

## Tony Fry



I was granted a CRB cadetship in 1960 and graduated from Melbourne University with a Civil Engineering degree in 1964. I was fortunate to commence my working career under Bill Leslie within Neil Guerin's Traffic and Location Division. After working for a year, Neil influenced me to study under Professor Blunden in Sydney for a year to gain my Masters in Traffic and Transport Engineering in 1966.

This was a very significant era in the profession where young aspiring engineers like myself were interacting with prominent professionals like Neil Guerin, Bill Leslie, Robin Underwood, Joe Delaney, Brian Harper, Don Pritchard, Ted Barton, Bill Saggars and John Loder just to name a few. These were very influential professionals who I sought to emulate and they inspired me to join the ITE.

The ITE was playing a prominent role in the late 70's early 80's in offering all kinds of professional activities and opportunities to network.

It was in the mid 70's that we experienced the anti-freeway revolution. I spent a couple of years heading up a joint CRB/MMBW Group assessing the sociological and environmental impact of the then planned Melbourne freeway network only to have Premier Hamer step in before our report was published to eliminate many controversial links.

The outcome of this decision has been that we now rely heavily on the management of traffic on our arterial road system.

The rising road toll in the early 70's coupled with emerging congestion on arterial roads led to the formation of a dedicated Road Safety and Traffic Authority (RoSTA) of which I enjoyed the privilege of being Deputy Chairman from 1976-83.

During this period there was an emergence of great opportunities for young professional engineers to practice the art and science of traffic and transport engineering and the ITE blossomed.

When RoSTA was abolished and the RTA was formed in 1983 I was fortunate to be appointed as General Manager and during the following 3 years managed the growth of a traffic facilities program to \$50 million which was dedicated to improving Melbourne's traffic system and to achieve this my Division had 300 staff which included many enthusiastic, well qualified and highly motivated traffic engineering professionals.

