

VicRoads Association

Newsletter No 190



Major road works – Warragul Rd

Membership of the Association is available to all who have been members of VicRoads or forerunner organisations or the spouse of deceased members and bestows on them all the rights of the Rules of Association. Current cost of membership is a once only fee of \$30 plus a joining fee of \$5. Enquiries about membership or receipt of the Newsletter by e-mail should be directed to the Secretary at 60 Denmark Street Kew 3101 or by phone or e-mail as shown in the footer below. An application for membership of the Association can be found at the end of the Newsletter.

Dear Members,

I have a surfeit of riches for you in this edition. We welcome three new members – Joan Gilmer, Glyn Jones and Lindsay Clay – and I have received correspondence from Joan Tucker, Robin Underwood, John Liddell and Jim Winnett. I've also included a story about the CRB's first Chief Engineer, Arthur Callaway.

As I write this I am intoxicated from the heady aroma of a pot of 10 kg of tomato sauce simmering on the stove. For you see, today is the day that I make my annual batch of tomato sauce. The recipe was my mother's but I suspect it was handed down to her so it could be a century old. It is very famous. Any Colac native would know of Jane Jellie's tomato sauce. It was sold at fetes and could always be found on a table of food at schools (primary and secondary), churches (of a number of denominations), scouts, guides, and the football club – and all family parties. Some people have been known to eat it only on toast and my grandchildren eat it on anything. Tomato sauce is a family tradition. When my sister was born I was billeted with an aunt and uncle on their farm at Cororooke. Apparently I demanded sauce on everything served up to me – even on porridge. My uncle teased me for life about it. He was the same man that kept stuffing silver coins into my Christmas pudding when I wasn't looking.

In those days Mum would have used home grown tomatoes but I have had to rely on Toscano's in Kew. Mum also made chutney and relish as well as what we called pickles made from cauliflower and mustard.

It wasn't until I acquired an education that I learned that it was really called piccalilli. It went beautifully with cold corned beef.

At any rate, getting back to the sauce, Mum always cooked a couple of batches each year – as did all my aunts. Colac and district was awash with tomato sauce of the home made variety. I used to hear them talking about it on sale day when the family would call for tea – which I later called dinner when I became posh. They even chatted about it on the phone. The mother of one of my mates used a ready-made concoction of spices – called Ezy-sauce – to flavour her sauce. Mum and my aunts were disdainful of short cuts like this. It was heretical. Mum used cayenne pepper, ginger and white pepper together with cloves and allspice in a calico bag – usually cut off an old bed sheet and tied with a bit of string – not to mention garlic, apple, onion, sugar, salt and vinegar. I don't think it is very good for you.

She cooked the sauce on the top of a wood stove. She had the art of being able to open the firebox and assess the temperature just by looking at it. You see the sauce had to be cooked for an hour and a half and then strained and mashed up through a strainer and then simmered for six hours before bottling. This was an era before screw tops on bottles. Dad would buy corks and a block of sealing wax. When the bottle was filled (using an enamel funnel) the cork would be inserted and the top of the bottle was then dunked in the red, molten sealing wax. Opening a bottle was always a bit of fun as you had to chip the wax off before inserting the corkscrew.

There was one year of great tomato sauce tragedy when Mum must have inadvertently doubled up on the pepper and we had to soldier through meals with beads of sweat on our foreheads. But we managed to eat it all. Dad would eat no other sauce. He lost his farm during the Great Depression and became a bit of an itinerant, mainly droving and shearing in outback Queensland. When he came back to Victoria he got a job in the Rosella sauce factory in Richmond. This was enough to put him off commercial sauce forever.

I carry on the tradition of making sauce every year. Clara, my daughter, does too. When my son, Dugald, kindly invites me over for dinner he often suggests that I bring a bottle of sauce with me. Sometimes I get the impression I am invited because his sauce supply is getting low. So you see sauce can keep families together.

David Jellie - Editor

Dates for your diary

DATE	TIME	EVENT
July	Thursday 28	TBA Visit to Melbourne Metro Rail Authority
August	Monday 8	12 noon Occasional Lunch, Shoppingtown Hotel
September	Wed 14 and Thur 15	Members and friends visit to Geelong Regional Office Ex-Geelong Division/Regional staff encouraged to attend
October	Monday 10	12 noon Occasional Lunch, Shoppingtown Hotel
	Thursday 13	6.30 pm Drinks and dinner at Waverley RSL
	Thursday 27	TBA Visit to VicRoads western metropolitan projects
November	Monday 7	12 noon Occasional Lunch, Shoppingtown Hotel
	Thursday 24	TBA Visit to Melbourne Metro Rail Authority
December	Monday 5	12 noon Christmas lunch at Head Office
2017		
February	Monday 6	12 noon Occasional lunch, Shoppingtown Hotel
	Friday 24	TBA Hotel VicRoads Association Golf Day

Details of all these activities will be included in future newsletters.

Please remember too that family and friends are always welcome to attend our functions.



What's coming up

Occasional Lunches – Shoppingtown Hotel – Monday 8 August 2016

Bookings are not essential, but it would help with arrangements if you can let Kelvin York know on 9438 1028 if you can attend. We hope to see you there. Incidentally we had a record attendance for our luncheon in February.

Cancellation of visit to the Vizzy Recycling Plant, Heidelberg, Thursday 21 July 2016, and Visit to the Melbourne Metro Rail Authority, Thursday 28 July 2016

Please note that the visit to Vizzy Recycling Centre, as previously advertised for 21 July 2016 has been cancelled. They are undertaking renovations at the plant – and besides they charge quite a hefty fee. However we have approached the Melbourne Metro Rail Authority (MMRA) to see if they would be happy to receive us. They have agreed to meet us a week later on Thursday 28th July 2016.

We propose to meet in the foyer of the Authority at 121 Exhibition Street no later than 10.15 am. This is the same building as our last visit to the Level Crossing Removal Authority. We will then pass through security as a group. The format will be a briefing of around an hour and then another half hour for questions - starting at 10.30 am and finishing at noon. We will have lunch afterwards at the European over the road.

Melbourne Metro Rail Authority (MMRA) is the Victorian Government authority responsible for delivery of the Melbourne Metro Rail Project. The authority has been established within the Department of Economic Development, Jobs, Transport and Resources to manage the delivery of Melbourne Metro by 2026.

MMRA is responsible for all aspects of the project including planning and development of a project reference design, site investigations, stakeholder engagement, planning approvals and procurement, through to construction delivery and project commissioning. The Melbourne Metro is one of Australia's largest ever public transport infrastructure projects and Victoria's most complex rail upgrade in decades. It presents a broad range of planning, development, communications and delivery challenges. MMRA has assembled a skilled team of highly experienced professionals from across the public and private sectors to ensure project objectives are achieved for the Victorian community.

Delivering a project of the scale and complexity of Melbourne Metro requires a blend of public sector and private sector experience and MMRA is utilising both employees and contractors, with support from external expert advisors.



New members

We welcome two new members –
Glyn Jones and Lyndsay Clay.

Glyn Jones - over the years and over the hill (his words)

Glyn wrote as follows:

'I finished my Diploma of Civil Engineering in 1958. I immediately went to the CRB office in Warrnambool seeking a job. Bill Pascoe was the Divisional Engineer. He asked me to start on 5th January 1959. When I turned up to commence work he gave some advice that I have never forgotten.

- a. Put the piece of paper that says you are an engineer in a drawer and forget about it for two years. Go and work with the chaps on the job and find out how it is done.
- b. NEVER EVER let me hear you say that a man works for you. Remember he works with you regardless of his job. NEVER say "I built this particular item". It is "we built it". Remember it is a team effort.

For the first few years I did the rounds with the survey team with Gerry McDonald, the drafting room with Vin Gilfedder and Les Gardiner, the Mud Doctor's Shack with Ross Giddings and John Brunt. I was so fortunate to be looked after by roadwork's overseers like Len Yeoman, Brian Kerr and finally being tutored by Roy Harris and Alex Leitch on bridges. Of course the man steering the ship as far as I was concerned was the Assistant Divisional Engineer, Frank Lodge (my best boss ever).

Over several years I was involved with the reconstruction of the Princes Highway from Tyrendarra to the S.A. border and other road jobs. What an experience. Then Alwyn Elstone moved on, leaving the Bridge Engineer's position open. This opened up doors in bridge construction, maintenance, planning, design and precasting. We were allowed to carry out simple designs in the region and draw up our own plans. The guidance from such people as Bruce Addis, Mike Verey, Phil Read and many others in the Bridge Division was invaluable to a young engineer such as me. My crowning achievement was the Dartmoor Bypass Project which included the new Glenelg River bridge.

Gradually I became involved with the regional strategic planning, the survey, road design and laboratory programs and worked with too many wonderful people to name them all. The time from 1959 to 1989 in Warrnambool passed very quickly and happily.

Then came a change with a secondment to Indonesia for 3½ years. It was my task to write the manuals for Bridge Inspection and Maintenance for their government as part of a "Bridge Management System".

This Australian international aid project was the most enjoyable period of my career. Once the manuals were written, I had to put a training program together with Vic Asher (another VicRoads' seconded). Every second week I was out in a different province spruiking our mantra - not so easy when it is in a different language. My two younger children were born in fertile Jakarta enhancing our stay.

When I returned to Australia in 1993 things were very different. I worked with Bridge Construction and Maintenance section in Kew (and later Camberwell) for eighteen months. The writing was on the wall for this section due to drastic down-sizing. Consequently I retired from VicRoads in June and started the following week as Bridge Engineer in Western NSW with the RTA. Once again I was fortunate to work with the nine bridge crews there on heavy timber bridge maintenance. This was another learning experience particularly how to use Bailey Bridging to facilitate major truss component replacements.

After 8 years in RTA it was time to retire again. Geelong was to be our new base. Soon after I took on some work for Metro – North West Region and maintained a presence there from 2003 to 2015. I was proud to have initiated the annual VicRoads Bridge Conferences and headed up the first six conferences. Whilst at Sunshine, my wife and I set up our own company (SW Engineering Consultants P/L). Once I had finished at Sunshine Office, I took different projects some of which were interstate in WA, Qld, NT and NSW.

Now at 77 years young, it is time to ease off a little and move into gardening and model aeroplane building. And of course join the VicRoads Association.'



This photograph of Glyn was taken in the Shinkansen train in Japan a day or so before the recent earthquake hit. He was shaken up on the 47th floor of his hotel.

What's been happening

Level Crossing Removal Authority – 9 May 2016

Jim Webber reported as follows:

Thirty members, partners and colleagues attended a very interesting presentation at the Level Crossing Removal Authority (LCRA) on Monday 9 May at the Authority's office - the best attended visit in recent years.

The CEO of the Authority, Kevin Devlin, himself ex-VicRoads, gave an introduction and overview of the Authority's role. The Authority, which has only been in existence for just over 12 months, employs 170 staff, including many who have worked for VicRoads. They have been tasked to eliminate 20 level crossings by 2018 and 50 by 2022, all of which are in metropolitan Melbourne. The first project to be completed was the Burke Rd crossing at Gardiner Station. \$2.6 billion has already been committed to the program. In addition the LCRA is responsible for the duplication of the South Morang line to Mernda and the upgrading of the Hurstbridge rail line. Kevin indicated that the group may wish to return in 12 months time when construction will have commenced on many of the projects.

The presentation was then taken over by Brad Smits, Senior Project Manager, (also ex-VicRoads) and Tim Holmes, Director Communications and Stakeholder Relations. They made a presentation about the overall program and the projects that are currently underway, including the CD9 project from Caulfield to Dandenong where 9 crossings are to be eliminated. An extensive question time followed covering many aspects of the program and projects, including noise and noise attenuation, minimization of land acquisition, treatments to minimize graffiti, additional mid-block road connections, provision for future upgrades, potential for adjacent commercial development, before and after monitoring of road traffic and rail patronage, the implications (cost, service disruption, etc) of taking rail under or over the road crossings, the planning of optimum times when rail services must be closed and the various contractual arrangements.

David Jellie thanked the presenters for a very informative session. About half those attended braved the rain to cross Exhibition St for lunch at The European.

VALE

John Jobson

John died early in May 2016. He was not a member of our Association but he was a well-known member of VicRoads staff. I am indebted to Barry Fielding who provided a eulogy at his funeral from which this information has been distilled. John and Barry were friends for over 50 years, and worked beside each other in VicRoads for 40 of those years.



In his childhood, John was brought up surrounded by the grape-growing blocks at Cardross west of Mildura where his parents, Bon and George, ran the general store. Further south was the endless mallee scrub and, to the north, the Murray River. This was an excellent environment for a young lad to grow up in doing all the things that small boys are wont to do - but generally keeping out of his father's way. During this time, John was remembered as having:

- ridden out into the Mallee or on to the Raak Plains on his bicycle, the tyre-tubes filled with water to resist the puncturing effect of three-cornered-jacks (a type of pernicious grass seed)
- learning the violin for a time at Cardross State School
- being appointed Captain of Cardross State School in Year 6

- hiding on the verandah roof and pouring a bucket of water over his older sister and her beau as they spooned beneath the moon
- in the height of summer, setting fire to tinder-dry cumbungi rushes growing around a swamp
- propagating grape vines and selling them on to the 'blockies' at a substantial profit.

John graduated from Cardross State School, and on advice from a Vocational Guidance counsellor, was sent to Mildura High School to study "maths and sciences" so that he could be steered toward an Agricultural Science career. John was also perceived by the Counsellor to have "good muscular co-ordination" - probably from fighting with his two sisters - but he did later end up playing in the local footy team. We can visualize John sitting under a shady tree at Mildura High whittling away at a piece of wood with a super-sharp pocket knife while the other students were up to no good, smoking behind the shelter shed.

After Mildura High came a 2 year stint working for the CSIRO at the Merbein Irrigation Research Station where John, encouraged by his scientist boss, determined that he would like to study geology, something impossible to do in the wilds of Red Cliffs. So he headed for the "Big Smoke" and obtained a position at the Materials Research laboratory of the Country Roads Board.



John became bogged down in carrying out repetitive, routine soil tests and he soon came to the realization that he didn't want to eke out his days at a laboratory bench - so found his way into the outdoors - carrying out pavement investigations and managing site laboratories at Tullamarine and Deer Park.

Barry first met John at the site of an unstable freeway batter near Essendon Airport where a spring of water was trickling out of the slope. In his usual enthusiastic way, John was hand-augering into the batter to determine the source of the spring. Long after a sane person would have given up through exhaustion, John was continuing. That first encounter was indicative of the direction John's professional life was to progress. When he got a problem between his teeth he never let it go.

After working long days in the field, John used to attend geology lectures at RMIT at night. At this rate, it was going to take forever to qualify, so he applied for, and won, a 12 month cadetship from the CRB in an effort to finish his studies. In 1971, he finally made it. His dream of joining the CRB Geology Team was rewarded. It was also early in this same year that John married Judy.

In those days, to be a member of the Geology Team was the pinnacle of success. Geologists had plenty of vehicles, they received good travelling allowances, they camped out, and they stomped over Crown and freehold land as if they owned it all. John had arrived.

During his long career as a field and pavement materials geologist, John tenaciously endeavoured to ensure that only the best materials were used in road building, whether it be quality crushed rock on a freeway project or a stabilised marginal material in the rural areas. He initiated many investigations into the use of fine additives to enhance the properties of crushed rock. A number of VicRoads' standard specifications reflect the results of John's work.

John worked extensively on pavement material searches in all corners of the State, and was arguably the most experienced materials geologist in Victoria, if not in Australia. He was highly-regarded by many VicRoads and municipal engineers for his knowledge and for his willingness to share his technical expertise. Over the years, John received many letters of commendation which attest to this appreciation.

As well as his record as a materials geologist, John was involved in the geotechnical investigation of about 16 freeway projects across the State. He also located quarries, pits and additive sources to provide economic construction materials for the freeway projects.

John's location of a number of quarries along the Hume corridor and his enthusiastic approach to materials quality resulted in significant savings in total project costs. A note of commendation to John from the Hume Corridor Project Manager, Bill Peyton, reads in part, "The quips that have been made about the Hume being a gold-plated pavement may be true, but it has not cost us any more to achieve, and the future generations will be the beneficiaries of what we hope will be a long-life pavement. The savings to the community, I suspect, will never be matched in future years".

John was quick to find out that truckies were back-loading crushed rock products from interstate into Victoria. He was incensed to think that poor-quality materials were being imported into Victoria and he quickly penned the names of the errant quarries into his inspection schedule. Now, most of these quarries were not sited just outside the Victorian border, and John found himself 'inspecting' quarries as far afield as Glenelg - Adelaide, Kapunda - Barossa Valley, Broken Hill in far-western NSW, and Murray Bridge - SA. Some sources were indeed found to be non-conforming, and for these, importation of material to VicRoads' jobs ceased.

How did John keep sane on these endless searches for often well-hidden pavement materials? He was seen on many occasions to surround himself with paraphernalia that made life in the field more bearable. Here follows a listing of just a few of these paraphernalia:

- a good solid CRB trailer with a generous free-board and fitted with properly adjusted electric brakes and heavy-duty axle and tyres,
- a large yellow tarpaulin to adequately cover rock samples, or conceal fire-wood, and other contraband in the trailer,
- a chainsaw and fuel to collect fallen timber for his pot-bellied stove at home,
- a brace of rabbit traps,
- a cast-iron camp oven for cooking the rabbits in,
- a good can-opener for the cans of baked beans he often ate as a back-up sustenance diet,
- a tree-recognition guidebook,
- a thumping great alarm clock - "Big Ben" he called it, permanently set at 6:00 am and with enough volume to wake up the drillers ensconced in a motel room 50 metres away,
- small plastic bags to collect eucalypt and casuarina seeds,
- a camera and plenty of film to photograph exceptional specimen trees and,
- a very tired Akubra hat to fend off the sun.



Now you may have gathered from the above that amongst John's many talents was his ability to propagate indigenous shrubs and trees from seeds which he collected at every opportunity on his field trips. He grew seedlings by the thousands and planted them around the country-side along road and rail reserves. He would often be seen handing over a box or two of eucalypt seedlings to some irritable farmer whose wheat crop had just been obliterated by John and his D8 dozer. He was named "Johnnie Appleseed" by one of his workmates.

His colleagues were shocked when they learned in 1990 that John had suffered a mild heart attack when working at Swan Hill. Thankfully, John recovered and in his typical way, returned to work 6 weeks before his specialist's recommendation. To console himself however, he picked up his chainsaw and proceeded over the next 10 years to drag home tons of fire-wood which, using an axe and log-splitter, he proceeded to reduce to kindling! He also was VicRoads premium rural quarry investigation officer and on a weekly basis used a 12 lb spalling hammer to smash up rocks as big as houses to put them into small sample bags!

John amazed us with his construction efforts relating to his interest in engineering, black-smithing and 'oil-engines', all housed in the biggest and best 'owner-constructed' workshop in Mitcham. John was always incredibly supportive in the way he willingly shared his time, tools and innate expertise as he constructed, fixed or strengthened many an object for us.

He was the one who had been willing to outlay the cold cash on boats, trailers, fishing-gear, tents, guns, portable fridges, welders, power hacksaws, drill-presses, propagating houses and all the other useful tools and devices which allowed us to proudly relate to our friends that - "we can get it fixed around at Jobbo's. He has the best workshop in the Shire!"

Many were encouraged by John over the years to drive 550 km after work on a Friday, travelling for half the night to some far-flung fishing spot in East Gippsland to catch a few dozen fish and to burn a year's supply of the Park Ranger's wood-heap - all over a long-weekend. These have all been incredibly memorable and enjoyable life-time experiences for us. The Jobson celebratory barbeques were also legendary where many of his workmates and partners were invited to gather for a chin-wag, join in convivial company, and to be served up great food by John and Judy - generally a spit-roast followed by billy tea.

Sadly, John's retirement years did not pan out as he had perhaps envisaged. It was difficult for some of us to see the one whom we remembered as a vital and gregarious individual slowly soften. We were losing the 'man's man' whom we had known. However, some of his workmates stepped into the breach to give great support to John and Judy over these past few years, and we thank them for that.



John Jobson



John camping at Ned's Corner Station (extreme far NW Victoria) looking for coarse sealing sand

VALE

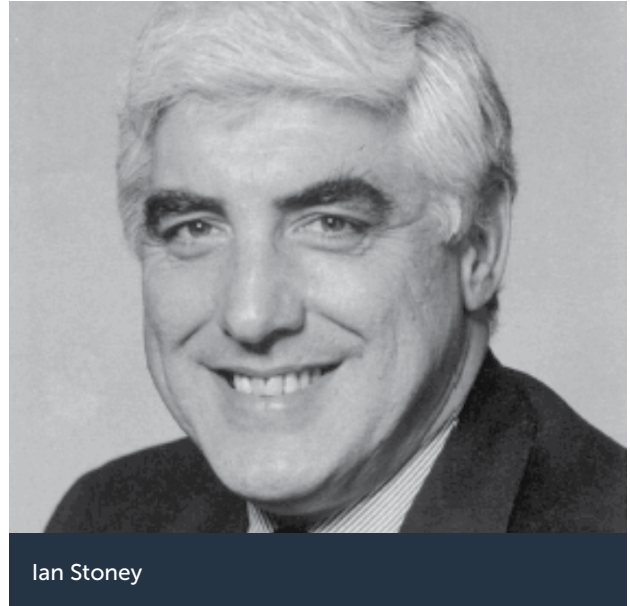
Ian Stoney

Ian Stoney also died early in May – aged 75. Ian's appointment as Chairman and Managing Director of the Road Construction Authority (RCA) in July 1986 succeeded Robin Underwood in that position. In 1988 he was also appointed as the Chairman and Managing Director of the Road Traffic Authority (RTA). While carrying out these joint duties, he oversaw the merger of the two authorities to form the Roads Corporation operating as VicRoads – which came into operation on 1 July 1989. Ian was also appointed as Director of the Australian Road Research Board and a member of the National Association of Australian State Road Authorities. He left VicRoads in May 1990 to head the Public Transport Corporation and Reg Patterson was appointed to succeed him at VicRoads.

Ian's previous positions had included periods as Assistant Director-General of Transport (Ports), Managing Director Designate of the proposed Victorian Ports Authority and General Manager of the Grain Elevators Board of Victoria. In 'Roads for the People', W.K. Anderson described Ian's appointment as "a surprising choice. Many people had expected that the CRB tradition ... of appointing chairmen who had worked their way up through the ranks of the organization would have continued." Furthermore, some people expected the position to be filled by an engineer – not someone whose background was accountancy. But when you look at the history of the Country Roads Board, three previous Chairmen came from an administrative background - F.W. Fricke (1938–1940), W.L. Dale (1945–1949), and R.E.V. Donaldson (1971–1978).

At the time of his appointment, staffing levels of the RCA and the RTA had grown to hitherto unsurpassed levels and one of Ian's major tasks was undoubtedly to reduce the size of the organisation. This entailed considerable navel gazing and self-analysis resulting in setting targets and measuring performance of groups and individuals – at a time of relative economic restraint where the mantra became to do more with less. Some of the CRB's traditional functions were out-sourced – the selling off of the plant fleet and the line marking section come to mind – and our direct labour construction forces were totally eliminated. All of these functions were transferred to the private sector and other technical functions such as road and bridge design, and materials research were reduced and transferred away from the organisation. Many long-term members of staff felt threatened by these changes as they felt that the efficiency of the organisation and the quality of its outputs would be compromised.

Ian insisted that everyone in the RCA should undertake a three-day seminar on 'New Age Thinking' to assist staff in adapting to the changing times. This was an American program aimed at developing the full potential of people in all aspects of their lives.



Ian Stoney

My personal reaction to this was that it was a lot of American style management mumbo-jumbo but many people felt that it was life-changing – in its way creating a bit of a division among staff.

Another dimension to the changes at this time was that after the amalgamation of the RCA and the RTA into the Roads Corporation (operating as VicRoads) a more comprehensive (and complex) organisation had been formed - when compared to the Country Roads Board. The RTA had absorbed the functions of the Road Safety and Traffic Authority (ROSTA), the Motor Registration Branch (MRB), and the Transport Regulation Board and all their functions were taken over by VicRoads.

All this change occurred over a relatively short period and many long-serving staff members felt threatened and marginalised by it. Ian was a dominating force in this change. He had a charismatic effect on many people using his considerable charm, wit and will power to achieve his aims. But at the same time he could be ruthless and intimidating - and divided loyalties developed within the organisation. He famously enjoyed placing people out of their zones of comfort and challenged individuals about their roles and performance.

Ian was very supportive in strengthening the RCA's external relationships in Australia and overseas. He became very active in the Road Engineering Association of Asia and Australasia (REAAA) whose role was to promote the science and practice of road engineering in the Asia Pacific region. In June 1988 he established the Australian Chapter of REAAA. This was the first national Chapter to be established in REAAA and other countries soon followed suit – using the Australian Chapter as a model. Ian was also a keen supporter of the Permanent International Association of Roads (PIARC), also known as the World Congress of Roads. VicRoads remains very active in these organizations to this day.



He wanted to raise the international profile of the RCA – especially in the Asia Pacific region - and was of the view that international experience would enhance the experience and skills of RCA staff participating in overseas projects and provide them with opportunities to work in other cultures. In 1988, he arranged for the writer to be seconded to the newly-formed, state government owned Overseas Projects Corporation of Victoria (OPCV) to promote the RCA's services in international projects. OPCV was sold to the private sector in 2004 but VicRoads still transfers its skills and expertise to international jurisdictions through projects funded by AusAID, the World Bank, the Asian Development Bank and other agencies. This has been an enduring legacy of Ian's vision.

Following his career in the transport sector, Ian spent time at the Municipal Association of Victoria working on behalf of the association's general management committee, reviewing operations, establishing a new management structure and streamlining staff arrangements. He later became Chief Executive of the Spastic Society of Victoria (now Scope), and later the Medical Practitioners' Board of Victoria.

He was involved in a wide range of community activities over the years, in executive and membership roles for organisations including: Calvary Health Care Bethlehem, Catholic Family Welfare Bureau (now Centacare), Inter Church Trade and Industry Mission, Board of the Xavier Foundation, Board of St Paul's Hostel for the Aged, Board of the Hibernian Society, and as a worker for St Vincent de Paul Society.

There are only a few people in the history of VicRoads and its predecessors who have had such a profound effect on the organization as Ian Stoney. I know that some of our members have great regard for what he did and some feel only resentment about what happened in those times. However I think that many of the changes implemented by Ian had to happen for the greater benefit of the organisation and the people of Victoria and for that we should be grateful for his leadership.

VALE

John Pittard

John died in Bendigo early in May – aged 91. John was a very quiet and unassuming man who enjoyed contemplation with his pipe in hand. He served with the RAAF during the Second War as an instructor training others to fly. He was highly respected throughout the CRB. He was the Advance Planning Engineer and a more than handy golfer.

Bill Siggers wrote: "I always felt it was a pleasure having any contact with John (Pittard). Those Australian Road Surveys were something else and boy, could we benefit from similar work today. Their main outcome was to break the control of the Country Party over the biased expenditure on rural roads so that greater focus and expenditure could be made toward urban arterial roads. There are many "insider" stories to tell in the dealings he had with the likes of Ian Sinclair, Arthur Rylah, Henry Bolte and John Stone.

John Cleeland had this recollection: "I did some of my best work under John, including starting up the accident location system, where I employed 19 students (apparently illegally) - but he must have protected me from the organisation. Thirty years later, I went back to the accident section and there were still 19 people there. He also supported Jack Reid who did an enormous amount of work to help the two guys who started up Melway, on the basis that if they did the mapping, we did not have to do it. We did five versions of Australian roads surveys at 5 year intervals. For one, I went to his office with a barrel of 400 wooden marbles, in the middle of an interstate meeting, and said "do you want to know the results of your survey", spun the barrel and rubber band broke. All the marbles scattered around the office and I had to eat crow in picking them up.

We had Trevor Miller, Gary Veith, and Rodney Roscholler through the section in the late 60s. Yes, there is a bit of nostalgia for us. His team was more like family. And then there was his golf!"

Jim Webber recalled working with John as follows: 'I was the Assistant Advance Planning Engineer from 1977-1979 while John was the APE. During that time John led a small group involved with the Australian Road Surveys (in particular in the further development of the CRB's road inventory data base), transport economics and road classifications. He exhibited leadership in an area that I felt had – at that time - a relatively low priority in the organisation. While I enjoyed working for John, he was a fairly private person who wasn't easy to get to know. However he was very keen on his Saturday golf.'

I wrote about some of John's experiences during the Second World War in the June 2009 newsletter. He enclosed a photograph of 60 young and keen lads, taken in December 1942, who were about to launch into a flying career. As it happened, this was the first time he met Dave Hewson, another CRB engineer (who was tragically killed in a car crash in the 1960s). At the end of the course Dave was posted to Point Cook to learn to fly twin-engined Airspeed Oxfords and John to Deniliquin to learn to fly in single-engined Wirraways. Dave went overseas when he graduated and John was sent to Central Flying School to train to be a flying instructor.

John finished as an instructor at Benalla and it was there that he met Bet who was to become his wife. She was secretary to the Chief Flying Instructor. He was at Benalla for about 15 months and taught about 50 people to fly – one of them being Marge Addis's first husband, Robbie.

Centenary stories

Arthur Callaway – the first Chief Engineer

It is hard for us to imagine living in our world today without reliable and safe roads. We think nothing of hopping into a car knowing that we can be in Bendigo or Portsea in a couple of hours. We navigate a complex and comprehensive road network on safe, high-speed roads and freeways, using the benefits of electronic technology to assist us in decision-making – and in the comfort of an air-conditioned vehicle with safety features never dreamt of a hundred years ago. Despite complaints about congestion on the roads, most of these journeys are pleasant experiences.

But in the early days of our predecessor's origins, in many instances, the roads did not exist – or if they did they were often dirt tracks that turned to mud in wet weather. The road freight charges in the early 20th Century were considerably higher in winter because of the difficulties traversing the roads in wet weather. This was one of the reasons why the railways were so dominant at that time. However the proliferation of private cars through advances in technology and mass production drove governments to improve and expand their road networks – and this was the main mission of the Country Roads Board when it was created in 1913. It was the first road authority created by any State Government in Australia.

It was a tiny organisation. After 10 years it employed around 50 people occupying a couple of floors of a wing of the Titles Office building in Lonsdale Street. There was also a storeyard in Montague from which plant and equipment for the Board's day-labour gangs were provided. There were about 20 to 25 people in the Engineering Section of which about eight engineers were professionally qualified.

There was only one car – a Clino - other than the Board's vehicle and this was under the responsibility of the Chief Engineer, Arthur Callaway. However there were a number of motorbikes for use by engineering staff. When travel to the country was needed, everybody went by train and, on arriving at a station, the Board would arrange for them to be picked up by a hired horse and cart.

Callaway was an Englishman and former Shire Engineer of Woorayl who had a truly Elizabethan brand of earthy language. He drove his car as if it were a four-horse coach. However he was very alive to the rapidly changing nature of road traffic from horse-drawn vehicles to heavy and fast trucks and cars. He foresaw the need to change from making of pavements using costly and hard to maintain macadam to stage construction of roads with gravel and sand pavements. Some of the early roadworks done by Callaway were indicative of his training on railway work. He favoured steep cuttings and high fills which were not the norm for work in those days when material had to be moved by hand or horse-drawn scoops. On his retirement and before his death in 1944 he produced outline plans for the harnessing of the Snowy River for irrigation and hydro-electricity schemes – a project he had contemplated for many years.

During the mid 1920s, Tom Pritchard was a patrolman at Lightning Creek, north of Omeo. When his horse died he sent a telegram to Callaway: 'Horse died. What will I do?' Callaway replied: 'Bury him!'

The early success of the Country Roads is illustrated by the departure of three of its engineers to assist in the establishment of the State Road Authorities in New South Wales, Queensland and Western Australia. Thomas Upton went to Sydney, Sir John Kemp went to Brisbane, and Bob Moore to Perth. It was noted that the Board had created an esprit de corps that I trust still endures.



Arthur Callaway at his desk



News from our members

Joan Tucker

Joan rang me about contacting another member, Anne Green, and later wrote this wonderful letter.

'For your information I retired in 1988 and Anne was assistant to me in the Ledger Room. I started at the Country Roads Board in 1943 at the age of 14 years. I was a comptometer operator (old fashioned calculator). The office was then in the Exhibition Building. For many years I was in the Pay Office then transferred to the Ledger Room under Miss Marjorie Phillips. When Miss Phillips retired I became supervisor. Anne was one of the many girls employed there over the years.

I still manage to keep myself busy. I am treasurer of two churches in our Parish and have held that voluntary position for over 30 years. I am also secretary and have been for over 20 years. It keeps my brain active. It is said that after you are elected to a position in a church there are only two ways to get out of the job. If you die – and I don't want to do that yet – or get pregnant – and that's an impossibility!

Each year I take myself up to Queensland for two months during the Melbourne winter. It takes me four days to drive up there and the same to come home. Having driven up for many years I find it difficult to drive a different route. I usually find myself on one section of road I haven't been on before. Last year was the only time I had car problems. A flat tyre in the middle of nowhere. Some kind truckie stopped and changed the wheel for me as he "couldn't see a lady in distress". I have always found most truck drivers to be considerate although I am not always happy with people towing caravans.

Other than using a walking stick on account of arthritic knees, I am in reasonably good health. I can't complain at 87! I cannot give you an e-mail address as I do not have a computer. An electric typewriter and a calculator do me for all the church work. I hope to get away again this year.

Regards, Joan Tucker'

All I can say Joan – May the road rise up to meet you!



Joan at work on her comptometer in the Exhibition Building office



Joan's retirement: Back row – Erika Stokans, Anne Green, Margaret Bennett, Lynne Anderson, Sheila Finnegan Front row – Stella Airey, Barbara Salmena, Fay Paull, Marjorie Phillips, Joan Tucker, Martha Whan



Joan Tucker

John Liddell

My story about the Graham Street Bridge in the last newsletter prompted John Liddell to write as follows:

'Another interesting feature with this bridge was that the northern embankment, at about 2/3 of its height, crossed over the Melbourne Main Sewer. This was a 6ft diameter brick drain. It started somewhere in the central city and then ran under the Yarra to the MMBW Pump Station (now Science Works). From there it was pumped up into three rising main sewers just below ground level which then ran generally along the Westgate Freeway reserve to Werribee. If we had broken this sewer, the Degrave St subway at Flinders St station would have flooded with sewage.

To reduce the applied load on the sewer, the road embankment over the sewer was constructed with salamander common fill for about a machine width on each side then filled up with lightweight scoria (about 75 to 125mm size) from Anakie near Geelong. The scoria was difficult to compact – it was like trying to compact marbles as it just squeezed out the side of the roller. However a large Bomag vibrating footpath roller was successful. There was no settlement of the embankment and the sewer was not damaged.

The three rising main sewers were brick-lined steel pipes about 5 to 6ft diameter and crossed the freeway on a long angle between Millers Rd and the Rail Overpass. These were removed by the CRB and relocated prior to Citra being awarded the main freeway contract.'

Robin Underwood

Robin was inspired to make these additional comments after reading the article about D.V. Darwin in the last newsletter. He wrote as follows:

‘The article about D V Darwin was most interesting and struck some memory chords, particularly the comment that “foreseeing that the CRB would be increasingly involved in metropolitan projects, he further ensured that some of his staff acquired town planning qualifications and became members of the then Regional and Town Planning Institute”. The Institute was founded in 1951. Its name was later changed to the Royal Australian Planning Institute and again later, in 2002, it became the Planning Institute Australia (its present name). Darwin, who had been a founding member, told C G Roberts (Chief Engineer), J Mathieson (Assistant Chief Engineer) and later H P George (Traffic and Location Engineer) that they should try and join – which they all did.

I joined the Traffic and Location Division in September 1953 after having been on the Avalon Airfield project for almost a year. Soon after I began there, Darwin pointed out that if I wished to succeed in traffic engineering I should undertake the Diploma in Town and Regional Planning course at Melbourne University. In those days the course required late afternoon/evening study two days a week plus a significant private time project over each of two years. I undertook the course in 1954 and 1955, and on its completion joined the Planning Institute in 1956. I was elected a Fellow in 1975. Incidentally, in the 1950s, the Course Director was Neil Abercrombie, the son of Sir Patrick Abercrombie the noted English Town Planner.

Darwin was one of the earliest engineers in Australia to recognise the future importance of traffic engineering. He wrote significant papers on Planning Roads to Serve Community Needs (in 1946) and Roads in Planning (in 1950). These papers emphasised the need to collect, analyse and understand traffic data and traffic characteristics as a basis for road planning and design.

Shortly after the end of the Second World War, Harry George was appointed Location Engineer. In addition to his normal road location duties, Darwin gave him the task of investigating suitable limits on wheel loads in the State, taking into account road transport costs and road construction and maintenance costs. As part of this study he carried out large scale surveys of traffic using Victorian roads, including traffic counting and traffic patterns, vehicle classification, vehicle weight and dimensions, trip length, estimation of future traffic, wheel load repetitions, the transverse placement of vehicles, and the economics of axle load limits. He reported the results of his studies in a paper titled Road Transportation Study published in the Journal of the Institution of Engineers Australia in 1946. The results of his investigations were accepted and adopted as the basis for legal load limits in the State.

His work on the economics of axle load limits was the first study of its type in the world, and was later reported to the Permanent Association of World Road Congresses in Rio de Janeiro in 1959.

This work aroused George’s interest in traffic and traffic engineering and, with Darwin’s support, his position was retitled Traffic and Location Engineer in 1947. This was the first time that the word “traffic” appeared in an engineering position in Australia. No other engineering position in Australia had the word traffic in it until the Department of Main Roads (NSW) appointed R E Johnston to the position of Traffic Services Engineer in 1954.

In 1949 George relinquished the position and moved to the Town and Country Planning Board because of his interest in the relationship between land use and traffic generation. The position then lapsed until in early 1953 when, at Darwin’s invitation, he returned to the CRB and to the position of Traffic and Location Engineer. There he quickly recruited and trained staff, and introduced and applied the principles of traffic engineering within the organisation.

Both before, during and after his time as Traffic and Location Engineer, Harry George made an enormous contribution to the acceptance, development and implementation of traffic engineering in the State, and indeed in the whole of Australia. This was, at least in part, due to the influence of, and the encouragement and support he received from, Darwin in the 1940s and 1950s.’

On a different level, Darwin was renowned for his puckish sense of humour. He was very articulate with a magnificent command of English. He once asked Ted Howlett to send in his amanuensis, grinning to himself at the blank look on Ted’s face – and knowing that Ted’s first action would be to grab a dictionary. Ted found that an amanuensis is ‘one who writes from dictation’ i.e a shorthand writer. He once left a note in his office during a Christmas shopping expedition that said: “I must get Bizet with my Chopin Liszt – but I won’t be Bach in ten minuets.”

Jim Winnett

Jim wrote to me as follows:

‘It was a great story about Darwin in your last newsletter. What a life he must have had. It would be great to have a full biography of his life. Mr. Darwin was the Chairman when I joined in 1955 and later in January 1958.

In 1963 all CRB people received a golden Anniversary booklet. It had a blue cover. I lent mine to my brother Albert and never got it back. It would be great if we had a republication of this booklet for members of the association and others (if interested), especially myself.

It was very sad to read that Keith Moody had passed away. He served the CRB over a long and distinguished career. He always had a cheerful smile for everyone. I remember the occasion of his retirement dinner at a place in Kew. It was the only time I attended a retirement occasion outside the CRB.



I am still visiting my brother Albert who has been in the nursing home in Richmond since November 2009. I visit him every Tuesday from 3 pm to 8 pm. It is a 44 km round trip on my pushbike after playing bowls on the way – at Fitzroy – in the morning and early afternoon. I spend some time with Albert playing the piano and singing the old songs of the 1950s. He still has a good strong voice and he is able to read the words of the songs. It is now 10 years since he was diagnosed with Alzheimer’s disease and he is getting dodderly on his feet and his walking frame. He mainly uses a wheel chair. He will be 90 on December 6th. I am 85 and still have four older brothers and sisters – and one younger.

I hope we get the railway under at High Street Reservoir.

I worked 30 years and 3 months with the CRB and have now been retired for 27 and a half years. I so much enjoy reading your newsletters.

Regards Jim’

I am thrilled Jim that you like the newsletters. I will give you my copy of the anniversary booklet and I am sure I speak for everyone when I say that I am touched by your loyalty and love for Albert. DJ.

News from Vicroads

Victoria’s Graduated Licensing System

In Victoria, new drivers are introduced to driving through progressive stages of being a learner, a P1 probationary driver, a P2 probationary driver and then a fully licensed driver.

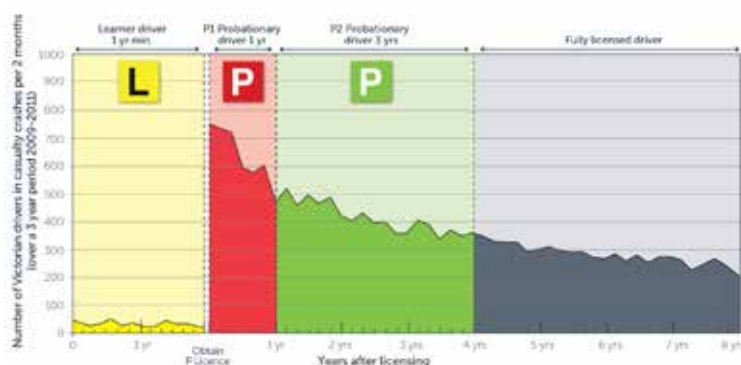
Victoria’s graduated licensing system provides a structured transition as a new driver’s experience and maturity increases. It helps new drivers to be safer by:

- preparing learners for solo driving through an extensive supervised learning period
- testing learners to ensure they can drive safely in everyday traffic
- protecting probationary drivers by keeping them out of higher risk situations
- motivating probationary drivers to drive more safely and within the law.

This ensures that new drivers move through the learner permit and the P1 and P2 probationary licence stages to earn their full driver licence without being exposed to high risk driving situations before they are ready.

Key features of Victoria’s graduated licensing system include:

- compulsory 120 hours of logged supervised learner driving experience
- a minimum 12 month learner permit period
- a challenging on-road driving test
- a two stage probationary licence - P1 (minimum one year) and P2 (minimum three years)
- a peer passenger restriction for P1 drivers
- probationary drivers are prohibited from driving certain vehicles
- a range of educational support measures
- a ban on mobile phone use for all probationary drivers.



Probationary drivers have more crashes than anyone else using the roads, and car crashes are the number one killer of young people. The graph above shows that the first year of driving on a probationary licence is the most dangerous.

The crash risk graph shows four important points:

- You are relatively safe as a learner driver with a supervising driver to help you. This is why Victoria has a long learner driver period and a 120 hour requirement. This is the best time to learn the skills you need to be a safer driver.
- The highest crash risk is associated with new P1 drivers. When you start to drive on your probationary licence you’ll have the highest risk of crashing than you will ever have as a driver. This is why Victoria has special requirements for new drivers and a graduated licensing system (GLS).
- Your crash risk will go down over the first few years of driving experience, but you will still have a relatively high risk of crashing for those first few years. This is why Victoria has a four year probationary period for most new drivers.
- Your risk of crashing will slowly decrease for many years after you get your licence.

Trivia and Didactic Whimsies

Dr Ken Ogden – Submission to Infrastructure Victoria

Dr Ken Ogden recently submitted the following submission to Infrastructure Victoria. He has kindly consented to allow me to publish it in the newsletter.

“The report “Laying the Foundations” raises many important issues and is a valuable overview of the issues and challenges facing Victoria and its infrastructure needs, opportunities and funding over the next 30 years.

I do not intend to comment on the whole document, but rather to offer a perspective on one specific aspect related to transport infrastructure, which in my experience is often overlooked or taken for granted. The issue I refer to is the importance of clearly understanding the fundamentals concerning the role of transport in our society and what we expect of the transport system. Without this, we are in danger of pursuing transport system improvements (whether by way of infrastructure or service provision) from a narrow perspective.

I have over 45 years experience in transport planning, policy and systems. I spent 27 years at Monash University in the Civil Engineering Department and later as professor and head of the Institute of Transport Studies. During these years I had secondments or appointments to organizations including the Australian Railway Research and Development Organization, Victorian Ministry of Transport and Monash University Accident Research Centre. After leaving Monash University, I spent eleven years with the Royal Automobile Club of Victoria as its manager of public policy, where I was responsible for the Club’s advocacy and member representation roles. More recently, I have run my own small consultancy specializing in transport policy and planning, and road safety. The views expressed below (which are of course my own, not necessarily those of any organization I have worked for) are a distillation and brief summary of what I have come to understand about the disparate role and importance of transport in our society and economy.

Why people travel

Why do people travel? Essentially because there is something going on somewhere else that people need or want to be a part of. It may be work, school, shopping, visiting friends, going to the doctor, attending a sporting or cultural event, or a myriad of other reasons. People, in short, rarely travel for the sake of travelling; apart from some recreational trips, people travel only to get somewhere else to do something.

The essential point is that the transport system does not generate travel - the transport system just connects people to places and activities. So our thinking about transport should start not with infrastructure and services - it should start by recognizing that transport is there to enable a wide range of human needs and wants to be satisfied.

Why the car is dominant?

In Melbourne, about 85% of motorized personal trips are made by car. Why this dominance? In a word - freedom. As someone once said, only a car will take you where you want to go, when you want to go, with whom you want to go and with what you want to carry. Other modes of course have a role to play (see below) but the inherent advantages of personal mobility by car cannot be overlooked. If and when autonomous or driverless vehicles become commonplace, which may happen within the time frame of Infrastructure Victoria’s analyses, these advantages can only multiply.

Forty years of growth of motorization

This search for freedom meant that over about a 40 year period from around 1950 there was continual growth in the purchase and use of motor cars as successive cohorts within the community became motorized. But - this process finished around 1990; the community was essentially fully motorized by then. Per-capita car travel in Australia has not changed significantly for about 25 years which means that all of the increase in car use over that period has been due to population growth.


Infrastructure and congestion

During the period of growth of motorization, we were unable (or unwilling) to provide a commensurate increase in road infrastructure, with the result that congestion increased year by year. I suppose in theory we could build our way out of congestion by retro-fitting the infrastructure we didn’t provide over those 40 years, but that isn’t going to happen!

However, it is surely not unreasonable to think that we should aim to provide additional infrastructure commensurate with population growth going forward. For example, Melbourne grows by Ballarat’s population every year, and that means that Melbourne needs to add Ballarat’s road infrastructure every year just to stay where we are. To the extent we are not doing that, congestion continues to worsen.

What about public transport?

What of public transport? Everybody agrees that it is essential, but rarely do we articulate why, so we don’t have a clear view of what public transport can and (importantly) can’t do. I suggest that there are four reasons why we need a quality public transport system.



Firstly, it provides choice. Choice is in some ways a question of perception; some people think they have no choice when they probably do, while others may appear to have choices but in realistic terms do not. Many trips are not readily transferable between modes for this reason. Nevertheless, as a community, we value choice - witness the recent rise in the use of bicycles and motor cycles.

Secondly, there are those who cannot provide their own mobility - the very young, the impaired, the visitors to our city, etc. Apart from walking or cycling, these people require someone else to provide their mobility, either by giving them a lift in a car or via a publicly available service. In Melbourne, buses and taxis are especially important here because most of Melbourne is not within reasonable distance of a tram or train stop. (Autonomous or driverless vehicles might change this situation in the future, but that's another story.)

Thirdly, there is a powerful economic and environmental argument for targeted investment in public transport. Our wealth is increasingly based on the knowledge economy, which currently is strongly focused on the central city and inner suburbs. The only practical way of assembling the workforce to enable the knowledge economy to flourish is with high-capacity radial public transport services, especially rail. Although only around 10% of Melbourne's jobs are in the central business district (including Southbank and Docklands), they are concentrated in this small area and so, combined with their economic importance, high-capacity public transport is essential.

Melbourne is extraordinarily well-placed in this regard; we have 209 stations on fifteen radiating suburban rail routes all focused on the central city (in addition to services to regional centres outside Melbourne). The future will surely require substantial investment in track, signalling, communication and rolling stock to increase the capacity of the rail system to serve these radial trips - not just for work, but for all of the important activities located in the centre.

Fourthly, and relatively recently, we have seen significant growth of residential population in the central and inner suburbs. There is a symbiotic relationship between higher densities and public transport - the one serves and facilitates the other. And again, Melbourne with its extensive tram network in the inner suburbs is well placed to foster this relationship, to the extent that tram (together with train, cycling and walking) could become the mode of first choice for a majority of inner-city trips. Such an outcome would no doubt require a very high quality service in terms of speed, frequency, reliability, security, etc but as a goal for the tram system it is worth considering.

Of course, governments incentivize the use of public transport; fares cover barely a third of operating costs and public transport users are almost never expected to contribute towards capital costs of extensions and improvements.

Don't forget business and commercial transport

All of the above is mainly about personal travel. What of the other half (and I do mean half) of transport, namely business or commercial travel? About 18% of trips in passenger cars are for business purposes - essentially travel in the boss's time, often in the boss's car. (This is not much less than travel to and from work - 25%.) These trips are an essential contributor to our economic productivity and business success.

Then there are the so-called tradies - people for whom their vehicle is their means of transport, their mobile workshop and a means of carrying the goods and equipment needed for their disparate purposes. Every time something is built, repaired, serviced, maintained or attended, trips by service vehicles are inevitably generated.

There is also goods transport. Our cities absolutely require a massive and sustained flow of freight to survive - they fill our shop shelves and our service stations daily, carry products to and from our manufacturers, serve our building sites and carry away our waste. Our cities and many of their functions would literally come to a halt within days without the freight and logistics industry.

One important observation about business travel is that, unlike transport outside and between cities where public modes (air, rail sea) are significant, almost all business and commercial travel within cities is road-based.

So what?

The conclusion? Transport policy can never be about roads versus public transport, Ongoing investment in new infrastructure and services and improving the productivity of existing systems across all modes is essential.

Since travel is about accessing activities, land use and transport planning must be fully integrated.

What is needed is clearer articulation of the social, economic and environmental goals we are trying to achieve with our land use / transport system, and the outcomes which the candidate investment options offer in terms of meeting human and commercial needs and wants - a perspective which is surely broader than that which can be accommodated within a conventional project appraisal framework. Only then, I suggest, can we really make intelligent decisions about transport investments and system productivity improvements.'

Ken Ogden - 10 March 2016

Some Irish Humour

I hate being politically incorrect but these stories really do have more punch with the Irish connection.

.....

Paddy was driving down the street in a sweat because he had an important meeting and couldn't find a parking place. Looking up to heaven he said, 'Lord take pity on me. If you find me a parking place I will go to Mass every Sunday for the rest of me life and give up me Irish Whiskey!'

Miraculously, a parking place appeared.

Paddy looked up again and said, 'Never mind, I found one.'

.....

Father Murphy walks into a pub in Donegal, and says to the first man he meets, 'Do you want to go to heaven?'

The man said, 'I do, Father.'

The priest said, 'Then stand over there against the wall.'

Then the priest asked the second man, 'Do you want to go to heaven?'

'Certainly, Father,' was the man's reply.

'Then stand over there against the wall,' said the priest.

Then Father Murphy walked up to O'Toole and said, 'Do you want to go to heaven?'

O'Toole said, 'No, I don't Father.'

The priest said, 'I don't believe this. You mean to tell me that when you die you don't want to go to heaven?'

O'Toole said, 'Oh, when I die, yes. I thought you were getting a group together to go right now.'

.....

Paddy was in New York.

He was patiently waiting and watching the traffic cop on a busy street crossing. The cop stopped the flow of traffic and shouted, 'Okay, pedestrians.' Then he'd allow the traffic to pass.

He'd done this several times, and Paddy still stood on the sidewalk.

After the cop had shouted, 'Pedestrians!' for the tenth time, Paddy went over to him and said, 'Is it not about time ye let the Catholics across?'

.....

Gallagher opened the morning newspaper and was dumbfounded to read in the obituary column that he had died. He quickly phoned his best friend, Finney.

'Did you see the paper?' asked Gallagher. 'They say I died!!'

'Yes, I saw it!' replied Finney. 'Where are ye callin' from?'

.....

An Irish priest gets stopped for speeding. The traffic cop smells alcohol on the priest's breath and then sees an empty wine bottle on the floor of the car.

He says, 'Sir, have you been drinking?'

'Just water,' says the priest.

The trooper says, 'Then why do I smell wine?'

The priest looks at the bottle and says, 'Good Lord! He's done it again!'

.....

Walking into the bar, Mike said to Charlie the bartender, 'Pour me a stiff one - just had another fight with the little woman.'

'Oh yeah?' said Charlie, 'And how did this one end?'

'When it was over,' Mike replied, 'She came to me on her hands and knees.'

'Really,' said Charles, 'Now that's a switch! What did she say?'

She said, 'Come out from under the bed, you little chicken.'

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