

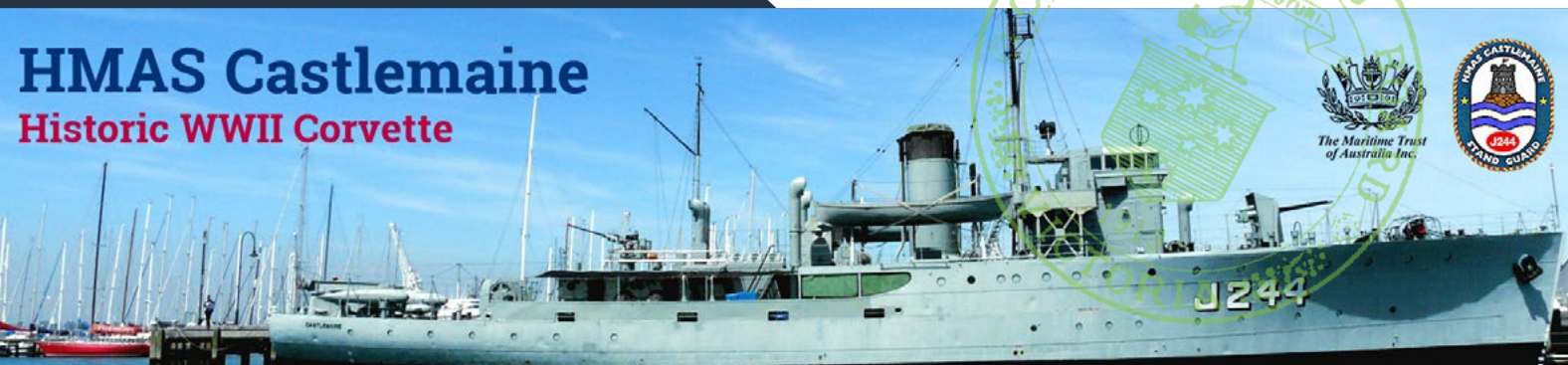
February 2022



VicRoads Association

Newsletter No. 231

HMAS Castlemaine Historic WWII Corvette



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. Cost of membership is a once only fee of \$50. Enquiries about membership or receipt of the Newsletter by e-mail should be directed to the Secretary, VicRoads Association, PO Box 80, Kew 3101 or by phone or e-mail as shown in the footer below. Visit our website at vicroadsassociation.org

Dear Members,

I want to wish you all a safe and happy New Year. I hope that you enjoyed the Christmas festivities with family and friends and that we can look forward to resuming some of our activities in 2022. I think this is the first time I have written the date - 2022 – so there is another thing to celebrate! I expect we won't be able to do all things we would like to do this year but I am confident that we will be able to get together more frequently than for the last couple of years. I confess, as I write this in January – with Novak Djokovic dominating the news – I am still keeping a low profile until I get my booster vaccination in the next few days.

I have a lot of catching up to do in this newsletter. Our Christmas party last year was a great success and Nick Szwed took some great photographs which are included later in this newsletter. Furthermore, I have received many notes and comments from members over the break and I will try to do justice to them, but Djokovic's dilemma has prompted me to write a piece about immigration to Australia. It started like this.

My nearly 17 year old granddaughter, Ainslie, came down from Canberra for Christmas. Her Christmas gift to me was a small, delicate painting she had done of a ship on the high seas. I love it and have hung it in my kitchen. She loves ships. Unusual for a young woman of her age. While she was in Melbourne, she visited Williamstown and did a tour of HMAS Castlemaine – a Bathurst class corvette that saw service in South East Asia during the Second World War between 1942 and 1945. An image of the ship is in the banner atop this page. She was so interested in all the details about the ship, and she asked so many questions, they gave her special permission to visit the engine room which is not normally open to the public.

She also expressed interest in visiting the Immigration Museum so we caught the tram in the following day. I wanted to see if I could trace a few journeys for some of the characters I am researching for my book but, alas, they could not help me and I have to go to the Australian National Archives to find out more.

However, we looked at their exhibition which traced immigration back to the era of the First Fleet. There were fascinating stories of triumph and failure and I was especially interested in the exhibition with regard to Australia's attitude over the years in regard to immigration and asylum seekers. This is what I learnt.

People migrated to Australia for new work opportunities, family reunions, to escape poverty and for personal safety. This is, of course, ignoring the very first wave of European migrants whose only purpose for coming to Australia was to ease the congestion in Britain's prisons and hulks. Between 1788 and 1868, over 162,000 convicts were transported for crimes committed in Britain and Ireland – and of course they were accompanied by sailors, soldiers and others who provided support to this sad enterprise. Despite tales of cruelty and persecution, many of these people eventually prospered in their new home.

It is interesting to note that over 50,000 British convicts were also transported to America. Britain had been shipping convicts to America for many decades before they started sending them to Australia. It was America's successful fight for independence that caused Britain to start sending their criminals to Australia. From 1718 until 1775, convict transportation to the American colonies flourished and it is estimated that almost 10 percent of migrants to America during this time were British convicts.

In a recently published book, *'Condemned: The transported men, women, and children who built Britain's empire'* by Graham Seal published by Yale University Press, it states that the purpose of removing criminals and unwanted people from Britain for social benefit was superseded by delivering cheap labour for imperial gain. In other words, it was not much better than slavery. Transportation served Britain's economic imperatives. Seal postulates that the history of transportation and slavery occasionally merged as illustrated by Australia's history of 'blackbirding', where Pacific Island people were coerced or captured and forced to work in NSW and Queensland. This has been in the news recently, where the NSW has announced it will change the name of Ben Boyd National Park near Eden. Boyd was the first 'blackbirder'.

In 1847, he brought 65 Melanesian men to work on his extensive pastoral lands along the southern NSW coast including a failed attempt at building a town called after him – Boydtown.

Over 63,000 Pacific Islanders (termed Kanakas) were brought to Australia from the Solomon Islands, Vanuatu and Papua New Guinea to work mainly in the sugar cane industry.

This is a shocking chapter in the European history of Australia. Blackbirding in Queensland operated from 1863 to 1908. Over 63,000 Pacific Islanders (termed Kanakas) were brought to Australia from the Solomon Islands, Vanuatu and Papua New Guinea to work mainly in the sugar cane industry. They were euphemistically referred to as "indentured labourers" recruited by

violent kidnapping at gunpoint at one extreme to relatively acceptable negotiation at the other. The majority were male and around one quarter were under the age of sixteen. In total, about 15,000 Kanakas died while working in Queensland, a figure which does not include those who died in transit or who were killed in the recruitment process. This represents a mortality rate of 24%, which is high considering most were only on three year contracts. It is also not too far below the estimated 33% death rate of African slaves in the first three years of being imported to America.

Free settlers were the next wave of immigrants to Australia. All my Australian pioneer settlers were in this category. These migrants came to improve their lot – many escaping the oppression of rapacious landlords and the cruelty, poverty and inhumanity of the industrial revolution. I think it is fair to say, they fared better in Australia than they would have in their homelands despite the sacrifices many of them made. Most of them prospered and some became immensely wealthy – except in my family!

The Gold Rush of the 1850s saw the greatest surge of immigration to Australia – from Europe, America and China. Prior to 1850, only a handful of Chinese people had come to Australia. In the 1850s tens of thousands of Chinese people flocked to Victoria, joining people from nations around the world who came here chasing the lure of gold. Fleeing violence, famine and poverty in their homeland, Chinese gold seekers sought fortune for their families in the place they called 'New Gold Mountain'.

This also engendered an anti-Chinese sentiment of hostility, discrimination and prejudice. To that time, the only people to be subjected to racial prejudice were the original inhabitants of the land – the aboriginal people. Jealousy arose sometimes due to the success of the Chinese miners. In 1855, anti-Chinese legislation was passed in Australia – for the first time in the British colonial world. The Victorian Government imposed a tax of £10 for each Chinese person arriving in the colony, plus a restriction on the number of Chinese people allowed to disembark in Melbourne. The tax

did not apply to any other nationality. This forced Chinese bound for the goldfields to disembark in Robe in South Australia and walk over 400 km overland to Bendigo and Ballarat. More than 16,000 people made this journey.

In 1857, anti-Chinese sentiment heightened when riots took place in north-eastern Victoria on the Buckland River. About 120 miners attacked Chinese people in their camp, stole their gold and burnt their tents and all their belongings. Some of the Chinese people died by drowning in the river or getting lost after escaping into the bush.

This racial prejudice was, for a long time, etched into our national psyche. The very first act of our Federal Parliament in 1901 marked out the racial boundaries of the nation. The Immigration Restriction Act restricted the entry of non-European people by using a dictation test. This was a test that no-one passed if the authorities wanted to exclude anyone on any grounds. Between 1902 and 1909, 52 people out of 1,359 people passed – a total of 4%. It was intended to conceal that Australia had a policy of outright racial discrimination which would have been otherwise diplomatically unpopular. It was blatantly aimed at preventing non-Europeans entering the country by refusing admission to those who failed to pass a test given in any foreign language. The tests were deliberately confusing, even when read in English. They were about 50 words long and had to be written in a prescribed language which had nothing to do with Australia's needs or culture. If an applicant succeeded, it could be conducted again in another language until the applicant failed. What must the examiners have felt in conducting these tests?

It is little comfort to know that these same dictation tests were given to people suffering physical or mental diseases, convicted criminals, prostitutes and those reliant on charity.

So this was what I learnt at the Immigration Museum. There was even a recording of an interview being conducted. How depressing it was! However, there was nothing new in this to me. I had known about it but I guess I had put it to the back of my mind until Djokovic's situation made me think further.

I then read, in a recent newspaper article, about the celebrated case of a Jewish Czechoslovakian named Egon Kisch who came to Australia in 1934 only to be barred. Kisch had been exiled from Germany because of his opposition to Nazism. However, he was an avowed communist and the conservative government of Joseph Lyons opposed his entry for this reason. Although Kisch's main reason for coming here was to rail against Nazism, his affiliation with communism was considered more egregious. So, the authorities decided they would use the dictation test to bar him. Kisch was fluent in many languages and he passed a number of attempts. He failed eventually when he was tested in Scottish Gaelic. Ironically, the man who tested him was Scottish and he could not speak Gaelic. But the High Court had the last word. It found that Scottish Gaelic was not within the fair meaning of the Act and overturned Kisch's conviction for being an illegal alien. The publicity of all this – and the unfairness of the Act



Kanaka workers in a sugar cane plantation in Queensland in the 1890s.

– brought it into widespread public ridicule – although it wasn't repealed until 1958.

Kisch was initially refused entry in Fremantle and later, Melbourne. In Melbourne, he jumped five metres from the deck of his ship, the *Strathaird*, to the dock and broke his leg, but he was bundled back onboard and put on his way to Sydney. By this stage, he had become a *cause celebre* and he gained much support from the Australian public, especially from those on the left side of politics. It was in Sydney that he was given the dictation tests.

Further research revealed to me that, in fact, few Europeans undertook the dictation tests – they were designed primarily to prohibit non-European people from Asia and the Pacific Islands. The dictation tests were instruments of the raft of legislation known widely as the White Australia Policy. Successive governments dismantled the legislation after the Second World War until finally, in 1973, the Whitlam Government passed laws excluding racially-based selection criteria altogether.

I don't want to leave you with the impression that it is only left-wing sympathisers who have been victim of

immigration policies of the Australian Government. In the last decade or so, entry has been barred to right-wing personalities, conspiracy theorists, anti-vaxxing influencers, drug and firearms offenders, racists, a Palestinian activist, and Johnny Depp and his wife for failing to declare their dogs, Pistol and Boo, to customs officials. I am happy to report that none of them had to take a dictation test.

I've got more stories to tell about immigration which I will save for another time. I do recommend the Immigration Museum in the Old Customs House in Flinders Street. It is free entry for over 60s and it is a most interesting exhibition – and a beautifully restored building to boot.

Because of space restrictions for this month's newsletter, I have had to find some extra space so I have cut 'And now for something beautiful' – but I promise that it will resume in the next newsletter.

David Jellie,
Chairman and Editor

Christmas Lunch

December 2021

It was the first time since the COVID lockdown started in 2020 that we were able to hold our Christmas lunch and we were certainly in a celebratory mood for it. It was a very happy reunion. Over 70 people attended the Glen Waverley RSL and the staff there put on a great meal. I think this might be the best attendance we have had in the last decade or so. Many thanks are extended to our Treasurer, Ken Vickery, for arranging the venue in one of the private meeting rooms. I think everyone who attended thought it was a good venue and that we should continue with future lunches there. The photographs below show the gathering. It was truly a special occasion.

It was great to see Lance Midgley who continues to inspire us with his positive attitude. He made it from his place of residence in Whittlesea, single-handed in a taxi. It was also wonderful that so many people attended from the regions including Gary and Heather Edwards, Joan Gilmer, Geoff Lawrence, Paul and Noela Tucker, John Liddell, Peter McCulloch, and Laurie Watson. Forgive me if I have left anyone out.

We had a number of members who were attending for the first time – Swarna Bharatulu, Allan Collins, Asha Jamini, Steve Brown and Laurie Watson. We hope to see more of them at future functions. I hope Stan Hodgson doesn't mind me saying he was the oldest member there, but it is a fact, and he is still as chipper as ever despite having had

a small stint in hospital recently. I think Jim Winnett would have been the second eldest there but he too, deserves special mention. Jim will be 92 later this year. To get to the lunch, Jim rode his bike to the railway station and used the train from there. Jim has recently read one of my books where I describe how I accidentally became an engineer. Jim said that this wasn't the case with him. In his case, it was very deliberate as all his family were involved in building bridges all their lives.

Nick Szwed was our official photographer and he has posted all the photographs on our website. Those shown below are just a selection of them. Thanks Nick.



People who worked in Finance.



People who worked in Bridge Branch.



People who worked in Traffic Engineering.



People who worked in regions.



People who worked at West Gate.



People who worked in Registration and Licensing.



People who worked in Materials Research.



Some of the women of the CRB who worked almost everywhere.



People who worked in IT.



I doubt that these reprobates worked at all!

What's coming up

The committee will be formulating our annual program at the next meeting in February. However the following functions have been finalized.

Occasional Lunches at Shoppingtown Hotel, 12 noon

Our next lunch will be held on Monday 7 February 2022. There is no longer a requirement to contact Kelvin York – just turn up.

Dinner at Glen Waverley RSL Thursday 17 March 2022 at 6pm.

Details will be provided in a later newsletter.

Annual Golf Day

We plan to have our annual Golf Day at Green Acres Golf Club in Kew on Friday 1 April 2022. More details will be provided later.

Warrnambool Trip

We had to cancel this trip in 2021 because of COVID. We are now proposing that we will go on the 10, 11 and 12 May 2022 i.e. two nights of accommodation. Details will be provided later.

Benalla/Shepparton trip

We are planning an overnight visit to Benalla to visit the precast facility for the West Gate Tunnel Project and the recently-opened Art Gallery in Shepparton. The gallery was designed by Denton Corker Marshall. We propose a visit in the spring but will inform you of details in future newsletters.



Vale

We acknowledge our friendship and respect for the following colleagues who have died recently and extend our sympathies to their families and friends.

George Giummarra

I informed you about the death of George in the last newsletter. As fate would have it, I was in the throes of writing about George's National Service during the period of the Vietnam War and I have included it later in this newsletter under Lest We Forget. However, George wrote a remarkable account for his friends and family about his battle with the brain tumour, and with his family's permission, I have reproduced it below. It was written in early February 2021.

'Hi all.

I have prepared these few notes to keep you informed on my current medical and mental state, with the assistance of my 'Home Secretary'/daughter Victoria. I have prepared these notes as a form of communication and to share some of my personal knowledge and experiences with brain tumours, which you may find useful as a possible future reference (not soon I hope!)

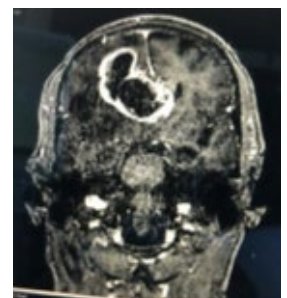
It all began about three weeks ago when I had a few headaches - not common for me - and a few short memory losses, such as leaving doors open etc. While the changes in my mind were small and gradual over time, my behaviour was quickly picked up by my family members, especially my super wife, Sue.

After much discussion it was agreed that we should visit the local GP to get his professional view. He was quick to assess my condition and immediately organised an MRI (Magnetic Resonance Imaging) scan of my brain at Box Hill Hospital. The results of the MRI were significant, as you will see in the head scan image below. This resulted in a quick trip to Epworth Hospital (time is critical in this condition) and consultations with an oncologist and neurosurgeon - specialists in this field.

Why did I have a brain tumour? An obvious question put to the doctors. There is no simple answer to such questions. Where did I go wrong, could I have done something to avoid this situation?

Just some of the facts from experts...

- A benign brain tumour starts with the deterioration of our cells or mutations of our cells (DNA), cancer by brain damage, established slowly over time



- Tumours are becoming more prevalent. In USA there are an estimated 70,000 cases reported each year. No doubt similar percentages for Australia, say about 5,000.
- Typical symptoms can be affected by the actual location of the brain tumour. Common symptoms include:
 - Strokes
 - Loss of memory
 - Loss of balance in walking
 - Loss of hearing
 - Seizures
 - Mood changes
 - Loss of some cognitive functions.
- Typical cure treatments can include:
 - removal of the brain tumour with surgery
 - brain radiation to kill off any cancer left behind
 - suitable medicines
 - chemotherapy to kill off any remaining cancer cells, or
 - a combination of any of the above as required.

As I was on blood thinners due to heart issues, any surgery couldn't start until the thinning was at an appropriate level. So it was decided to have my operation delayed until Saturday 27 February 2021.

The operation cut out as much of the existing cancer growth as possible (image shows Day 2 post-operation). Now a biopsy will be undertaken to assess the nature of the cancer and what are the most appropriate treatments. I seem to have lost a lot of my good hair - 'hair today, gone tomorrow'. This has also destroyed my "three hair joke". Will tell you it later!



I have been most impressed with the medical services provided at the Epworth Hospital, Richmond. The medical staff are very efficient and professional - that's why I am still here. I strongly recommend any treatment here. I have now left the ICU ward and have moved up to the Lee Wing ward (Room 4043) for follow-up treatment. I estimate that

I will be out of reasonable action till early May 2021. Will keep you all up to date on progress and future outlook.

I value your ongoing interest and understanding of my situation and hope this report will provide some valuable feedback you may seek.

Best regards,

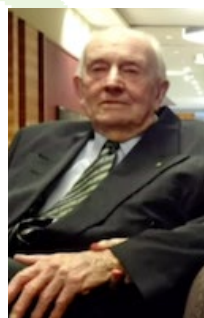
Resilient George

PS. If things go south, I will donate my brain to the AFL for ongoing research of a supporter's football brain. I do not expect this will be of much value but it may be of some help to others? Better than being thrown in the bin!

Sadly, despite all his determination, things did go south for George. I used to see quite a bit of him during the football season. He and I lived on the same tram line and we both supported Essendon in the AFL. Almost invariably we travelled home together with long faces but over the last few years we were starting to gain hope. He was a highly respected friend and colleague in VicRoads, the ARRB and the Army. He was clearly proud of his two daughters, one following him into engineering and the other a teacher in media and drama.

George, is survived by his wife Sue, his daughters Cindie and Victoria and his grandchildren Katarina, Isabella and Miles. We send our sincere condolences to them. His life was clearly lived out in the service of others, and he will be fondly remembered for all the right reasons.

Peter Maxwell Jeffreys

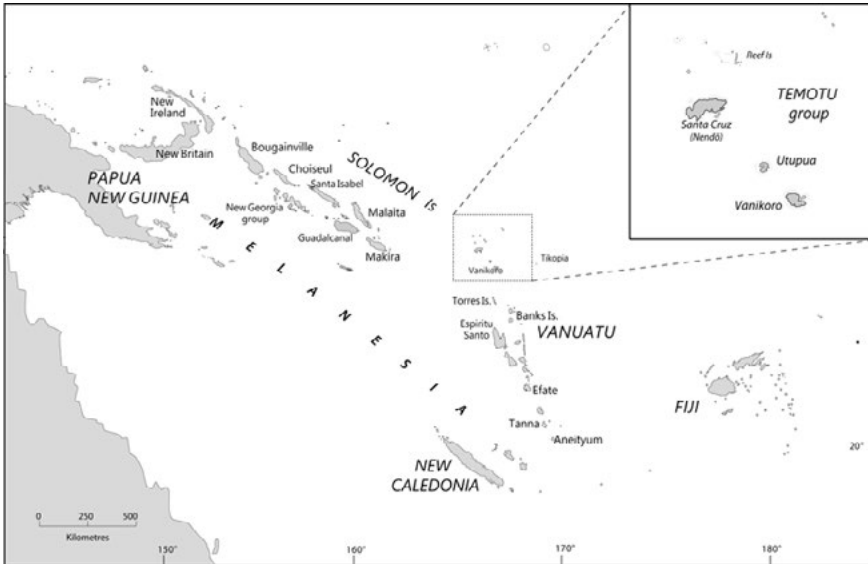


Peter was born in May 1925 and died in November 2021 at the age of 96. He was born in Armadale and while he was still a baby they shifted to Adelaide. Sadly his mother died soon after and his father died while Peter was in his early teens. He shifted back to Melbourne and attended Scotch College and then studied Mechanical Engineering at the University of Melbourne.

On graduation, he joined the Post Master General's Department (PMG) which is the equivalent, nowadays, to Telstra. After a few years with the PMG he joined the Kauri Timber Company. He had married his wife, Marjorie, in 1950 and they had two sons. With his young family, Peter was sent to Vanikoro, a small and remote area in the Solomon Islands where the timber company sourced the much sought after kauri timber. The map (on next page) gives you some idea of the remoteness of this island.

There were less than a thousand people living on the island and only two other Europeans. On his return to Australia, he worked in the timber company's yard which was located next to the CRB's workshops in South Melbourne.

Peter commenced his career at the CRB's Mechanical Workshops at Syndal in 1963. He joined the CRB when the Syndal workshops had been well and truly established and he thought he was on clover. He described it as a well-established, efficient workshop with excellent conditions for staff and workmen. He had never seen anything so good. Peter said that they once received visitors from the Staff College at Mt Eliza to look round the workshops. One of them was Jack Edgerton (later Sir Jack), a senior union official from Queensland. As he came out, he turned around and looked at the workshop and said, "Those buggers have nothing to growl about, have they?"



Peter eventually became the Chief Mechanical Engineer. He was highly respected by all his workforce and was a loyal member of our Association.

Peter and Marjorie were married for 70 years. He was a founding member of Mount Waverley Rotary and the last founding member to die. He and Marjorie were also heavily involved in the Anglican Church.

He will be remembered as a principled gentleman with a great propensity for laughter. He was blessed with good health and remained well right up to his death. He had a great life.

Dr James (Jim) Colin Holden



Jim Holden, circa 1986

Jim was a research engineer who spent his entire career at the CRB/ RCA and VicRoads working in Materials Research Division. He was born in November 1938 and died in November 2021 at the age of 83. Jim grew up with his family on a farm near Stawell in Western Victoria. His father was a breeder of the highest quality merino wool and after he died, Jim's brother continued with this pursuit. His father had an aeroplane and often flew down to Melbourne to watch the Demons play at the MCG. Jim attended the University of Melbourne to study engineering from where he was recruited by Dr Keith Moody to join the CRB in the 1960s.

Jim undertook post-graduate studies and gained a PhD but I am not sure exactly what his field of research was - but it would have been related to geotechnical engineering. In the mid-70s, he shifted with his young family to Stockholm in Sweden where he worked with the Swedish National

Road and Traffic Research Institute (VTI). The VTI is an internationally prominent research institute in the transport sector conducting research and development related to infrastructure, traffic and transport. The Holden family lived in Sweden for a couple of years and Jim recalled the times when they went skiing at the end of their street.



Jim was a memorable character. He was a researcher's researcher. What most people would remember about Jim was his stentorian voice. His laughter could be heard from a neighbouring suburb. He was one of the most determined - some would say dogged - researchers ever to be found. He focussed completely on a problem and would not rest until it was resolved. Once he got an idea in mind he would pursue it relentlessly and he

was not afraid to use all his influence to achieve his aims. To illustrate this, there was a piece of equipment that Jim needed from the UK but it proved fairly difficult to obtain - so Jim contacted the Australian High Commission in London to bring the heavy artillery in to assist. He got it very promptly!

Jim's scope of research was broad but he was expert in developing the science in the use and calibration of cone penetrometers to determine properties of soils and to delineate soil stratigraphy. He shared this knowledge internationally and presented papers in America, Sweden and Poland - among others. His research led to the development of the CRB's Cone Penetrometer truck.



I also recall him doing a study of pavement cracking on the Princes Highway between Melbourne and Geelong. His research showed that cracking occurred at the location of the large gum trees along the road where their roots extended towards the pavement. Root barriers were installed to solve the problem.



I worked very closely with Jim during the construction of the deep, bored piles for the West Gate Freeway in South Melbourne. Cleaning the bases of the piles – at depths up to 60 metres below ground – was problematical and, under Jim's guidance, we were able to develop tools and methodologies to achieve our aims. It was typical of Jim, but some of this experimental work was carried out in his kitchen sink at home. He was also instrumental in the development of the Socket Inspection Device (SID) which was used to remotely view the cleanliness of the bases of the piles which were filled with bentonite – a type of clay which expands in water which was used to stabilise the walls of the pile sockets at great depth.

SID was a sealed diving bell equipped with a glass window at the bottom for viewing the base of the socket. A video camera conveyed images to a monitor at ground level by way of a line in the central lifting cable. Water jets could flush the base within the viewing area and a graduated depth gauge could measure the thickness of any detritus on the base. It was during the use of SID that we discovered that there was a residual layer of bentonite between the concrete in the pile socket and the foundation rock. This meant that the friction required to be mobilised between the concrete and the rock could not be relied upon – as assumed in the design. To verify the presence of the residual bentonite at the interface in the pile socket, Jim, with other colleagues, organised precision diamond drilling from ground level to depths up to 60 metres. The cores were drilled down the sides of the piles to the top of the uncased socket where, using a range of down-hole wedges, the alignment of the core was changed to intersect the socket wall and was then diverted vertically down the interface. In all cases, the residual bentonite was found at the interfaces. Many were sceptical that this could be achieved but it was outstandingly successful.

The presence of the bentonite on the socket walls cast doubt on the design capacity of the piles and a program of very expensive and time consuming static test loading was originally proposed. However, while visiting America, Jim had seen some work being undertaken there using dynamic testing – whereby a hammer dropped on a pile could be used to determine the ultimate capacity of the pile. This work was done on piles of far less capacity than those on West Gate but it was calculated that we needed a hammer of 20 tonnes dropped from heights of up to 2.5 metres to mobilise the piles. This was – to our knowledge – the largest application of this method ever undertaken anywhere in the world. In this way, we were able to show that the piles had sufficient capacity to satisfy design criteria.

After his retirement Jim shifted back to Western Victoria but he later returned to Melbourne. Jim was an avowed and unwavering religious man who devoted much of his time in the service of his church.

Peter Michael Cleal

Peter was born in 1940 and died in January this year aged 81. He obtained a Diploma of Engineering from RMIT while working part time as a draftsman at the Public Works Department. There he excelled as a ruckman in the Department's football team. As luck would have it, he ended up suffering a broken nose playing football and spent some time in hospital. He happened to be nursed by Carmel Gleeson and the rest is history! Around the mid-1970s, following his marriage to Carmel, he completed his professional qualifications by obtaining a Master of Engineering Science from Monash University.

In 1973, Peter joined the Road Safety and Traffic Authority (RoSTA) which had been established only a few years earlier. RoSTA was in an expansionary phase, melding people from a wide range of professions, experience and work cultures. But, alas, it was not big enough to have its own footy team. However, Peter was a keen tennis player and he had an ambition to have his own tennis court at home. This dream was realised later when he shifted to South Australia – but it was not a grass one.

At RoSTA, Peter worked in many positions over his 12 or so years there. He gained a wide ranging expertise in all aspects of road safety engineering and management. Eventually, RoSTA was absorbed into the Road Traffic Authority (RTA) and his knowledge and experience in traffic signals led to his appointment as Team Leader Traffic Operations, Rural Traffic Services and Transport Projects.

Following his time at RoSTA and the RTA, Peter obtained a position with the Highways Department in South Australia. In this position he further developed his skills as a national expert in road transport, traffic and safety engineering. Apart from his work for the Highways Department, he was seconded - part time - to the National Road Transport Commission (NRTC). In this role, he was involved in a program to harmonize road rules in all the states and territories of Australia. Peter had to be very professional and considerate in his dealings with the competing interests of the parties, which he carried out with aplomb.

Later, he was invited to join the New Zealand Land Transport Safety Authority as their principal road safety engineer. In this role, he managed the introduction of safety systems for New Zealand roads.

In 2001, Peter returned to Adelaide. A colleague from New Zealand, John Edgar, was seconded to the Australian National Transport Commission at about the same time, and he persuaded Peter to join the Commission of doing further work on the Australian Road Rules.

Peter was passionate about road safety and his colleagues describe him as a good friend, a kind boss, a great mentor, very personable and well respected – one of nature's true gentlemen. He conducted himself with good humour and courtesy, and had an ability to get things done.

We extend our sympathies to Carmel and her family.

Dr David Charles Andreassen

David was not a member of our association but many members would have worked with him – especially those who worked in the field of road safety. David was born in 1938 and died late December 2021.

During his career he held the following positions: District Traffic Engineer, Transport Department New Zealand; Chief Engineer, Road Safety and Traffic Commission; Senior Research Fellow, Transport Group, Department of Civil Engineering, Monash University; Principal Research Scientist, Australian Road Research Board; Traffic Safety Expert, United Nations; and Principal, Data Capture and Analysis.

His forté was road safety research. He was acknowledged as an expert in accident databases and the quality of accident data. He made submissions to State and Federal Governments and advised many overseas authorities in Europe and Asia on database management, the development of benefit/cost procedures and the proper use of road accident costs.

Among other things, he undertook a long term study for VicRoads of red light cameras and accidents and he also studied the relationship between billboards and traffic crashes.

Ronald (Ron) Ernest Glasser



Ron died at his home in Warragul on 11 December 2021 after a long illness.

Ron was born in Coburg in 1944. As a young man, he was a keen tennis player and was involved in the Scouting movement. Ron's father, Jack, was a butcher but he was a legend in the lawn bowling community. He was the Victorian Champion of Champions in 1972 and

runner up in 1976. He represented Victoria 117 times. From all accounts, he was a perfectionist and Ron seemed to inherit this family trait.

For example, as a teenager, Ron bought an MG and pulled it apart to confirm his understanding of how it worked despite his mother's stern warnings that the car would never be the same again. Ron proved her wrong by reassembling it correctly with not a single part left over. He restored it to immaculate condition.

Ron started work at the CRB as a draftsman in Bridge Division while studying civil engineering at Swinburne Institute of Technology. He graduated in 1971 and continued in Bridge Division as a Design Engineer. In 1975 he was transferred to Orbost in East Gippsland to work with me in the supervision of the bridges across the Snowy River flood plain. This was not only a large project, but also a complex one, where we established a prestressing yard on

site to manufacture the U-beams required for the project. Ron played a leading role in this aspect of the project.

Shifting to Orbost was a huge sea change for Ron and his family. They had never lived outside Melbourne and they couldn't have chosen a more distant place from the big smoke to live and still be in Victoria. But there were advantages. Living in the country meant that we all had more time to see our families and we were relieved of all the tasks involved in maintaining our homes. But, most of all, it enabled Ron and I to take up golf. Orbost has an excellent golf course which is a bit of a surprise for such a small town. In the following couple of years Ron and I saw every blade of grass, every tree, every fence, every bunker - as well as all the water hazards - as we hacked our way round the course. We started off as a couple of duffers but Ron's game improved with time and he became an excellent exponent and a regular player.

At the completion of the project in late 1976, Ron and his family moved back to Melbourne, but only briefly, because he had secured a position in Bairnsdale Divisional Office supervising road and bridge construction and local planning. He took an increasing role in planning and became a highly respected Planning Engineer. Ron held strong views about planning, particularly the need for strict Right of Way planning controls which were not popular with the developers who wanted to push through with new housing subdivisions with direct highway access. Thankfully Ron's views have largely prevailed to this day between Rosedale and the NSW border with a balance being struck between development and highway access by requiring developers to provide service roads and otherwise fit their design into strategic highway access points.

Ron's strong principles, knowledge and expertise were also recognised by the many municipalities that existed in those days and he often represented VicRoads with authority at Council briefing sessions.

Ron became heavily involved in the local community in Bairnsdale. He built his own boat and became an excellent sailor as well as being a keen golfer, tennis player and fisherman. He coached a local junior basketball team for many year years with great success in regional competitions. Ron's skill, planning, understanding and communication as a basketball coach brought significant results not only on the scoreboard but also in the development of young people in Bairnsdale.

Change came to Victoria in the late 1980s when municipalities amalgamated and VicRoads' Divisions also amalgamated into larger Regions. Ron moved with the change in 1991 to Traralgon Region in a senior planning role and prepared a significant report on the South Gippsland Highway Swing Bridge replacement. In his private time Ron quickly got to and designed a new house in Traralgon. In 1993 Ron moved back to Melbourne to take up a position on the Eastern Freeway Project. He worked on the initial

Pre construction planning of the Eastern Freeway extension from Doncaster Road to Springvale Road and continued on the Project through to full completion of construction in 1997/98. During those years VicRoads introduced a leading edge multi-million dollar computer data system which had the acronym PARS and Ron became the Project team's guru for the training and use of that system for which he won a Meritorious Service Award in 1998.

In September 1998 Ron took three months long service leave to finish building a house at Wonboyn, a small town on a lake situated between Eden and the NSW/Victorian border. He wanted to help an ex-colleague from Bairnsdale, Mike Napper, with his oyster farm at Wonboyn. However, following Mike's sudden death and some very frightening experiences with bushfires in the area, Ron purchased a small acreage site at Nicholson between Bairnsdale and Lakes Entrance. He built another house there and he and Barbara shifted in in 2006.

Ron had retired from VicRoads at the end of 1998. While at Nicholson, he commenced working at the Lakes Entrance Office of the East Gippsland Shire Council in 2005 and he really enjoyed the comradeship of the people he worked with there.

It was in early 2014 after Barbara had been unwell for some years and Ron had been diagnosed with prostate cancer that they moved from Nicholson to Warragul to be closer to family and medical services in Melbourne. Ron decided to engage a builder to build this new home. The contractor/client relationship was apparently quite strained at the outset but the finished product seemed to nearly satisfy Ron.

Ron's late diagnosis of his prostate cancer resulted in a major operation in the winter of 2014 and his decline thereafter which lead to medical treatment in and out of hospital and, ultimately, his death.

We extend our sincere sympathy to his wife Barbara, and daughter Kylie and son Andrew and their families.

News from members

The following members have been in touch.

Max Palmer

'This month's newsletter brings back a lot of memories of my time in Bridge Construction Division working with Bob Gooch. Also at that time, other engineers that I worked with were Raleigh Robinson, Brian Kemp, John Waddell and Arnold Blackett.

I remember Bob Humphries well. He worked with Brian Kemp on the Albion and Craigieburn Railway Overpasses. I also remember Bill Golding. The important thing to remember when you visited any of Bill's work sites, was that you had to make sure Bill was in his office before you called - otherwise Bill's dog would let you in to the office - but you had no hope of leaving until Bill arrived.

There was another story of a policeman stopping Bill to do a road test on his vehicle. As the policeman got into the driver's seat to test the vehicle's brakes, Bill's dog leapt from the back seat showing the policeman a good set of fangs. Needless to say the brakes were not tested and Bill was soon on his way.

Some of the other Bridge Overseers during my time were; Jim Porter who did the maintenance on the San Remo bridge, Jack Merritt in the precast yard at Syndal, Bill Duce who did the Yarra Flats bridges at Healesville, and Jack Hanley on the rail overpass at Kerrisdale on the Goulburn Valley Highway.



Max at the Van Gogh Exhibition in Brisbane

I've just had a couple of wonderful outings that I am sure you will be interested in.

Today we visited the Van Gogh exhibition in Brisbane, it was a great experience and well presented. I presume you went to it when it was in Melbourne. (By the time you receive this newsletter, the exhibition will be showing at The Lume at the Melbourne Convention and Exhibition Centre – Ed.)

The other day we visited a reproduction of the Sistine Chapel - also in Brisbane. It was a great experience as you could see all the paintings close up - not like in the actual Sistine Chapel in Rome where you don't get time to stand and have a good look. I'm not sure if it is going to Melbourne.'

Derek Trewarne

'I read with interest David Miles' articles on the CRB Car Club. I was a member for many years, certainly in the 1960s and 70s, mainly to take advantage of the trade discount service the club offered. I still have my 1975 membership card (see picture below) and for some reason retained a trade order form with the card for a Morris 1100 tail pipe bracket from 'Lapco', a firm which supplied car parts and accessories for British Cars.

In those days, cars were a lot less complicated than the sophisticated vehicles of today and many of us did our own servicing and repairs. Certainly, the cars I owned in the 1960s and 70s always seemed to require work. As I recall, one establishment I was a good customer of was BGT Brake & Clutch Services in Burwood Road Hawthorn, not far from the CRB Head office.

I didn't generally take part in any the Club's serious events such as hill climbs or motorkhanas but one event I did take part in was a 'Novice Trial' in 1965. I was accompanied by John Baxter a good friend and fellow CRB employee at the time and our then girlfriends (in my case, now my wife). We competed in John's Fiat 1500 and as far as the trial went, we failed miserably as we managed to get horribly lost and had car troubles to boot. However we did have lots of laughs and because we were well and truly last, I was awarded a wooden spoon incorporating a nicely engraved plaque with the words 'CRBCC Novice Trial 1965 D.Trewarne'. I can't say it takes pride of place in my trophy cabinet, but it's there nonetheless - alongside more successful motoring trophies and it brings back happy memories!

My interest in cars and working on them continues to this day and as members of the MG Car Club, my wife and I recently competed in a Rally in Western Victorian in my fully restored 1954 MG TF - we came a reasonably respectable fifth!

John Baxter left the CRB to become a diamond driller in the mining industry working in various parts of the world. He was living in the United State when I last made contact with him. John's father Guy Baxter, also worked at the CRB for a short time after selling his farm near Wangaratta. He worked on the fifth-floor control office. As a link to your articles on employees who served in WW1 and WW2, Guy (VX6730) was a Sergeant in the 2/6th Armoured Corp., an armoured reconnaissance regiment attached to the 6th Division. His posting on discharge in 1945 was the 2/6th Aust CAV (Commando) Regt. From information I sourced on the internet, the 2/6th saw action in the North Africa campaign and in the Middle East where the regiment distinguished itself at Bardia, Tobruk and Syria. Later, following Japan's entry into the war, the 6th Division was brought back to Australia and following reorganization, the regiment was converted into a cavalry commando regiment, incorporating the independent companies that had been formed at the start of the war. In late 1944, the 2/6th Cavalry Commando Regiment was deployed to New

Guinea, where it participated in one of the final Australian campaigns of the war in the Aitape-Wewak area. (I have included an entry for Guy in Roads to War. Ed.)

Kind regards,
Derek Trewarne'



Derek's CRB Car Club Membership card, 1975.

Kevin Fox

'We dropped in and had a look at the Elgin Gallery exhibition on Tuesday. Fantastic works and a great set up by your gang. We especially loved the Japanese Garden Grid where you all painted a section.

I really enjoyed the recent article in the Weekend Magazine by your son, Dugald, on the Holden ute he bought. He's a very talented writer, just like his Dad.

In your next bulletin, can you ask members, or do you know who was the Chandler giving his name to our shortest highway in Kew? I've never been able to find out.

Loving your work.
Kevin'

I have found out the following information about the Chandler Highway. It stretches between Heidelberg Road in Alphington, crosses the Yarra River and ends at Princes Street, Kew. It is less than two kilometres long, hence the claim that it is the shortest highway in the world. It was named after a prominent local businessman and politician A. E. Chandler, who was instrumental in pushing through the development of the Outer Circle railway. (Ed.)

Noel Osborne

'Firstly, a comment on your great work with the Association Newsletter and the fascinating story of Charlie Robinson. It was easy to see our Charlie in his young photo on, or about, his enlistment date. The second photo shows the easy empathy and generally nice, helpful fellow that we knew. He was an all-round nice guy.

Secondly, your "favourite artist", Vincent. We both share your love of his work and have a large painting of his outdoor restaurant by night in our entry hallway. I never grow tired of seeing it. Not the original of course but a very good print. Thank you for introducing me to the song "Starry starry night".

Thirdly, I spoke with Rex Atkins last Tuesday who is recovering from cancer treatment. He told me that he had just returned from his older brother's funeral that day. Charlie Atkins was also a former CRB employee in the Geelong Region. I can't say that I remember him but you might find his name on Nick's database.

Lastly, I know you are writing a story on George Giummarra following his funeral. The following tribute is from his army colleagues that I thought you might like to see.'

(I have not included this information here but I used it extensively in writing about George in Lest We Forget later in this newsletter. Ed.)

Reg Marslen

'Ted Barton's article in Newsletter 229 brought back memories of my days in the one room rural schools. I found you could finish your own tasks and then take in what was going on in the higher grades. This enabled me to skip grades - notably grade 7 - and obtain my Merit Certificate at age 12. I went to the then one room schools at Toolamba West, Tesbury, Hawkesdale and Strathkellar, as well as more senior schools in Tatura, Camperdown, Hamilton and Koroit.

The war years also are still etched in my mind. We lived in Hamilton for three years in the early forties. The Army at various times had military personnel camped there - notably Light Horse, Infantry, Armour, RAAF, and Americans. I like to think I did my bit by working after school, at weekends and during holidays at a Dry Cleaners. Ted Kenna VC worked there and I virtually took his place when he enlisted. When my brother, Bill, who also worked there, enlisted I had to do all his tasks as well. In 1942 I did a commercial course and the RAAF wanted typists so the two top typists, namely Mary Watt and myself, worked at their headquarters for two hours a day for quite some time. It was good training.

War is an abomination and has touched us all. The returned personnel certainly didn't recount their experiences. The only mention my brother Jim made of his service was that his best mate was shot dead by a Japanese sniper a few feet in front of him as they were crossing between two buildings on Morotai. Brother Bill was lucky. He was taken off a troopship destined for New Guinea to return home as our father decided to share farm and he was needed for essential farm work. He would have been at Milne Bay. He never forgave Dad for that. I also had a cousin who was a prisoner of the Japanese on the Burma railway. He returned an emaciated and sick man.

Kind Regards
Reg Marslen'

David Williamson

'Early in 2017 my daughter, Katrina, was diagnosed with breast cancer. This occurred less than a year after one of her closest friends died of breast cancer because it was detected too late. Katrina was lucky enough to detect hers early but still had to endure a tough twelve months of treatment which included chemotherapy, radiation therapy and surgery. Having been a keen triathlete, her physical fitness helped to get her through and, thankfully, she is now in good health.

After recovering, in 2019 she decided to take on the challenge of a 1,300 km bike event which started in Sydney and finished in Geelong ten days later. Not only was the distance daunting, but the route took the riders through some very challenging terrain, including through the Snowy Mountains via Cooma, Jindabyne and Kosciuszko National Park.

The event was run by Tour de Cure, a charity organisation that raises funds for cancer research and patient support services, mostly through bicycle events. The Sydney to Geelong event was their "Signature Tour", which is their main annual event (when not disrupted by COVID-19). Tour de Cure was founded in 2007 with a vision to find a cure for all types of cancers. Since its beginning, they have funded more than 560 cancer projects, which includes contributing to fifty significant scientific breakthroughs - a pretty impressive record.

I couldn't let Katrina do it on her own, although she was well and truly capable of doing so. Accordingly, I joined the support crew in 2019 and have been involved in several other Tour de Cure events since then. My role has been as a driver of a peloton escort car. The events usually attract between 100 and 150 riders who are divided into pelotons of around 20 to 25. Each peloton is assigned a leading and following escort vehicle with a driver and navigator. Our task is to support the riders and keep them safe by controlling passing traffic. We are in constant radio contact with a few of the most experienced riders in the peloton so that they know when traffic is approaching and passing. I have found that my experience as a road safety and traffic engineer has been quite useful in doing this job.

During a tour, riders and support crew visit a number of primary schools along the way to promote the message "be healthy, be fit, be happy" and to explain cancer in a non-threatening way. For me, these school visits are a highlight. It's great to witness the enthusiasm of the children and their interaction with the riders. Of course, the gift packs that the kids receive help to keep them interested.

At each overnight stop, we have dinners, to which community members are invited. These usually include a \$10,000 donation to support the work of a local organisation or community group that is involved in cancer treatment or support services.

Over recent years, I have lost a number of friends and family as a result of various types of cancer and have many more who have recovered or are currently receiving treatment. I'm sure that many of you who are reading this have similar experiences. I feel very privileged to be involved with Tour de Cure. While I have heard many sad and tragic stories during my involvement over the past few years, they are counterbalanced by those of cancer survivors.

Both Katrina and I have signed up for the 2022 Signature Tour which will commence on 10th March 2022 in Geelong and finish nine days later in Canberra. But it isn't a free ride (or drive). Our participation includes a commitment to raise a significant amount of money.

For anyone who would like to support us, you may wish to sponsor Kat and me by making a donation (which is tax deductible) via our fundraising page <https://tourdecure.grassrootz.com/signature-tour-2022/kat-david>

If you would like to find out more about Tour de Cure and their work, go to their website www.tourdecure.com.au

David'



David and Katrina

This is a great cause. I have made a modest donation and I hope some of you might follow suit. Ed.

Jack Waters

Graham Gilpin received an email from Jack (who lives in New Zealand) to say that he had turned 96 on 5 December 2021.

His wife died during the year but he is bearing up well. His major gripe is his knees which are so painful he can no longer ride his bike. As Graham observed, at 96 years of age, it is not a surprising problem.

Bill Collins

Bill wrote to me regarding the death of Ivor Preston and after replying to him, he wrote back as follows:

'Thanks for the update on Ivor. It made me reflect on my ten years in Plans and Surveys, 1974 to 1984. These were great years as we had six design teams working on the Hume, Western, Princes, Monash and Eastern Freeways. Also sections of the Western Ring Road.

The senior engineers at that time were Tom Dobson, David Berry, Bob Morison, Andy McGalliard, Kerry Burke, Ivor and myself. They have all died in the intervening years so I am feeling a little vulnerable. No doubt you would have a similar story regarding Bridge Division?

Any way Trish and I are in good health and enjoying life even in these days of COVID.

Hopefully we can catch up at lunch in the New Year.

Bill'

LEST WE FORGET



I have recently posted some major changes and additions on our website about Roads to War and have included the following entry about George Giummarra in it.

Lieutenant Colonel George John Giummarra RFD, 3797884



George Giummarra, circa 2020

George was born in May 1945 in the charming baroque city of Ragusa in the south eastern corner of Sicily. His Italian name at birth was Giorgio. With his family, he sailed from Genoa in Italy to Melbourne travelling 3rd Class on the Protea, arriving in March 1951. There is little doubt that his parents were fleeing the damage and memories of the Second World War. He attended St Joseph's Technical College in

Melbourne after which he gained a Fellowship Diploma in Civil Engineering, graduating from the Royal Institute of Technology in 1969.

George commenced at the Country Roads Board in January 1967 working initially in Traffic and Location and, later, in the Freeway Planning Sections. He also spent two years on the training scheme, rotating through Materials, Bridge, and Metropolitan Divisions. After this initial training, he joined Dandenong Division in its new location at Nunawading but soon after he headed off to Puckapunyal to meet his national service obligations.

George commenced his recruit training for National Service at Puckapunyal, Victoria, on 28 January 1970. He was there briefly before being selected for officer training at OTU Scheyville in mid-February 1970. He graduated from OTU in July 1970, and immediately commenced three months of Corps Training at the School of Military Engineering at Casula in Sydney NSW. He was then posted to Headquarters Central Command (HCC) in Adelaide, South Australia, in October 1970, and he completed his National Service there in November 1971. At HCC, George was mainly responsible for various infrastructure developments. He lived in the Officers Mess at Keswick, a leisurely walking distance from Adelaide CBD. At an officers' ball in 1971, he met Sue, his future wife.

At the completion of national service, George returned to Dandenong Division and shortly afterwards went to Plans and Surveys Division to work on the design the Scoresby Freeway (now East Link) between Mulgrave Freeway and Ringwood. George moved to Road Planning in 1994 and became involved in the open planning exercise to determine – through community consultation - the location of the Ringwood Bypass and later the location of the Eastern Freeway between Springvale Road and Doncaster Road.

In 1979, he was seconded to the Upper Yarra Valley and Dandenong Ranges Authority for 12 months to assist in the preparation of a Regional Strategy Plan. His work responsibilities included developing land use strategies, policies and regulations for the Region covering all matters concerned with transport in an environmentally sensitive area.

In 1983, following the restructuring of the transport agencies in Victoria, George worked with the Road Traffic Authority - mainly in the Traffic Management Division. He was involved in the implementation of dynamic traffic signals across the Melbourne metropolitan area, the Fairway program providing priority systems for trams at signalised intersections, and policy areas associated with the multi-purpose taxi program and heavy vehicle monitoring systems.

With the formation of VicRoads in 1989, he worked in the Central Metropolitan Region on the implementation of Swanston Walk in the CBD. He was seconded to the Australian Road Research Board (ARRB) in 1991. He became the Manager of Local Roads Services for ARRB Transport Research. He developed standards and manuals for local roads and became a recognised expert in the field of cost-efficient pavements for low volume roads. He disseminated research and provided training to engineers in Victorian municipalities and conducted over 300 technical workshops across Australasia.

George obviously considered that his National Service was merely a work in progress, because within five months of his discharge in 1971, he signed on with the Army Reserve. He was to serve with the Reserve for another 24 years. It involved some 14 postings of varying length, starting with 10 Field Squadron and concluding with the Headquarters 3 Training Group. The postings included a couple of senior instructional roles and mentoring - environments in which George thrived. He left the Army Reserve with the rank of Lieutenant Colonel with a Reserve Force Decoration honouring his long and faithful service. He was also awarded an Australian Defence Medal and the Blamey Award. Field Marshal Sir Thomas Albert Blamey, GBE, KCB, CMG, DSO, ED died in May 1951. He was the only Australian ever appointed to the highest attainable military rank of Field Marshal. To perpetuate his memory and achievements, the Blamey Award was established in 1954 to acknowledge members of the Australian Defence Force selected for outstanding qualities of leadership.



George died of a brain tumour in November 2021 at the age of 77.

George during his military service with the Army Reserve.

Trivia and didactic whimsies

It's just maths

A Cororooke farmer passed away recently and left 17 cows to his three sons. The instructions left in the will said that the oldest boy was to get one-half, the second oldest one-third, and the youngest one-ninth. The three sons, recognizing the difficulty of dividing 17 mules into these fractions, began to argue.

Their uncle heard about the argument, hitched up a cow and drove out to settle the matter. He added his cow to the 17, making 18. The oldest therefore got one-half, or nine, the second oldest got one-third, or six, and the youngest son got one-ninth, or two. Adding up 9, 6 and 2 equals 17. The uncle, having settled the argument, hitched up his cow and drove home.

I apologise for this one

One night a Viking named Rudolph the Red was looking out the window when he said, "It's going to rain."

His wife asked, "How do you know?"

"Because Rudolph the Red knows rain, dear."

Biblical Accuracy

The Sunday School teacher asked her class to draw pictures of their favourite Bible stories.

She was puzzled by one boy's picture, which showed four people in an aeroplane, so she asked him which story it was meant to represent.

"The Flight to Egypt," was his reply.

Pointing at each figure, the teacher said, "That must be Mary, Joseph, and Baby Jesus. But who's the fourth person?"

"Oh, that's Pontius - the pilot!"

David Jellie

Editor

pdjellie@hotmail.com