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*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 <https://vicroadsassociation.org>*

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Dear Members,

Some of you will not be aware that the Department of Transport and Planning has informed us that it will no longer support us in formatting, printing and posting our newsletters. We propose to issue future newsletters electronically, albeit without the attractive formatting that the design studio staff did for us. We will be in touch with all our hard copy recipients soon to see what arrangements can be made for them.

This is the first newsletter issued under the new arrangements - no fancy formatting and no hard copies. I hope you find it satisfying. Like all first time efforts, I am sure it will improve with time.

I am also a bit rushed in writing it. I am writing this on a Tuesday and on the following Friday, I am joining friends in Italy on a painting exhibition. I expect we will also paint Chianti, Moscato, Pinot Grigio, Trebbiano, Montepulciano, Nebbiolo and Sangiovese. We are going to a small town called Colle di Val d'Elsa near Siena in Tuscany. As you can see from the photograph below, it is a hill town, but it is off the beaten track for tourists.

We won't be painting all the time. I expect that we will visit Siena, Florence and San Gimignano and I also intend to spend three days at Lucca.



I am anxious to get a newsletter out to you quickly - otherwise you would not receive one until late July. I will get Jim Webber to proof read it and Iris Whittaker has agreed to send it out.

I hope you enjoy it.

## WHAT'S COMING UP

### Occasional Lunches at Shoppingtown Hotel, 12 noon.

Our next lunch will be held on Monday 19 June 2023. Others are scheduled for 7 August, 9 October and 6 November. There is no longer a requirement to contact Kelvin York - just turn up.

In addition to the normal lunch for members and friends on 19 June, we are encouraging all ex-CRB/VicRoads cricketers to attend. Max Palmer will be attending the lunch, while on holiday from Queensland. All ex-

CRB/VicRoads cricketers who played against PWD Tasmania are invited to the lunch. Please advise Jim Webber if you will be attending- see his mobile and email address above.

### **Dinner and drinks at Glen Waverley RSL - Thursday 5 October at 6 pm.**

We will provide details closer to the date.

### **Annual Golf Day**

Our Golf Day will be held on Friday 10 November 2023. Details will be provided later in the year.

### **Other events**

Unfortunately we have not been able to secure a visit to Anzac Station on the Metropolitan Rail Project, as we previously advised. We are currently looking at other options and we will let you know once arrangements have been fixed.

### **Ballarat/Bendigo Trip**

We are planning a trip later in the year - Wednesday 15 November to Friday 17 November. We will keep you informed on the progress of details - but we will be seeking a briefing on Regional Roads Victoria's approach to road maintenance and the planning for the 2026 Commonwealth Games in Ballarat and Bendigo.

## **WHAT'S BEEN HAPPENING**

### **Rail in today's Victoria in the era of climate change - Friday 26 May at Kew Library**

Bernard Shepherd gave a very thought-provoking and prescient presentation on the future of rail in Victoria. In 2019, transport contributed 25% of Victoria's greenhouse gas emissions - second only to the energy component. In order to achieve zero carbon fuels for rail, successful decarbonisation is dependent on planning for new fuel/power solutions.

Electrification, hydrogen and battery power are the three dominant eco-power sources. Hydrogen and battery powered locomotives are now being developed, hydrogen fuel cell powered trains are in service in Germany, Austria and Sweden and will soon enter service in the UK and France, and High Speed Rail (HSR) is rapidly replacing domestic aviation worldwide. France has just banned short internal flights in favour of HSR travel.

Bernard lamented the lack of an integrated transport plan in Victoria citing the announcement of multi-billion projects (North East Link, Suburban Rail Loop and the Airport Rail) none of which have been linked to an integrated plan as required by the Transport Integration Act 2010.

On the credit side, he acknowledged three areas of success, as follows:

- Melbourne Metro 1 - visionary, important to the functioning of the City of Melbourne, and - as at May 2023- well ahead of schedule,
- Level Crossing removals - long standing policy, from 1969, now being widely and successfully implemented,
- And new train orders - confirmation of order for 25 new technology Alstom X'Trapolis suburban trains to be built at Ballarat.



The new technology Alstom X'Trapolis 2.0 suburban trains now being built at Ballarat.

He also praised Melbourne's light rail/tram network but noted that there were still a large number of high floor vehicles still in service and that disability access tram stops have not been completed across the network.

He cited four major areas of failure as follows:

- Road pricing policy - lack of a level playing field between road and rail,
- Transport sector greenhouse gas emissions reduction - increase due to massive influx of trucks onto rural and urban roads (5,100 new truck registrations in Victoria between 2015 and 2021)
- Regional rail - debacle of the Murray Basin Rail Project and failure to complete gauge standardisation of regional rail lines, leading to: a shift of freight from rail to road, increase in transport greenhouse gas emissions, increase in road damage and road maintenance costs, reduced road safety, reduced community amenity (noise, safety, social equity in rural and port proximity areas) and no balance between road and rail - policies favour road.
- Suburban Rail Loop - unplanned, unnecessary and hideously expensive.

Bernard also discussed national rail issues, regional rail problems, the inland rail project and the high speed rail project.



The East Coast High Speed Rail corridor.

It was a great presentation and I extend my thanks to Bernard once again.

## **VALE**

The last couple of months have been sad ones with the deaths of Stewart Gavin, Sandor Mokos, Barry Fielding, Ian Gardner, Bruce Addis and Peter Lowe. Bruce and Peter had big roles in my career and life and I was honoured to deliver eulogies at their funerals. I provided obituaries for Stewart and Sandor in the last newsletter and one for Barry below but, because of the pressure of time, I have decided to postpone obituaries for Ian, Bruce and Peter until my return. However, we send our most sincere sympathy to all their families and friends. And just as I was about to send this, I have learnt of the death of David Ferguson a canny member of the lunchtime poker school in Bridge Division many years ago.

### **Barry Fielding**

Barry died on 1 May 2023. He was born in Geelong in 1943 and lived there until the age of 10 after which his parents moved to Melbourne - mainly to enhance their children's education and career opportunities. In the year prior to the move, Barry contracted polio in the epidemic of 1954. Thankfully, he was not greatly afflicted and after six months away from school, he was gradually eased back into 'normal' living.

During his childhood, he was fortunate in being able to spend a number of his school holidays on his cousin's farm in the Wimmera. From these experiences, Barry developed a love for the 'bush' and all his future career aspirations were aimed at an outdoor occupation. He settled on forestry as a potential career, but the competition was great in the year he applied - 12 positions at the Creswick Forestry School for 67 applicants!

He applied for, but was unsuccessful in, a laboratory position in the CSIRO Forestry Group before securing an Assistant Experimental Officer position at the Country Roads Board (later to become Vic Roads) Materials Research Division at Carlton.

He spent 39 years working for Vic Roads. He began in 1962 at the commencing salary of £677 per annum! At the job interview, the Engineer in charge fired the parting question - "Do you intend to get your driver's licence, Mr Fielding?" That driver's licence allowed Barry to see, in the boss's time, almost every corner of the State and on occasions, areas beyond.

Within a week of starting work, Barry realized that sitting at a laboratory bench carrying out routine soil and aggregate tests was not his 'cup of tea', and he jumped at the invitation to carry out pavement testing in the field.

He soon found that there was a Geology Section in the building up-stairs, and because of his interest shown in their rock and minerals collection, it was suggested by one of the geologists that he should complete a Diploma of Geology at RMIT - which he duly did over the next five years, juggling field trips with day-time and evening lectures.

Barry was invited to join the Geology Section just prior to his graduation at RMIT and enjoyed driving the backroads of Victoria in the search for road-building materials and the investigation of road and freeway alignments. Being interested in natural history, he was able to mix business with pleasure in those rural environments.

Barry and Barbara had three children - Adele (1970), Mark (1972) and Darren (1974). The growing stages of these children were interspersed with endless rounds of competitive basketball as well as numerous caravan trips to far-flung camping spots around Australia.

In 1977, Barry and Barbara embarked on an extended long-service leave trip up the east-coast of Australia with a camper-trailer in tow. This was a great bonding time for his young family.

On his return, Barry carried out research into the durability of rocks used in construction materials. This research was found necessary as a result of the rapid failure of the asphalt on a section of the newly-opened Hume Freeway. This research spanned eight years and resulted in the development of several tests to predict the durability of basalt quarry materials, a significant review of some VicRoads specifications, and the publication of several new Australian Standard test methods. The results of his research endeavours were published in technical journals and presented at National conferences. This area of his career was one

of deep interest and pleasure as he was a man who lived to discover new methods and improvements in road construction materials use.

The conclusion of the research work saw Barry promoted to the position of Section Leader - Engineering Geology, a team which he led for 15 years until his retirement in 2001. He was an outstanding and supportive mentor and advisor to younger geologists who joined the group.

In 1990, Barry was nominated to attend a one month development course at the Australian College of Management at Mt Eliza. He found this a growing time, rubbing shoulders with business identities from around Australia and overseas.

His manager reported just prior to his retirement - 'Barry Fielding has made an outstanding contribution technically to VicRoads over many years, that has resulted in major economic and technical benefits in the use of materials for the construction of road pavements. He has an extensive technical expertise that is unable to be replaced ..... His contribution and knowledge is recognised at a national level and throughout the road construction industry.'



After he retired, VicRoads invited him back as a contractor, primarily to review and redraft a number of materials specifications and Codes of Practice for road construction procedures. This work continued for about six years, with much of the work able to be carried out on his computer at home.

Like all long-employed officers, Barry held much of the 'Corporate Memory' of work that had been carried out in the past and, well after he had formally retired, VicRoads personnel would contact him regarding his recollections and for his advice on technical matters.

Barry was the quintessential handyman. He could fix anything and was able to maintain cars and the house for minimal cost. In later life he bemoaned the fact that modern cars were too complex and that a simple \$100 job cost \$1,000 if carried out by the service station! Over more than 50 years, Barry found great pleasure in renovating the family home and garden at Doncaster East.

Barry wasn't sad to leave his career as other interests beckoned. One of these interests was travel. His travel map of Australia looks like a spider's web, having taken Barbara to some outlandish places without a murmur of disapproval from her, because they both enjoyed the great outdoors.

Barry's Christian faith was a reality from his mid-teens. From the early 80s and beyond, his membership with the Crossway community was a joy and a blessing to him and a growing time under the ministry of a group of dedicated Pastors.

During his career, Barry had visited quarries where asbestos was present. In October last year, Barry developed a chronic cough, which on further investigation was found by biopsy to be Epithelioid





The Prime Minister, the Honourable Paul Keating MP gave one of Australia's most powerful eulogies - which was written by Dr Michael McKernan of the Australian War Memorial and massaged by Don Watson, the Prime Minister's speech writer.

*"We do not know this Australian's name and we never will. We do not know his rank or his battalion. We do not know where he was born, nor precisely how and when he died. We do not know where in Australia he had made his home or when he left it for the battlefields of Europe. We do not know his age or his circumstances - whether he was from the city or the bush; what occupation he left to become a soldier; what religion, if he had a religion; if he was married or single. We do not know who loved him or whom he loved. If he had children we do not know who they are. His family is lost to us as he was lost to them. We will never know who this Australian was.*

*Yet he has always been among those whom we have honoured. We know that he was one of the 45,000 Australians who died on the Western Front. One of the 416,000 Australians who volunteered for service in the First World War. One of the 324,000 Australians who served overseas in that war and one of the 60,000 Australians who died on foreign soil. One of the 100,000 Australians who have died in wars this century.*

*He is all of them. And he is one of us.*

*This Australia and the Australia he knew are like foreign countries. The tide of events since he died has been so dramatic, so vast and all-consuming, a world has been created beyond the reach of his imagination.*

*He may have been one of those who believed that the Great War would be an adventure too grand to miss. He may have felt that he would never live down the shame of not going. But the chances are he went for no other reason than that he believed it was his duty - the duty he owed his country and his King.*

*Because the Great War was a mad, brutal, awful struggle, distinguished more often than not by military and political incompetence; because the waste of human life was so terrible that some said victory was scarcely discernible from defeat; and because the war which was supposed to end all wars in fact sowed the seeds of a second, even more terrible, war - we might think this Unknown Soldier died in vain.*

*But, in honouring our war dead, as we always have and as we do today, we declare that this is not true.*

*For out of the war came a lesson which transcended the horror and tragedy and the inexcusable folly.*

*It was a lesson about ordinary people - and the lesson was that they were not ordinary.*

*On all sides they were the heroes of that war; not the generals and the politicians but the soldiers and sailors and nurses - those who taught us to endure hardship, to show courage, to be bold as well as resilient, to believe in ourselves, to stick together.*

*The Unknown Australian Soldier we inter today was one of those who by his deeds proved that real nobility and grandeur belong not to empires and nations but to the people on whom they, in the last resort, always depend."*

Anzac is a story about common men who were asked to face unspeakable horror for an Imperial cause. Being an Anzac was not about dying for King and Country. It was about trying to save yourself and your mates. It was about survival and many lost out.

I contend that we should respect the memory of these men and their deeds should not be invoked by politicians for populist cant or expediency. Anzac was a strategic disaster and the actors were cannon fodder. We should also recognise that it was us who invaded a country which was not, in any sense, Australia's enemy.

Some may think this is a harsh judgement, but let us learn from history so that it doesn't happen again.

Here are a few more stories of some of our servicemen.

#### **Sergeant Walter McClelland (Mac) Wilkinson, 439133, V34954**

Mac was born in December 1921. He started work at the CRB in 1937 as a junior messenger in the store yard in Montague Street, South Melbourne. He was only 15 but he loved all the steam rollers and graders. He thought they were beautiful. His love of engines may have been a family thing because his father, Richard,

was an engine driver. Mac rode his bike to work from Middle Park. His Sunday School teacher, Mrs Hicks, was the wife of the Accountant at the CRB at that time, and she said they needed a lad at the store yard.

He was given a promotion about a year after he started which doubled his salary from 15 shillings a week to 30 shillings. His title was Junior Assistant. Later, he was transferred to Head Office at the Exhibition Building to the Plans and Survey Division as a surveyor.

When the war broke out he joined the Army (Serial No. V34954) in December 1940. He was posted to the 10th Field Company Royal Australian Engineers 3rd Division. He was sent to Laverton Aerodrome working on the runways on the night shift. However his army career was short-lived. His Commanding Officer sent him back to the CRB, placing him on the reserve list saying that there was essential work to be done with the Board. When he got back to the CRB, the Chief Engineer, John Mathieson, told Mac that he was going to the Northern Territory to work on the North South Road for the Allied Works Council. Mac said he'd have to ask his mother but Mathieson said, 'If you were in the Army you wouldn't see your mother'.

He went up there as a laboratory assistant. He did a variety of tasks and he recalled working with Frank Docking in Tennant Creek. Frank would occasionally miss sending a report in the mail run and he used to say to Mac, 'Oh look Mac, would you slip this down to Alice Springs?' It was 314 miles away! Frank also scared him two or three times when he headed off with Mac into the bush to look for gravel. A doctor and his wife had recently died of thirst in the region after they went wandering off the road.

At the end of 1943 he returned to the CRB in Melbourne and approached the Chief Engineer, D.V. Darwin seeking his release from the Board to re-join the Army. He was released but, for reasons unknown to Mac, Darwin insisted he had to join aircrew. He enlisted in the RAAF in January 1944. His file is just two pages long. He gave his occupation as 'Draftsman'.



Mac Wilkinson's paybook photograph – 1944.

He undertook pilot training in Tiger Moths at Tamworth, Somers and Benalla, and then more advanced training in Airspeed Oxfords at Mallala in South Australia. This training finished in June 1944 and Mac volunteered to fly bombers. He was sent to Deniliquin and Ballarat to learn to fly DC3s. He was awarded his Flying Badge on 2 June 1945. Not long after he completed his training as a bomber pilot, the war finished and Mac was finally discharged in September 1945 from the Advanced Flying and Refresher Unit.





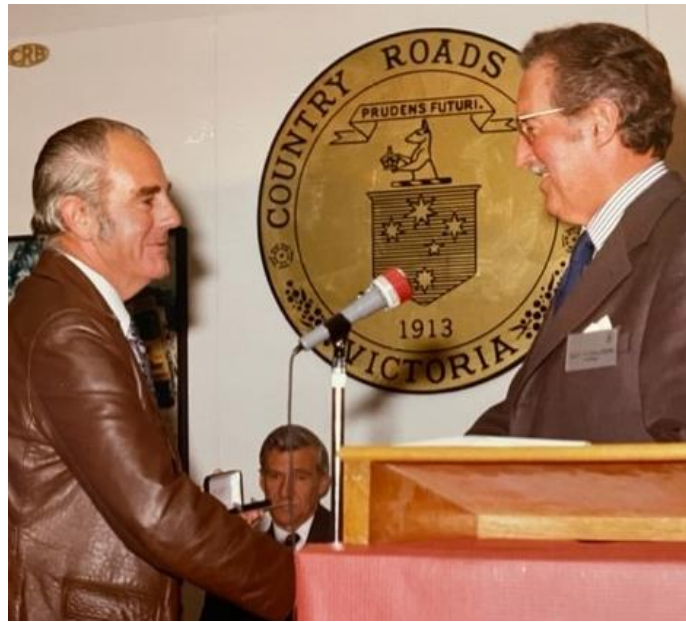
Sergeant Mac Wilkinson – circa 1945.

He returned to the CRB in 1945 and was sent up to Reefton Spur to join a survey gang and was eventually given his own survey party after about three hours instruction. He continued in Engineering Survey until 1949 when he was transferred into Plans and Survey Division in the Road Design section. This was the year that he married Gwendoline Winifred O’Heare at Christ Church in St Kilda.



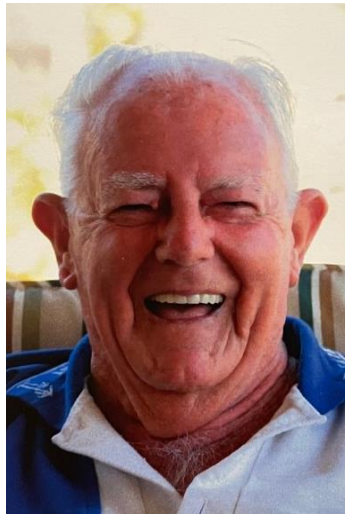
Gwendoline and Mac on their wedding day, 19 February 1949.

His spent the rest of his career working on road design in Plans and Survey Division. He, and two other veterans - Jack Ross (RAN) and Noel Anderson (RAAF) - were the mainstays of the division mentoring many young engineers and draftsmen and women. He retired as Superintending Draftsman in 1982 after 45 years of service.



Mac – on his retirement in 1982 – being congratulated by the Chairman, R.E.V. Donaldson.

Mac lived in Queensland after his retirement. He was one of the CRB's 'characters' and he kept in touch with the organisation through the VicRoads Association and was a regular attendee at the Christmas lunch right up to his death in 2008.



Mac Wilkinson – circa 2008

#### **Private Adrian (Bill) Bernard Avery, VX15232**

Bill was born in Yarram in July 1918 and enlisted in Caulfield in May 1940. He was a labourer and was probably a road worker when he worked for the CRB. In 1948, he married Desma Helen Bird and they lived in Hihett.

He was posted to the 2nd/14th Infantry Battalion.

He contracted a dose of mumps while training at Puckapunyal. In October 1940 he embarked from Sydney on the RMS *Aquitania* bound for the Middle East. The file does not mention where they disembarked. However, we do know that the battalion was stationed in Egypt and Palestine before it saw action against the Vichy French in Syria in June and July 1941, during a short-lived campaign. Garrison duties in Lebanon followed before the battalion was withdrawn to Australia in early 1942 as Australian forces were concentrated in the Pacific to respond to the threat posed by Japan's entry into the war.



Private Adrian (Bill) Bernard Avery.

In the Middle East, Bill suffered cellulitis and an infected bronchial cyst which required hospitalisation (in Dimra). In early 1942 he was again sent to hospital with hepatitis. He was discharged and declared "*Fit for duties other than active service with field formations.*" The battalion withdrew to Australia in March 1942. When he arrived home Adrian was suffering from deafness and a state of anxiety and was admitted to Rockingham, Kew, and thereafter to hospital in Caulfield.

He was discharged as medically unfit in November 1942. At the bottom of the discharge paper written in red capital letters it states: "REPAT CASE. ANXIETY STATE".

In 1972, Bill wrote a Statutory Declaration seeking a duplicate *Returned from Active Service Badge*. He had misplaced the original one and he needed proof for his employer, Victorian Railways, in order to qualify for long service leave. In it, he stated that he was "discharged as medically unfit for service not occasioned by my own default, land mine damage." He also stated that he was a 100% Repatriation pensioner.

Poor fellow. Bill had a short life. He died in in Prahran in August 1972 at the age of 54.

#### **Private Geoffrey Duncan Black, NX51249**

Geoff is a conundrum to me as I worked fairly close to him for quite a while and I never knew that he served in the Australian Army during the war.

Geoff, who retired on 26 September 1986, has a special affinity for Ginger Meggs. Their association goes back to the late 1930s. This was when Geoff came to Australia through the Big Brother Movement, a migration scheme which helped young Britons migrate and settle in Australia. Groups arrived monthly from the UK and were usually allocated work on farms. The scheme arranged for Australians to act as advisors for young migrants, and Geoff arrived to find his mentor was the late Jimmy Bancks, creator of Ginger Meggs. Geoff arrived in August 1939 at the age of 18 just before the outbreak of the Second World War, and soon found himself in the back of Bourke, literally.

He began working on a sheep station in the far west of New South Wales and he remained there for two years. He said he was taught a lot about Australian customs from the amiable Jimmy.

His life took another direction when he joined the Armoured Division of the AIF and ended up as a radio operator. He enlisted as a 20-year old on 1 October 1941. His Attestation Form indicates that he was born in

Halifax, Yorkshire on 27 September 1921, that he was a jackaroo and that he came to Australia via the Big Brother Movement.



Geoff Black's paybook photograph – 1941.

He was allocated to the 2/7th Australian Armoured Regiment. His initial training was conducted in Sydney, Greta and Tamworth. In early 1943 he undertook a course for Tank Wireless Operators and received a distinguished pass. He received 87% for the written exam, 86% for the practical exam and 100% for the oral. He was recommended for promotion to Lance Corporal. There are many entries referring to him being 'in the field' but no mention of location.

In July 1944 he was transferred to 13th Australian Small Ships Company and joined the barge AV 1361 *Poolta* as crew detachment and sailed to New Guinea where he disembarked in December 1944. He was sent to Solomon Islands and other locations north of Australia. The *Poolta* was a stores carrier, and transported much needed stores around the Pacific Islands. From the war diary it could be seen that these small ships were the lifeline that connected the Australian bases spread around the islands. In one of them, it stated that their cargo was Japanese prisoners of war. I can only assume that Geoff worked as a wireless operator. The picture below was taken on the 13th Small Ships Company vessel '*Neena*' at Sipai, Bougainville Island on 1 August 1945.



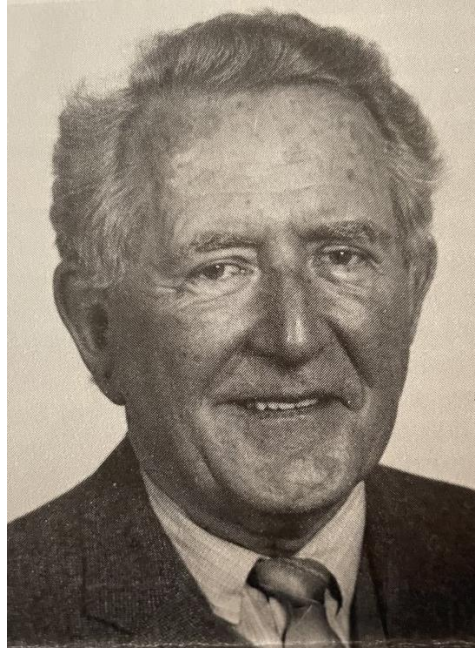
Sapper Geoffrey Black NX51249 is identified as the person on the extreme right in the middle row.



He was discharged from 13 Small Ships Company on 15 May 1946 with the rank of Private. Geoff returned from the war with malaria which laid him low for a number of months. He did a six-month crash course to get his Matriculation, then enrolled at the Faculty of Engineering at Sydney University. He qualified after four years and joined the Department of Main Roads in Sydney, then the Snowy Mountains Authority, followed by 12 months in the USA, three years in Canberra, several years with a Sydney-based consulting firm, and finally to the CRB. He joined Bridge Branch in 1969.

In 1974 he became the Assistant Bridge Construction Engineer working on projects such as the approaches to the West Gate Freeway, Mulgrave Freeway (now Monash) and the Wallan-Broadford Section of the Hume Freeway.

I remember Geoff as a quiet, perceptive man with a cheeky sense of humour. He retired in September 1986.



Geoff Black in the year of his retirement – 1986.

### **Corporal Reginald (Reg) Cecil Jones, VX74689**

Reg was born in Natimuck in January 1915 and enlisted at Nhill in February 1942 at nearly 27 years of age. He married Sciebuda Ann Eastwell in 1937 and they lived in Nhill. He gave his occupation as 'Assistant patrolman - Country Roads Board'. He commenced with the CRB on the Nhill Patrol in December 1938. He joined the Army in 1942 and served with the 2/2nd Pioneer Battalion in New Guinea and Borneo.



Reg Jones' paybook photograph – 1942.



Reg's initial training with the 2/2nd Pioneer Battalion was peripatetic. In Victoria - which was 3 Military District (3MD) - he trained or attended courses in Balcombe, Caulfield, Wantirna, Watsonia and Wagga. But he also trained in 5MD (Western Australia) and 1MD (Queensland). In fact the battalion was in a rebuilding stage. It had fought in Syria and Palestine but on its return to Australia in early 1942, it was diverted to Java where it suffered heavy losses before being ordered to surrender. Over 800 men were captured of whom over 250 perished in the forced labour camps along the Thai-Burma Railway. It was decided in 1943 to reconstitute the battalion and Reg Jones was part of it.

In June 1943, the 2/2nd Pioneers commenced deployment to New Guinea to undertake both traditional infantry and engineering tasks. Assigned to the 7th Division, they saw combat in the Markham-Ramu Valley, advancing overland from Tsili Tsili, and constructing an airfield after the landing at Nadzab. They were then redeployed as infantry and joined the drive on Lae. They remained in New Guinea, taking part in the advance into the Finisterres, including the fighting around Shaggy Ridge, until early 1944 when they returned to Australia for rest and reorganisation.

Reg embarked from Townsville on 25 July 1943 for Port Moresby. In August 1943, he was evacuated to the 2/4th Field Ambulance (hospital) suffering from malaria. Later, in December 1943, he was admitted to 2/1st Australian General Hospital in Port Moresby with malaria and dysentery.



AUSTRALIAN WAR MEMORIAL

057032

Nadzab, New Guinea – September 1943. The admission centre of the 2/4th Australian Field Ambulance main dressing station, 7th Australian Division. This building was formerly a Lutheran mission church. Reg was admitted here with his first bout of malaria.



AUSTRALIAN WAR MEMORIAL

070605

A portion of Ward 19, 2/1st Australian General Hospital, Port Moresby, viewed from the road which ran through the hospital.

On 8 February 1944, Reg embarked from Port Moresby on the HMT *Katoomba* for Townsville. Reg's final involvement in the war came in mid-1945 when the 2/2nd Pioneers deployed to support both the 7th and 9th Divisions in both the Battle of Tarakan and the Battle of Balikpapan during the Borneo Campaign. During this campaign, the battalion was used primarily as a labour force around the beachhead, unloading stores and equipment, maintaining defensive positions and guarding prisoners. Reg embarked from Brisbane on the *MS Van Heutz* on 28 April 1945 bound for Morotai and he arrived back in Australia on 3 December 1945. Following the end of hostilities in August 1945, the battalion was disbanded in late 1945.

After being discharged from the Army in 1946, Reg returned to the Board firstly in Horsham Division, and then, in 1948, he was appointed Patrolman in Charge of the Sale Patrol. In February 1962 Reg was appointed Roadmaster in Benalla Division operating out of Wodonga. In 1969 he became Roadmaster southern section in Horsham Division where he remained until his retirement in February 1980. His total length of service to the Board was 42 years. Reg's service in the CRB epitomizes the dedication and importance that the road patrols were to the safe and efficient operation of Victoria's road network.

Reg died in August 1989 at the age of 74.

## AND NOW FOR SOMETHING BEAUTIFUL

I am going to continue with a few more of the moons of our solar system.

### Enceladus



Enceladus is one of Saturn's 83 moons. It is only about 500 kilometres in diameter. Because it's so small, when cracks form in Enceladus' icy shell and the liquid water beneath gets pushed out, there's a lot less gravity to hold it down. This allows geysers to reach hundreds of kilometres high. A lot of this material falls back down as snow, giving Enceladus its bright, white coating. But the lighter particles escape the moon's weak gravity and get swept up into orbit around Saturn. In fact, Saturn's widest and outermost ring (called the E ring) is actually mostly made of material that was spewed out of Enceladus' interior.

### Miranda





Miranda is one of the large moons of Uranus, and is made of a combination of ice and rock. Although it is massive enough to have rounded itself out gravitationally, it is far from a perfect sphere. Miranda's surface looks like it is made up of different pieces stuck together, with wildly varying topographies on each section.

At some of the apparent junctions between sections there are huge cliffs, including the highest cliff in the Solar System, a staggering 20 kilometres high. With extremely low gravity (the whole moon is only a seventh the diameter of Earth's Moon) if you dropped a rock off the top of this cliff it would take about 10

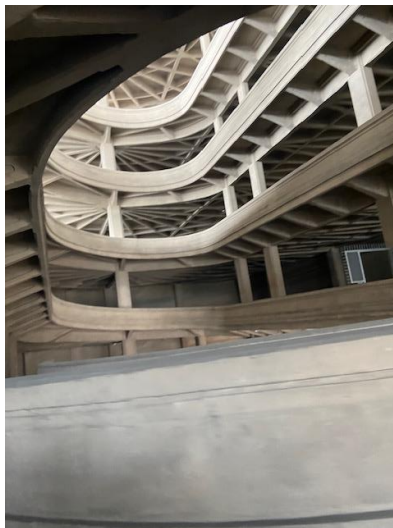
minutes to hit the ground. Miranda also has enormous canyons, some hundreds of kilometres long and tens of kilometres wide, and 12 times deeper than the Grand Canyon.

## TRIVIA AND DIDACTIC WHIMSIES

### Lingotto, Turin

Last year, Iris Whittaker and her husband, Russell Meehan, travelled to Italy to celebrate the hundredth birthday of the Lancia Lambda. It was called the Lancia Lambda 100 Rally. As part of the rally, it was arranged for the old cars to drive on the roof-top testing track at Lingotto in Turin.

Built in the 1920s for Fiat, Lingotto was the largest and most modern car manufacturing plant in Europe, both architecturally and in terms of car production. The 500m-long, five-storey building, had a volume of one million cubic metres, and was equipped with a rooftop test track. It has a distinct Art Deco style and is built in reinforced concrete. The two photographs below, taken by Iris, give an idea of the design.



Cars were built on a production line from the ground up. Components were delivered at ground level and the production snaked up five floors through the building. The vehicles were finished on the top floor where they emerged on to the roof, to be test driven around the 2.4 km test track. After testing, the cars were despatched to their destinations.

Eighty models of Fiats were built there but the building closed in 1982. It has now been converted into a shopping centre, offices, a hotel, galleries, Turin Polytechnic and a concert hall. But the ramps at each end of the building remain thus enabling the Lancia Lambdas to drive around the top of this immense and amazing building.





### A show of strength

The local bar was so sure its bartender was the strongest man around that they offered a standing \$1000 bet.

The bartender would squeeze a lemon until all the juice ran into a glass, and hand the lemon to a patron. Anyone who could squeeze one more drop of juice out would win the money. Many people had tried over time, including professional wrestlers and bodybuilders, but nobody could do it.

One day a scrawny little man came in, wearing a tie and a pair of pants hiked up past his belly button.

He said in a squeaky annoying voice, "I'd like to try the bet."

Everyone burst into laughter. After the laughter had died down, the bartender said, "Ok," grabbed a lemon, and squeezed away.

He then handed the wrinkled remains of the rind to the little man. But the crowd's laughter turned to total silence as the man clenched his fist around the lemon and six drops fell into the glass.

As the crowd cheered, the bartender paid the \$1000, and asked the little man, "What do you do for a living? Are you a tree feller, weight lifter, or what?"

The man replied, "I work for the Tax Office."

### **Expediency**

So two old ladies met again in the supermarket for the first time in several months. Their conversation went something like this:

"Hello Lil, not seen you for a while, how's things?"

"Not so bad now Ada, I suppose you heard I lost my husband a few weeks ago".

"No, I hadn't heard. What happened?"

"Well, it was Sunday morning and I was fancying cauliflower to have with our dinner. I sent him down the garden to pick one, but after an hour he hadn't returned to the house, so I went down the garden only to find him face down among the cauliflowers. He was dead, he'd had a heart attack."

"Oh my goodness, what did you do?"

"Well I had to open a tin of peas, didn't I."

### **Elixir of life**

A 98-year-old Mother Superior was dying. The nuns gathered around her bed trying to make her last journey comfortable. They tried giving her some warm milk to drink but she refused it.

One of the nuns took the glass back to the kitchen and remembering a bottle of Irish Whiskey received as a gift the previous Christmas, she opened it and poured a generous amount into the warm milk.

Back at Mother Superior's bed, she held the glass to her lips. Mother drank a little, then a little more and before they knew it, she had drunk the whole glass down to the last drop.

"Mother," the nuns asked with great urgency, "Please give us some wisdom before you die."

She raised herself up in bed and said, "Don't sell that cow."

### **Two sides of the record**

A world renowned expert in the sounds of European Wasps was walking down the High Street one day when he saw an advertisement in the local record shop for "Wasp sounds from around the Globe". On further enquiry, he discovered that a vinyl recording of this subject had just been released and a few copies were available in store there and then. Naturally, being a world renowned expert in the sounds of European Wasps he was curious and asked the young chap behind the counter if he could have a listen to "Wasp sounds from around the Globe".

A few seconds later the world renowned expert in the sounds of European Wasps was standing at one of those little sound stations with his headphones on and a puzzled expression on his face. He removed the headphones, walked back to the counter and caught the young sales person's attention.

"Excuse me" he said, "I'm a world renowned expert in the sounds of European Wasps and I've just been listening to "Wasp sounds from around the Globe", and I must say, there appears to be some mistake. Those are not wasp sounds with which I am familiar".

The young man dutifully checked the recording in question and assured the world renowned expert in the sounds of European Wasps that he was indeed listening to "Wasp sounds from around the Globe". Puzzled, the world renowned expert in the sounds of European Wasps returned to the headphones and once again began to listen.

After a few seconds he again returned to the counter and accosts the young fellow there. ""Excuse me" he



said, "As I mentioned before, I am a world renowned expert in the sounds of European Wasps and I've just been listening to "Wasp sounds from around the Globe" and I have to say again, those are not wasp sounds with which I am familiar. Are you certain I have been listening to the correct recording?"

Slightly exasperated by now, the young man checked the disc currently playing and with a slightly sheepish grin confessed: ..... "Oops, sorry Sir, I seem to have played you the Bee side"

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