestock during cold snaps and winter, please contact your local veterinarian, ag advisor or closest Local Land Services office by calling 1300 795 299.

For the latest weather information and warnings, visit the Bureau of Meteorology [website](#).



The College of **St. Paul's**

Whoever **you** are, whatever **your** story, **you're** welcome here with us.

SRC Colour Run

The Student Representative Council organised a Colour Run recently, with all monies raised going to Australian Lutheran World Service (ALWS). We thank our SRC for all their planning which resulted in a colourful and fun afternoon for all!

Why We Love St Paul's!

I just wanted to say thank you to everyone at St Paul's for a wonderful term. Everyone has been very friendly and welcoming, and both James and Ava are extremely happy at school. I enjoy the Parent Lounge and that staff keep in contact about matters, both positive and negative. Feedback for assignments is always constructive and explains areas of strength and areas for further growth. These make excellent points for discussion.



It has been a dramatic change for James particularly, as he is responding well to his change of school and the Rite Journey. I appreciated the letter that students are asked to write as part of this. It meant a lot as a mother to receive such a heart felt message from a teenager! Thank you to all of you for your hard work.

Amy Smith



15 and under All Schools AFL Championships

Congratulations to **Scarlet Galvin** who played in the Girls' CIS AFL Team in the All Schools Competition in Sydney. The CIS team were runners up at the carnival. They played all 4 games back to back. It was a fabulous experience for Scarlet and from all reports, she played very well, showing the great sportsperson that she is!

Jack Phegan competed in the Boys' CIS AFL Team, playing well amongst the top footballers in his age group from across the state. Jack's team was also runners up overall. Well done to both Scarlet and Jack!



In Memoriam

We remember Pastor Ted Prenzler, former chaplain of St. Paul's College (1963-1968) who passed away 12th May 2021. We thank God for his faithful service to his Lord and the church and pray God's peace over his children, grandchildren and great grandchildren, and those who feel the pain of his death most deeply.



Spaces are limited.
Round 2 interviews
are now open!

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ST PAUL'S COLLEGE
WALLA WALLA, NSW



Today's LEARNERS, tomorrow's LEADERS

Two Year 6 students, Grace and Taya have been playing Netball with the Walbundrie Small Schools Network in the PSSA State Netball Knockout. They have now won against Howlong PS 21-15 and also against Franklin Public School 21-10. This places the girls into Round 4 which is an excellent achievement.



The Riverina Cross-country was held on Thursday 9th June in Gundagai. There were three students from Walla Walla Public School representing the Walbundrie Small Schools Network. Elka, Adelaide and Toby were very excited for the event and can feel very proud to have competed at this level. It is a great achievement as the carnival involves students from all schools across the Riverina.

The students have planted a fresh round of vegetables in the gardens with a kind donation of plants from the Howlong Nursery. Students will be busy over the next couple of weeks measuring the growth of different plants and comparing different plant types.



As part of the Bounce-Back program, students in Year 3-6 have been focusing on being thankful and grateful. The students made a gratitude jar for the classroom which they have been busy filling up. Students are encouraged to focus on the actions and behaviour of people rather than material things. At the end of each week, the students enjoy listening to their peer's contributions.



RWW GIANTS

Congratulations to Brian Lieschke for his 150th game of senior football RWW Giants on 05/06/2021.

Photo of Brian being carried by his team-mates off the Walbundrie sports ground after a win against the Murray Magpies.

Photo by Graeme Wenke

