

President and Editor: David Jellie Mob. 0418 105 276, email pdjellie@hotmail.com
Secretary: Jim Webber Tel. 9817 4182, Mob. 0412 064 527, e-mail jameswebber1717@gmail.com

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Dear Members,

I recently read an address given by Barry Jones at the Sorrento's Writers Festival in which he roamed broadly on the contemporary issues of today. He talked about beliefs, political engagement, climate change and saving the planet, the Australian constitution, Aboriginal reconciliation - among other things - and I found it quite stimulating.

At first, I thought I would reproduce it in the newsletter. I know he wouldn't mind. But it is a bit long and some might think, a bit political, even though I think Barry writes without bias. And I remember a conversation between Bob Hawke and John Gorton in which they agreed that Barry Jones was the least political member of the parliament at the time.

I don't have to introduce Barry Jones to you. He is considered one of Australia's living legends - a title I suspect he eschews - but he is universally recognised as a leading intellectual in Australia. He was Minister for Science from 1983 to 1990 and he is a Fellow of four of Australia's five learned academies. His latest book 'What has to be done' was published in 2022.



I know Barry moderately well. I can't say we are the best of friends but we are on first name terms and enjoy a chin wag when our paths cross. He has opened a few of our art exhibitions and has coined a name for me - The Boy Wonder. I rather like it!

About 10 to 15 years ago (Barry would remember the date) - as one of four couples - Pamela and I sailed down the Croatian coast from Split to Dubrovnik visiting various islands on the way. Barry and his partner, Rachel, were one of the other couples. We meandered through the Adriatic Sea for about a fortnight dropping anchor offshore each night and boarding our rubber ducky to get to dry land. Barry could not swim and I assumed the task of getting him safely from the yacht into the rubber

ducky - a stressful responsibility because he was the President of the Australian Labor Party at the time. I would have become a *bête noire* overnight if he had slipped and hurt himself or - worse still - drowned.

Because of the imminent referendum, I thought it would be interesting to include his comments on our constitution about which so many sweeping statements will be made in the next few weeks.

He summarised his thoughts thus:

Australia, and my party too, must make a commitment to restoring the primacy of reason, rejecting a paranoid view of history and 'telling truth to power'. Our blind adoption of irrational policies, supine and unquestioning acquiescence to anything the United States proposes must end. Our species, facing an existential threat to civilisation from climate change, is infinitely complex, infinitely precious, infinitely vulnerable, infinitely destructive, but also infinitely capable of the sublime and transcendent.

Now, about the Constitution he said:

"Defenders of our existing Constitutional arrangements, say, in effect: 'I oppose any change to the Australian Constitution, although I have never read it and have no idea what is in it.' The One Big Idea that I want to argue for is this: it is a major mistake to address the republic issue in isolation, as if that was all that mattered.

The simplest action - and the national priority - must be to change the Constitution so that it reflects **current practice**, rather than our historic relationship with an absentee monarch, whose distance may actually have led enchantment to the view. We must come out of the closet. We should come clean and acknowledge that in practice we have already adopted republican forms, and the viceroys to the Head of State has become a cypher.

Our view of Australian history was distorted, with many of our leaders - John Howard for example - acting as if it had begun, quite abruptly, on 26th January 1788, that 65,000 years of First Nations occupation was irrelevant or peripheral and that we never had to address issues such as the frontier wars, slavery, racism, class, inequality.

The republic v. monarchy impasse demonstrates a disturbing degree of Australian infantilism - lack of faith in our own institutions and an ingrained pessimism that if we attempted to change the status quo we'd muck it up.

Infantilisation is essentially a reluctance to leave home. We must explain what is in the Constitution, and what is not. Schools, universities, the media in all forms will have to be involved - also communities. It's a matter of being honest with ourselves.

The Australian colonies were well in advance of Great Britain in adopting political reform and edging towards democracy. We had universal manhood suffrage in the 1850s but in Britain not until 1918 - much later than in Germany or Austria. Universal female suffrage for the Commonwealth was in 1902, in Britain in 1928. We were pioneers of the secret ballot, payment of MPs, an elected upper house (still lacking in Britain) and an independent commission to draw electoral boundaries.

The Australian colonies were innovators, but the Constitution of the Commonwealth had to be negotiated with the British, and represented a reversion.

There was a remarkable paradox at the core of the Commonwealth of Australian Constitution Act. Australia's Constitution is the only one in the world where the text was adopted by direct vote of citizens (overwhelmingly male) in a Referendum. However, the Constitution makes no reference to democracy, democratic practice, or the system of responsible government as we have experienced it for 122 years.

The United States Constitution dates from 1789 and has been amended 27 times since then. It begins with the words, 'We the people...' The US government still operates pretty much as written in the

Constitution. The Australian Constitution dates from 1900 and although the product of referenda in the colonies/states, and beginning with the words ‘the people... have agreed’, it is in form an Act of the United Kingdom Parliament: a gracious gift to a distant child. In practice, it has proved very difficult to amend: only eight referenda have been carried, the last in 1977.

Under the Australian Constitution, there are only two pre-requisites for our head of state, following the British *Act of Settlement* (1701): the King or Queen must be a descendent of the Electress Sophia of Hanover and must not be a Catholic. Until the UK law was changed in 2013 there was a third pre-requisite: must not be married to a Catholic. So far, these conditions have been met. Is that enough for the future? The Electress Sophia (1630-1714) was a granddaughter of James I, a cousin of the childless Queen Anne, a Protestant and mother of George I.

Robert French, later Chief Justice of the High Court, commented in May 2008:

It is unacceptable in contemporary Australia that the legal head of the Australian state, under present constitutional arrangements, can never be chosen by the people or their representatives, cannot be other than a member of the Anglican Church, can never be other than British and can never be an Indigenous person.

I find it hard to improve on that.

With the Australia Act (1986) the Commonwealth Constitution was ‘repatriated’ with the UK Parliament graciously giving up its power to legislate for us. However, the Constitution remains cringe making as Governor-General Hurley’s multiple secret appointments of Scott Morrison to five Ministries demonstrated.

The last exercise of the Sovereign’s power to veto legislation in Great Britain was by Queen Anne in 1707 (even then, on Ministerial advice). But under the Commonwealth Constitution (ss. 58, 59, 60) the veto power is expressly preserved in Australia. Should this be a matter of concern, or just ignored? (‘It doesn’t mean what it says.’)

That’s the position that needs to be questioned, challenged, shaken: it will be central to adopting ‘The Voice’, which will precede, correctly, I think, any substantial move on a Republic.”

WHAT’S COMING UP

Occasional Lunches at Shoppingtown Hotel, 12 noon.

Our next lunch will be held on Monday 9 October and the last one for 2023 is scheduled for 6 November. There is no longer a requirement to contact Kelvin York - just turn up.

This function has become very popular - our last two lunches had the highest attendances recorded.

Dinner and drinks at Glen Waverley RSL - Thursday 5 October at 5.30 pm for 6.00 pm

Please note the earlier start for this function. Parking in the adjacent car park is becoming a problem and an earlier start at 5.30 pm should ensure that everyone gets a convenient park.

As usual, Ken Vickery is the contact for this function. If you wish to come, please text or call him on 0409 561 168 or send him an email on kenvickery@tpg.com.au

Visit to Fox Classic Car Collection in Docklands, Melbourne - Thursday 14 September 2023 at 11.30 am.

Housed in what once was a Royal Mint, the Fox Classic Car Collection includes over 50 of the rarest and most prestigious vehicles in the world. Over the span of fifty years, Lindsay Fox, the founder of Linfox, curated this inspiring collection of automotive excellence. Opened in 1997, the collection showcases almost a century in automotive technology and design.

Further information is available at foxcollection.org.au

We will have a conducted visit - which generally run for 60-75 mins - followed by lunch at a nearby cafe at individual's expense.

Cost of museum entry is \$9.50 for Seniors or \$16.50 for other adults participating.

The museum is located at 749-755 Collins Street in Docklands.

Free car parking is available on site. The museum is also only a short distance from Southern Cross (Spencer Street) Station. If travelling by tram, you can take route 11, 48 to stop D16 (Harbour Esplanade) or the route 35, 70, 75 to the Docklands Park stop.

This visit has been arranged by Jill Earnshaw and those interested in attending should register with her at:

Jillmearshaw@gmail.com or by calling on 0438 777 352.

Annual Golf Day

The 8th Annual Golf Day will be at the Green Acres Golf Club, East Kew on Friday 10 November at 12 noon. It is open to all members and friends.

Previous winners were:

2014 Ken Vickery
2015 Jim Webber
2016 John Ford
2017 Rob Gilpin
2018 Roy Gilmour
2019 Ken Mathers & Jim Webber (tie)
2020 Not held
2021 Roy Gilmour (34 points)
2022 Not held

Please let Jim Webber know by 1 November if you wish to play and if you wish to share a cart- jameswebber1717@gmail.com or SMS 0412064527.

Other events

Ballarat/Bendigo Trip - Wednesday 15 November to Friday 17 November.

Our itinerary is as follows:

Wednesday 15 November

We will meet at the office of Regional Roads Victoria (RRV) in Ballarat at 11.00 am. The address of the office is 101 Armstrong Street, North Ballarat. We will have a briefing for about an hour on the management of the rural road network and the approach taken by RRV on road maintenance and road safety.

The itinerary for the afternoon is not yet set, but we are looking at a visit to Creswick which is only a short drive from Ballarat. Some places of interest are the Creswick Museum, the woollen mills and perhaps a local winery. Alternatively, there are many local places of interest in Ballarat - including the very popular gallery.

In the evening we plan to have dinner with past VicRoads staff members at a venue yet to be finalised.

Thursday 16 November

We propose to depart Ballarat at 9.00 am and meet at Stawell around 10.30 for morning tea. We will then drive on to Horsham arriving at 11.45 am to look at the silo art. We will drive on to Murtoa to have a conducted tour of the stick shed after which we will have lunch at around 1.15 pm.

Following lunch, we will drive to Bendigo via Rupanyup and St Arnaud to view more silo art, finally arriving at Bendigo about 5.15 pm.

Dinner that night will be held with old colleagues, at venue to be finalized - but probably the Foundry Hotel.

Friday 17 November

Free day in Bendigo and depart for home at will. The Bendigo Art Gallery will be highlighting its own collection. I certainly want to take in this exhibition.

From humble beginnings as a small, single-roomed space to Australia's largest regional gallery, Bendigo Art Gallery's founding motto, *Ad delectationem Populi per Artem Pulchram*: 'For the delight of the people through beautiful art', still resonates today.

The Gallery was established in 1887 by the colonists of Sandhurst, as Bendigo was known until 1891, with a few donated works and pieces lent by private citizens, to encourage an appreciation of Western art in a space that reflected their European values and way of life. From the outset, British, European and Australian narrative and genre paintings, landscapes, portraits and still life works were sought after, supported by numerous benefactors providing assistance in many forms. This room showcases the breadth of the historic paintings collection, including the Gallery's first acquisition, *Pall Mall from Bull Street* by Wed Stuart (1826-1873), and many others beloved by visitors. Bendigo Art Gallery's collection now comprises close to 5000 works across diverse media, spanning the mid-18th century through to today.



Pall Mall from Bull Street - the first acquisition by the Bendigo Gallery.

The arrangements for the days in Ballarat and Bendigo are fluid and may change but we will let you know in the next newsletter of the final program.

Christmas Lunch at Waverley RSL - Tuesday 12 December at 12 noon

Our Christmas lunch will be held on the above date. Please note that it is on a Tuesday and not a Monday as has been our past practice. Please put the date in your diary now.

We will provide further details about the cost and payment arrangements in the next newsletter.

WHAT'S BEEN HAPPENING

The only event since the last newsletter was the Occasional Lunch at Doncaster on 7 August. Twenty six members turned up - the second highest number ever.

NEW MEMBERS

We welcome two new members - Neil Jones and Barry Mulholland. So far this year we have had eight new members join.

VALE

Peter William Lowe

Peter died on 15 May 2023.

Many people wrote to me expressing their respect and appreciation of Peter - and Ros. The love and bond between them made them one entity.

Bruce Phillips wrote to me as follows:

“I’m deeply saddened by the passing of Peter Lowe - one of nature’s gentlemen and one of the people who inspired me significantly by his service to the engineering profession and the State of Victoria.

I last saw Peter when he, driven by David Jellie, came to Bendigo in June 2022 to join former VicRoads personnel at a monthly lunch. Peter was his normal jovial best I thought.

I first met, and worked with, Peter at Bairnsdale, and again at Bendigo, and then at Materials Division. His disposition, and that of his wife, Ros, was always positive, cheerful, extremely helpful and generous to those who were in contact with them. For instance, on the eve of the Phillips’ family departure, for a two-year secondment, to work in Pakistan, Peter insisted that we stay with them, at their Yarra River edge house, in Hawthorn.

Peter had a couple of memorable comments on the state of affairs insofar as they affected our efforts to discharge our responsibilities to deliver positive outcomes for Victorian road users. The first of these sayings related to an unfortunate turn of fortune which he termed as “something out of Pandora’s Box”. This relates to Greek mythology where Pandora opened the wrong urn (box) and released pestilence on the community. The second saying that Peter often used was “that’s really a bag of worms” which he used wherever there was a set of circumstances which did not necessarily agree and support each other. You could imagine that. In the service of the State - there were many opportunities to utter these words.

The number of our friends, personalities and role models are diminishing at an alarming rate over recent weeks and, sadly, there will never be another VicRoads.”

Doug McLaine wrote:

“Marjorie and I were shocked to receive the news of Peter’s passing. Such a nice man and a principled and thoughtful leader.

We had no idea that he was ill. The last time we saw him was at John Trainor’s funeral and he looked well despite the loss of Ros some time earlier.

We had the opportunity to spend time with Ros and Peter socially on several occasions - always a nice experience.

Marjorie was a student at Canterbury Girls in 1961 when Ros was there in her first year of teaching and

I first met Peter when he was at ARRB and later spent time with him in Fiji on the LTA project.

Sad times David, with a number of our former work colleagues falling by the wayside in recent months.”

Kieran Sharp wrote:

“Max Lay passed this message onto me as an ex-ARRBarian. I really liked Peter. It sounds like he was ill for some time.

It's not very well known that Peter was Executive Director of ARRB for 15 months in 1988-1989. The following extract is taken from the book, “ARRB: The First 50 Years” which I wrote in 2010-2011 with Max Lay and a couple of others. That was the era of corporate planning, with buzzwords like ‘output oriented’, ‘client driven’ and ‘demand responsive’ dominating the landscape! I don't think Ian Stoney gave Peter and Max much choice in the matter, I think it was more like, “you start next Monday”!

Peter outlived Stoney anyway, and Max is still going strong: he turns 87 around about now.

Cheers, Kieran Sharp

In 1988 Ian Stoney was Chief Executive of VicRoads and Chairman of ARRB. He was strongly committed to organisational change and renewal and admired by many for his actions in these areas and criticised by others who preferred the status quo or disliked the activities associated with change. Peter Lowe was committed to the challenges of organisational change and at the time directly reported to Ian Stoney in the role of Director of Technical Resources at VicRoads. Ian Stoney proposed a six-month exchange between Max Lay, the then Executive Director of ARRB, and Peter Lowe. His explanation at the time was that this would enable Max to enjoy a different work environment while Peter would benefit by gaining some short-term experience in the management of road and transportation research.

At that time, there was an expectation by the Chairman of the ARRB Board that organisational change would be undertaken at ARRB. During the 15-month period that Peter was at ARRB, the ARRB Articles of Association were modified and, as already discussed, the structure of the Board changed to limit the number of members and to appoint external members. A change to the organisational structure was also negotiated, with staff participation, resulting in a flatter structure.

After the period of secondment, Max Lay decided to remain at VicRoads. The position of Executive Director was therefore advertised and filled by Ian Johnston in 1989.”

Peter McCullough wrote:

“I was greatly saddened to read your latest message. Peter was a wonderful person and I feel privileged to be able to say that I knew him well. How fortunate it was that you were able to bring him down to 'Lunch with the Three Peters'.”

Katarina (Kathy) Renic wrote:

“Rest In Peace Peter Lowe, thank you for the many years of lovely times In Materials Division. Deepest sympathy to his family and friends.”

Simon Eggleston wrote:

“Shocking news - I talked with Peter at the last Christmas lunch, knew he wasn’t quite as strong as of old, but had no idea this was coming. I had long promised to have a cup of tea with him at home (post Ros’s passing) as we almost were neighbours.

When Ray Valentine had me transferred from West Gate (for continued insolence I guess), I joined Materials Division when Peter was head. At a difficult (family and work) period for me, Peter became a mentor and confidante. A lovely man. I will miss him.

Take care, Simon”

Gernot Schubert wrote:

“Sad to hear of Peter’s death. I remember Peter with great fondness. A true gentlemen.”

Eve Grimm wrote:

“Thank you for the notice of Peter’s death. He was well respected and a very nice man, and obviously you had kept up your close association with him.

I am sorry that we in our age group are losing so many people we have learned to work with and care for. I am sorry that you have lost a good friend, even if, as you note, he felt ready to go.

Thank you for the message. I am sorry you have to be the bearer of sad tidings. I am sure there will be many good times you shared with him, which should give you comfort.”

And there were many more - too numerous to mention.



Peter Lowe - 1977.

Peter’s family asked me to pay a tribute at his funeral on behalf of his colleagues and this is what I said:

“Peter had a stellar career with the Country Roads Board, the Road Construction Authority, VicRoads, the Australian Road Research Board and later, as a consultant on International Aid projects.

Peter joined the CRB in 1958 and worked in Bairnsdale and Bendigo regions before moving to Melbourne where he became Materials Research Engineer in 1976, General Manager of Works in 1983 (looking after the State’s road construction program), and Director of Technical Resources in 1987.

In 1988, Peter exchanged jobs with Max Lay - no doubt for the benefit of both of them. Max became Director of Technical Resources at VicRoads and Peter became the Director of the Australian Road Research Board in Vermont, implementing Australia-wide research programs.

He returned to VicRoads in 1989, to take up a newly formed position. He became the first Director of Road Safety in VicRoads and was a leader in road safety research, implementation of legislative change and vehicle standards, traffic management and road environment safety. He led the coordination of multi-disciplinary partners such as Victoria Police, the Traffic Accident Commission, Education Department, Department of Health - and others - and this co-ordination model became known world-wide as the VicRoads model. I wish it were still in place today.

After his retirement, Peter applied his knowledge and skills working on international aid projects on road safety and institutional strengthening. He worked in Samoa, Fiji, Papua New Guinea, South Africa, Nepal, Eastern Europe and Eritrea.

Peter had also spent some time - very early in his career - working in bridge design. When I started working there in 1961, I saw his name on many drawings and design files but I wasn't to meet him until he came down to Melbourne to commence working in Materials Research Division. I remember the day well as we seemed to get on easily. But I did not work with Peter until later in the 1980s when I worked on the West Gate Freeway Project and I reported to Peter. They were hectic times and I greatly appreciated the support and mentorship that Peter provided to me.

Ironically, I became Peter's boss during his international career. I was seconded from VicRoads to join the Overseas Projects Corporation and in that position, I recruited Peter for most of his international work. Peter was ideally suited to this role. He was sympathetic to other cultures, kind and gentle to the people working with him, knew what pace change could be made in immature organisations, and astute about the real needs of those organisations. It was great too, that Ros was also interested in these sojourns, and between the two of them, they were excellent ambassadors for Australia.

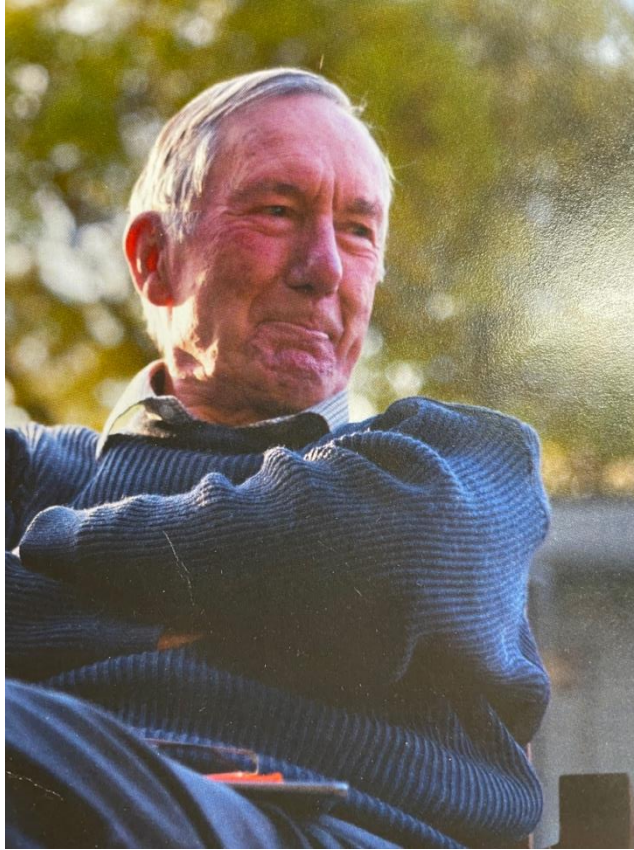
These experiences reinforced our friendship and I became a regular caller at Harrison Crescent for a cup of tea and a chocolate coated biscuit. We solved every problem in the world including sudoku, nine letter word puzzles, and crosswords - excluding DA's Friday cryptic crossword. Perversely, Scott Morrison's government seemed to strengthen our relationship. You may not know it, but Ros was an excellent proof reader and a pedantic grammarian. She proof-read the VicRoads Association newsletter before it went to print so much so that I became a bit frightened to receive her comments.

VicRoads Association was also another area of joint interest. Peter was the Secretary and I was the President. He did all the work and I got all the praise. We had a lot of fun along the way.

Peter and Ros were an iconic couple in VicRoads. I have received many messages from VicRoads people describing the kindness and generosity they received from them. And this is true. They were hospitable and fun-loving hosts at Harrison Crescent and Cape Patterson and great company on our excursions.

When I wrote this, I was worried that I could not express adequately my appreciation for Peter and Ros' friendship. I spoke to Josie about grief. I know that the pain will disappear and we will be left with memories of good times.

They were lovely friends and I will miss them terribly."



A recent photo of Peter - keenly observing life with a wry grin.

Agnes (Nance) Symons

Nance died peacefully on 4 August at the age of 102. Nance was a great fan of VicRoads Association. Her husband was Jim Symons - Assistant Asphalt Engineer - who was tragically killed on the Hume Highway in February 1968, and the mother of Phil Symons who worked for VicRoads from 1974 to 2012 in various engineering and corporate positions.

During the Second World War, Jim served with the Royal Scots Fusiliers and I told his story in Newsletter 233 (April 2022). A week before his discharge in January 1946, Jim and Nance were married. At the time, she was a Leading Aircraft Woman in the WAAF, and they were able to take a few days leave to get married in Kings Park Parish Church in Glasgow.



Jim and Nance Symons on their wedding day - January 1946.

In 1949, Jim and Nance went to the Gold Coast in Africa where he worked with the Colonial Engineering Service until the country achieved independence in 1967 under the new name of Ghana. Phil and his sister were born there.

In 1959, they migrated to Australia and Jim commenced his career with the Country Roads Board as an Assistant Engineer on road construction.

I interviewed Nance when I wrote Jim's story and this is what I said:

"In March 2022, I had the honour to meet Nance not long before her 101st birthday. While she was physically frail, her memory was still pretty sharp and she recalled going to the dances during the war. She loved ballroom dancing. Jim was not her only suitor apparently. She also recalled the kindness and support she received after Jim's death, from his friends and colleagues at the CRB."

Phil told me that she kept pretty good health right up to her death and she loved celebrating her 102nd birthday in May. What a marvellous life!



Nance, surrounded by her family, celebrating 102 years well lived.

Phil also told me she loved reading the newsletter keeping up with all the news.

Dennis Moore

Dennis died recently. He was born in Burnie, Tasmania in May 1934. As a school boy he showed his talent for running by winning the Burnie Mile three times at the Burnie Carnival which is the premier running carnival in Tasmania and is considered one of the 'big three' professional Gifts in Australia along with Victoria's Stawell Gift and the Bay Sheffield in South Australia.

He went to secondary school at St Virgil's College for boys in Hobart. His first job was with Australia Titan Products in Heybridge near Burnie.

Denis married Frances Davey in 1964 and they came to Melbourne in 1972 to provide better opportunities for their children. Denis's cousin, Owen Bugg who worked for the CRB in Kew, advised him to apply for a job at the CRB.

Denis started working in the Traffic Engineering Division Data Processing Section in 1973. Pretty soon he had groups of men going for a run at lunchtime or after work. He just had a way of encouraging people to give it a go. "Keep a diary" he would say, "so you can watch your progress". "If you can't talk while running then you are training too hard". He was able to motivate people and make running enjoyable.

Denis joined the Professional Cross Country Club of Victoria and pretty soon had others join him there: Ken Barnhill, David Williamson, Graham Hanson, Allan Bowman and Nick Szwed. At one stage the Herald newspaper referred to Denis as the Bart Cummings of professional running.



Noel Anderson, Denis Moore, Brian Weston and John Harper on a lunch time run.

In late 1979 Denis took his family to Queensland to explore a business opportunity. When that didn't come to fruition, he returned to the Traffic Engineering Division where he worked until he retired from VicRoads in 1999. He then worked for a consultant until 2008. Denis retired to Somerville.

Olga Kendall

John Wright has alerted me to the death of Olga Ann Kendall (b.1929). He said,

“She was the wife of the late W. (Bill). J Kendall who served as the Municipal Engineer at Dandenong Division in the 80s. Olga and Bill lived in our rented CRB house in Donvale in the late 1960s before moving to their own home in Feathertop Ave, Lower Templestowe. We often saw Olga, who was a lovely, vivacious blonde lady, at CRB functions, including the Dandenong Division Childrens' Christmas parties. Bill left the RCA in the late 80s and worked as a consultant for some years before dying from Leukemia.”

Bill served with the RAAF during the Second World War and his story is included in Roads to War.

NEWS FROM MEMBERS

I took the photo below at the funeral of Bruce Addis.



Left to right: Ted Barton, Mike Verey, Paul Tucker, Noel Osborne, Frank Rappatoni, David Dix and Barry Atkinson.

Metro Tunnel News

The first test trains ran through the Metro Tunnel recently. Two test trains - one in each of the twin nine-kilometre tunnels - were driven through the eastern entrance of the Metro Tunnel at South Yarra, stopping at Anzac Station.



The project will connect the busy Sunbury and Cranbourne/Pakenham lines via a new tunnel under the city, creating an end-to-end rail line from the north-west to the south-east, freeing up space in

the City Loop to run more trains more often to growing suburbs like Werribee, Sunbury and Frankston.

Years in the making, the milestone marks the start of the Metro Tunnel's next major testing phase inside the new tunnels and stations, which will stretch well into 2024.

Over the coming months, the seven-carriage trains will run back-and-forth deep under the CBD and Yarra River, testing complex equipment and systems to ensure they are working seamlessly and safely.

Fundamentals - such as lining the trains up with the platforms - will be tested first, before the team gradually increases the complexity, from one train at low speed using minimal power through to multiple trains at greater speeds.

Everything from lifts, escalators, security systems, communications, lighting, plumbing, power and the Victorian-first platform screen doors will all be rigorously tested to ensure all systems are working together with Melbourne's new fleet of bigger, better High-Capacity Metro Trains.

This testing phase will continue into next year before the project team moves on to the next major testing phase - trial operations. This phase will include drivers and station staff running simulated timetabled services in a dress rehearsal to ensure everything is ready for a safe, reliable and efficient opening in 2025, allowing for an extra half a million peak hour passengers each week.

LEST WE FORGET

I am featuring only one soldier in this edition - our esteemed former Chairman Paddy O'Donnell.

Lieutenant Colonel Ian (Paddy) John O'Donnell, ISO, OBE, ED, 3138400 (VX43938)

Ian was always affectionately referred to by everyone in the CRB as 'Paddy' and I will continue this tradition. Of course, on the few occasions that I met him, I called him Mr O'Donnell.

Paddy had an illustrious career at the CRB. Among other appointments, he was Assistant Bridge Engineer, Engineer for Bridges and, in 1956, Deputy Chief Engineer. He was appointed Deputy Chairman in 1962, and Chairman of the Board in 1963 - a position he held until his retirement in 1971.

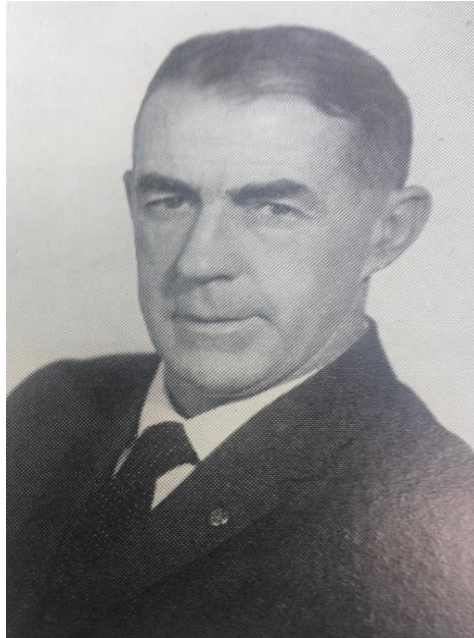
The O'Donnell family were pioneers of the Myrtleford area in the high country of north east Victoria. The original pioneer was Michael O'Donnell who arrived in Australia in 1851. He prospered by carrying goods between Melbourne and the goldfields in north eastern Victoria. In 1864, he took over the extensive Merriang Run. The homestead, Merriang Lodge, still stands today.



Merriang Homestead - 1985.

Michael was renowned for his hospitality and kindness and became very involved in community service. He served on Oxley Shire Council and became a Justice of the Peace.

His son, Sydney, had a family of five sons and two daughters. Two of his sons became doctors, two were banking officials and a fifth, Ian, became a civil engineer. One daughter, Alice, became a nurse and the other married a Western District doctor. The nurses' home at Myrtleford hospital is named O'Donnell House as a tribute to Alice.



Ian (Paddy) O'Donnell - on his appointment as Chairman of the CRB - 1962.

Paddy was educated at Wangaratta High School, Melbourne High School and the University of Melbourne from which he graduated as a civil engineer. He was a very good sportsman, excelling in football and cricket.

Paddy joined the CRB in 1927 as an Assistant Engineer. He was a diminutive man. When he was Chairman of the CRB he once invited the Minister for Roads at the time, Sir Thomas Maltby, to open a conference. Maltby made a remark about Paddy to one of the CRB officers, "*There is not much of him, but what there is, is all above the neck*". It showed the regard, even affection, he had for Paddy.

Paddy married Irene Munro in 1931.



Ian O'Donnell - from the CRB staff photograph 1930.

He joined the Citizen Military Forces in 1927 and was appointed to a Commission in 3rd Division Engineers on 23 November 1928.

He was seconded to the 2nd Australian Imperial Force on 3 July 1940 and allotted army number VX43938, serving in Australia with the 2/10th Field Company of Engineers.



Ian O'Donnell's paybook photograph - 1940.

On 3 February 1941, he embarked from Sydney on HMS "*Queen Mary*" Serial 366¹ for Malaya where he disembarked in Singapore. He was appointed Commander of the Royal Engineers (AIF) in Malaya on 5 March 1941 at Jahore Bahru and was later appointed Lieutenant Colonel on 22 July 1941. On

¹ One archive named the ship thus, but another, with nearly identical details, named the ship HT "QX"1. I could not find details of either of them.

that date he relinquished command and transferred to the Head Quarters of the AIF in Malaya in Kuala Lumpur. This lofty rank did not deter Paddy from playing football with his troops. He was accidentally injured in October 1941 in Jahore Bahru, breaking the small toe on his left foot. It was recorded “Officer on duty. Not to blame.” He was granted leave with pay and subsistence.

In Malaya, he served with distinction with the RAE 8th Division of the AIF². The 8th Division was an infantry division formed during World War 2 as part of the all-volunteer 2nd AIF. Consisting of three infantry brigades, the intention had been to deploy the division to the Middle East to join the other Australian divisions, but as war with Japan loomed in 1941, the division was divided into four separate forces, which were deployed to different parts of the Asia-Pacific region. All of these formations were destroyed as fighting forces by the end of February 1942 during the fighting for Singapore, Rabaul, Ambon and Timor. Most members of the division became prisoners of war, waiting until the war ended in late 1945 to be liberated.

In “*The Long Road to Changi*”, historian Dr Peter Ewer, describes the fate of the 8th Division as Australia’s greatest military defeat leading to a break in trust between Britain and Australia. The myth of the impregnability of Fortress Singapore engendered an overconfidence in Britain and Australia. The resultant catastrophe was also the result of bad planning, inexperienced leaders and an ignorance of modern warfare. It led to thousands of Allied troops being imprisoned for the next three to four years. The humiliation cast a pall over Australia’s troops and the names of Changi and the Thai-Burma Railway are painfully etched in Australia’s national psyche.

When I started researching Paddy’s service record, the only document I could find in the National Australian Archives relating to him, is the single item shown below.

收容所 Camp	仙石 善通寺 18. 8. 8. 普 1924 兼修 支 502 廣工 善本 654	番 號 No.	臺 III 14 IV 58
姓 名 Name	O'Donnell, Ian John オドネール イアン	生 年 月 日 Date of Birth	1905. 5. 6
國 籍 Nationality	澳	所 屬 部 隊 Unit	No. VX 43938 H.Q. Royal Australian Engineers 8th Aust. Division
階 級 身 分 Rank	Lieut. Colonel (C.R.E.) 陸軍中佐 (工兵隊長)	捕 獲 年 月 日 Date of Capture	昭和 17. 年 月 15 日
捕 獲 場 所 Place of Capture	昭南島	父 名 Father's Name	Sydney
父 名 Father's Name	Sydney	母 名 Mother's Name	Letitia
本 籍 地 Place of Origin	Myrtleford Victoria Australia	職 業 Occupation	土木技師
通 報 先 Destination of Report	Mrs. I. O'Donnell 16 Finsbry Way Camberwell Victoria, Australia	特 記 事 項 Remarks	

It is a Japanese internment card for prisoners of war. As you can see, it is printed in Japanese but filled out in English. It records details of the prisoner and was provided to the International Red Cross so that families at home could be informed of the incarceration of loved ones. I was impressed by the accuracy of the English but I was told by an historian at the Australian War Memorial, that a prisoner fluent in English was usually chosen to fill them out.

² The 2/10th Field Company of Engineers was part of the 8th Division.

In fact, Paddy's service records are held by the Department of Defence. There are a few other ex-CRB personnel in this category including Bob Eastick, Ted King, Wilfred Quonoey, Gordon Wilson, Bill Neville and Bill Dolamore. The common denominator is that none of them were discharged from the Army at the end of the war because they continued their careers in the Army. As a consequence of not being discharged, their files were never transferred to the National Archives as was the normal practice.

Paddy was captured by the Japanese on 15 February 1942. Initially, he was reported 'Missing'. He was first reported a Prisoner of War interned at 3rd Branch Camp, Taiwan, on 31 October 1942 - eight months after his capture. It is also reported that he was interned at Tokyo Camp (date not recorded) and transferred to Zentsuji Camp (date not recorded).

T.G. 41.		COMMONWEALTH OF AUSTRALIA—POSTMASTER-GENERAL'S DEPARTMENT		No.....
CASH REGISTER CHARGE ACCOUNT F.O. 3 M.D. VICTORIA BARRACKS		TELEGRAM		AFFIX STAMPS HERE
DEBIT NOTE NO. Sch. C.2941—9/1940.		This message is presented for transmission subject to the Post and Telegraph Act and Regulations.		Charges for ORDINARY RATE Telegram For 14 words or less : Within a 15 mile radius 9d., Beyond a 15 mile radius 1/- Each additional word in both cases 1d.
Words.....		The address must contain all information necessary to ensure delivery.		For Office Use Only
Charge.....	To.....	MRS J. O'DONNELL 16 FINSBURY WAY CAMBERWELL		T
Time.....	By.....			C
Remarks.....		LT. COL. O'DONNELL PRISONER OF WAR LT. COL. I. J. O'DONNELL VK 43938		B
I HAVE TO INFORM YOU THAT		PREVIOUSLY REPORTED MISSING BELIEVED DECEASED IS NOW REPORTED PRISONER OF WAR		
A REPLY PAID TELEGRAM is a courteous means of ensuring A PROMPT ANSWER (PLEASE TURN OVER)		From..... MINISTER FOR THE ARMY		

The telegram sent to Paddy's wife, Irene, informing her that he was alive.

His service record was probably completed retrospectively because it stated that he was a Prisoner of War on Singapore Island on 15 February 1942, the date of his capture. It also stated that he embarked for Japan on 16 August 1942. Although Changi is not mentioned in the archives, it is quite definite that this was where he was incarcerated in Singapore. A family friend of the writer was Les Atyeo - also father-in-law of John Liddell. He recorded Paddy's sojourn in Changi³. According to the website of the Australian War Memorial, the name Changi is synonymous with the suffering of Australian prisoners of the Japanese during the Second World War. It went on to say that this is ironic, since for most of the war in the Pacific Changi was, in reality, one of the more benign of the Japanese prisoner-of-war camps; its privations were relatively minor compared to those of others, particularly those on the Burma-Thailand railway. Nonetheless it was horrific enough and many of its inmates did not survive its cruelty and unhygienic conditions.

Most of the POWs were sent to Changi initially, and from there they were transported to other camps such as the Burma-Thailand railway where their treatment and conditions were egregious. Paddy's service record also records his transportation to Japan.⁴ This information must also have been inserted retrospectively because it was not until later that year that Paddy was confirmed as a

³ According to Les Atyeo's diary, under an entry for 26 March 1942, Les was, by that time, a POW in Changi. His unit, along with Paddy's unit laid down their arms at 8.30 pm on 15 February 1942. Les expressed his disappointment - 'this was after 18 months of training to not fire a shot - worse, not to even having seen one of the enemy - it was hard to take and most of the chaps felt it so.' After their capture, Les was allocated to the HQ staff under the Command of Lieutenant Colonel O'Donnell at Tanglin just outside the main part of Singapore. They were marched 16 miles from Tanglin to Changi where they were taken to the Selwarg Barracks at Changi - once home to the Gordon Highlanders. He estimated that there were 1,500 Australians in Changi among a total of 30,000 British prisoners.

⁴ The 2/29th Battalion AIF Association website documents the exodus of Australian Prisoners of War from Changi to various other detention camps in Thailand, Burma, Borneo, Japan, Formosa (Taiwan) and Korea. It shows that the Senior Officer's Party (of which Paddy would have been a member) left Changi on 16 August 1943 bound for Japan via Formosa (Taiwan) and Korea.

Prisoner of War. It was not all that unusual for senior officers to be sent to Japan. Perhaps their captors thought that separating the officers from the rank and file made it easier for discipline - or it might be better insurance against attempts to escape.

The Australian War Memorial website shows that Paddy was later incarcerated at a POW camp at Zentsuji in Kagawa Prefecture - very close to Hiroshima. He would have heard and seen the blast of the atom bomb. The camp was reputedly a "show camp" for propaganda purposes. It contained mostly officers and American listed ranks from Guam and Wake Island. Most of the Australians in the camp were moved before the end of the war to a POW camp at Hakodate, from where they were liberated. Paddy's name was not on that list leading to the conclusion that he remained at Zentsuji. Of the 100 or so Australian prisoners at the camp, Lieutenant Colonel Ian O'Donnell was the most senior officer.

Although it might have been considered a "show camp", Zentsuji was nonetheless, a reign of terror. After the war, Captain Stuart Nottage of the Royal Australian Artillery provided the following account of the cruelty meted out to the prisoners.

"Beatings and kickings were frequent. Unreasonable punishments would be inflicted without reason or for minor offenses. It was common for men to be stood to attention in the cold for some hours and to be imprisoned in the summer without mosquito nets; in the winter without blankets. Lt Sato, medical officer, took his turn as duty officer and would control muster parades. His expressed policy was that prisoners must be made tough. Furthermore, he deliberately set out to degrade officer prisoners in front of other ranks and Japanese personnel. He would walk through parades in cold weather and knock off scarves; he refused permission for overcoats to be worn on parade. No overcoats were worn on parade for the whole of the winter of 1943, but in 1944 this order by Sato was countermanded by the Camp Commandant. I have seen Sato approach prisoners wearing American style caps over their ears to protect bad chilblains. He would strike the caps from their heads so that their ears would bleed. I am unable to recall any particular occasion when this was done to any particular man. This was his general custom."

Paddy embarked from Tokyo for his return to Australia on 27th September 1945. His appointment in the 2nd Australian Imperial Force was terminated at Royal Park, Victoria on 5 February 1946. He was placed on the Reserve of Officers (Royal Australian Engineers) on 6 February 1946. He was appointed Commander of 6th Engineer Group Royal Australian Engineers on 15 March 1959 with the rank of Colonel and allotted Army number 3138400. He relinquished this appointment on 1 April 1962 and was placed on the Retired List just prior to him being appointed Chairman of the Country Roads Board in 1963.

He was awarded the Order of the British Empire (Military), Mentioned in Despatches (on two occasions), the 1939/1945 Star, Pacific Star, Defence Medal, War Medal, Australian Service Medal and the Efficiency Decoration.

Tom Glazebrook recalled a story about Paddy's leadership. Paddy realized that if they were to survive in camp (presumably Changi) they had to make sure that they maintained the highest standard of hygiene as possible. The Japanese were not the least bit interested in doing anything to help. So, Paddy approached the Commander of the camp and sought his approval to provide transport for some of the prisoners so that they could go outside to scrounge some equipment from the locals. He agreed and Paddy and his men were able to gather some shovels and picks and the like. Paddy then organised his men to dig latrines and rubbish disposal pits - and to maintain them properly for the duration of their internment.



AUSTRALIAN WAR MEMORIAL

ART24493

Digging bore hole latrines, Changi Camp by Murray Griffin.

In the archives I found an entry regarding War Crimes and Trials and I noticed that VX 43938 Lieutenant Colonel Ian J. O'Donnell had submitted an affidavit and sworn statement after the cessation of the war.

Paddy received an Order of the British Empire (OBE) for exceptional service in laying out and constructing camps and constructing defensive positions. This was promulgated in the London Gazette in January 1942 while Paddy was serving in Malaya - he was captured soon after. He finally received it in December 1946. Down at the bottom of the notice it indicated that he was mentioned in dispatches twice. Paddy was also the recipient of the Imperial Service Order (ISO) in 1972.

I also found this charming portrait of Paddy drawn by a fellow prisoner, Murray Griffin. It is in the collection of the Australian War memorial.



Pencil portrait of Paddy drawn by Murray Griffin.

In 1941, Murray Griffin⁵ was appointed an Official War Artist to accompany the 8th Division in the Malaya Campaign. He completed a number of pictures which were prepared for transport to Australia, but they did not leave the country and are now lost. He served in Malaya from November 1941 until he was captured by the Japanese in the fall of Singapore and incarcerated for three and a half years as a POW in Changi Prison. During his imprisonment he made a series of drawings and paintings recording his experiences and he exhibited them on his return to Australia.

Paddy resumed his career at the CRB in 1946. In 1949, when Engineer for Bridges, Paddy initiated a program eliminating timber bridges on the declared State road network. They were replaced by more permanent reinforced concrete bridges constructed on site using precast reinforced concrete and prestressed concrete elements manufactured at centrally located pre-casting yards. There are now no timber bridges on Victoria's main roads. This policy resulted in a marked improvement in riding quality, road safety, reduction in maintenance costs and provided a greater certainty of access to remote communities.

In 1950 Paddy was instrumental in establishing the 22nd Construction Regiment sponsored by the CRB, the State Rivers and Water Supply Commission and the Melbourne and Metropolitan Board of Works. He was their first Commanding Officer. His task was to establish the unit and recruit sufficient officers, non-commissioned officers, and other ranks to create a viable unit.

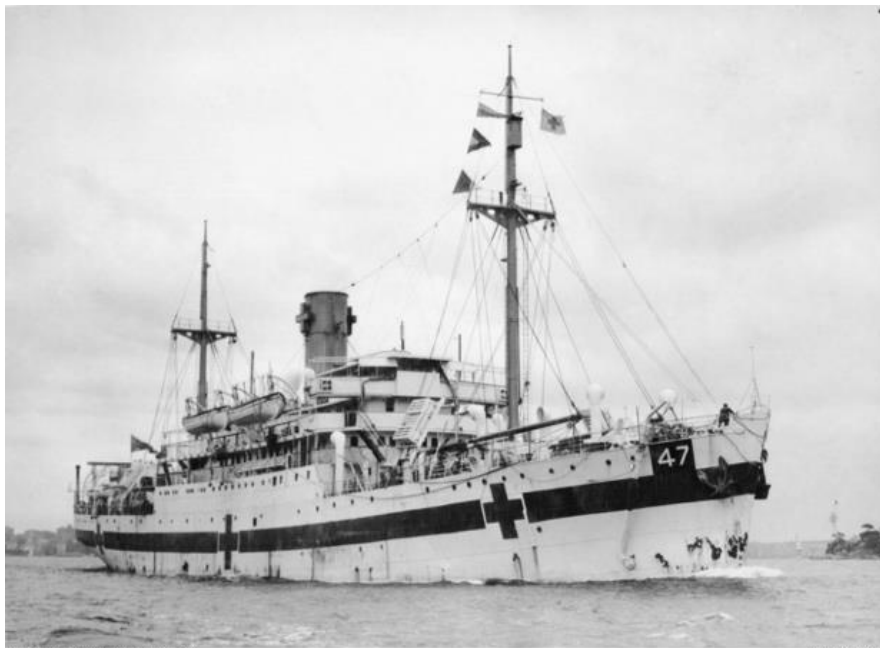
Paddy's life, more than others in this narrative, had many unfortunate aspects. His sister, Sister Alice Margaret VFX112194, (b. 1901) was a nurse during the war, but she drowned in the sinking of the 2/3rd Hospital Ship "*Centaur*". On 14 May 1943 "*Centaur*" was *en route* from Sydney to Cairns to retrieve wounded soldiers from the New Guinea campaign when she was sunk by a Japanese submarine south of Moreton Island, off the Queensland coast. Of the 332 people on board, only 64

⁵ Griffin is the only official Australian War Artist who was captured and held as a prisoner of war. As a prisoner, he continued his intended work by capturing life in Changi. He was an officer and his status spared him from working in enforced labour gangs. He produced over 40 paintings and 150 drawings and, although the Japanese did not actively object to him continuing his work, towards the end of the war he hid most of his work to ensure that they were not confiscated. He created brushes and paints from materials scrounged outside the camp by members of the work parties. After the declaration of peace, he went to Thailand to record the appalling treatment of the emaciated prisoners struggling to survive malnutrition and disease.

survived. Alice was one of eleven nurses who perished. At the time of her death, two brothers were prisoners of the Japanese and three others were serving in the AIF.



Sister Alice O'Donnell.



AUSTRALIAN WAR MEMORIAL

P00444.081

Hospital ship *Centaur*, Sydney, NSW, 1943.

I presume it would have been some time after the event that Paddy would have learnt of his sister's death. Adding to his ordeal as a Prisoner of War of the Japanese, his wife died in 1948 shortly after his return to Australia leaving him to raise, single-handedly, a small family. His son, Michael, also a civil engineer, died in his 30s in November 1971 after an accident on a bridge construction site.

Despite these setbacks, Paddy was a leader who felt at ease with people of all walks of life and he was much more outgoing and approachable than earlier Board members. His big interest was the Army. His assistant, Lilian Moon, said in *Reminiscences of Life in the Country Roads Board*:

'There are many men walking around today who would not be doing so if it had not been for Paddy's assistance to them in Changi during the war. With his counselling of them he was able to talk them out of things and he stood up for them against the Japanese much to his own detriment at times.'



1971 - 21st Anniversary of 22nd Construction Regiment.

Major Tom Glazebrook, Colonel Ian O'Donnell, Major General K.D. Green and Lieutenant Colonel Bruce Addis.

In the same book, Norm Haylock said:

'The other characteristic of Mr O'Donnell was his heart. I have seen a contractor, in great trouble, cry before him and that seemed to melt his heart. He received very helpful treatment from Paddy. His loyalty to his staff was almost to a fault, the way he supported people he believed in.'

Paddy O'Donnell had a very soft and very loyal side which not everyone saw. When he was a Lieutenant Colonel in Malaya he had a batman who had a rough time at the hands of the Japanese, and a very serious stomach operation in the POW camp. After the war he was put on as a bridge overseer but was later caught out padding the payroll. He was sacked and for the next 15 years he struggled on working as a nightman. When Paddy became Chairman in the 1960s the man returned as a bridge overseer. Some years later I visited this man's home and found that he had a child who was very ill, requiring many costly operations, and this had been the reason for his dishonesty. Paddy had known this and had shown loyalty and softness when the occasion had warranted it by reinstating the man. He later turned out to be one of our best bridge overseers.'

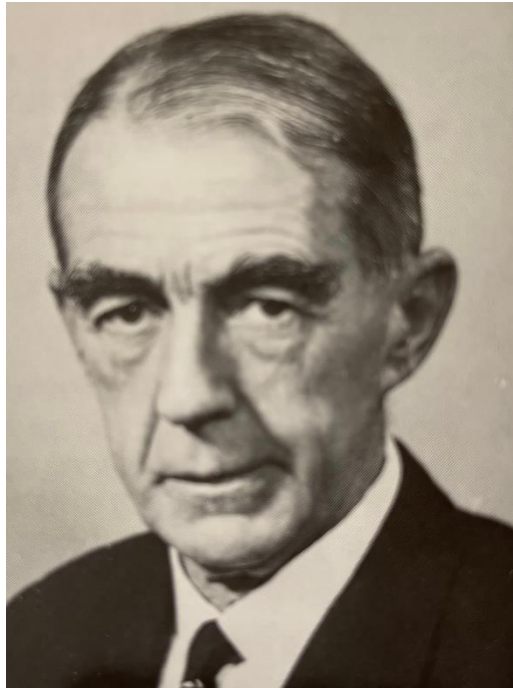
Peter McCullough recalled an instance of Paddy's fierce determination to protect the integrity of the CRB. Peter - when acting as Personnel Manager - would occasionally attend Board meetings when personnel items were being dealt with. On one particular occasion the 'hotline' rang; it was the Minister at that time, the Minister for Local Government. An election was looming and the Australian Labor Party had found a strong local candidate. The Minister wanted the CRB to assist his campaign by announcing a few projects on the Mornington Peninsula, mentioning the minister's name as often as possible. Paddy did not hold back; the CRB would not become a political football while he was Chairman and he was deeply offended that the minister would think otherwise. Others in the Boardroom could hear the minister back-peddalling furiously. The conversation ended abruptly when Paddy slammed down the phone and announced "Well, that's taken care of him."

As Chairman of the CRB, Paddy was a member of the National Association of State Road Authorities from 1962 to 1971 including two periods as Chairman. He was a Director of the Australian Road Research Board and was twice Chairman. He was a member of the Victorian Tourist Development Authority, the Melbourne Metropolitan Transportation Committee, the State Planning Council, Member of the council for Queen's College, Director of the YMCA, Member of the faculty of

engineering at the University of Melbourne, Member of the West Gate Bridge Authority and a member of the Rotary Club of Melbourne.

He is remembered as a fiercely independent character and a hard taskmaster. He played an outstanding role in the development of Victoria's roads over a long period of time and his life was one of considerable achievement and service to the benefit of Victoria.

Paddy retired in 1971 and died in Camberwell on 26 November 1984.



Ian (Paddy) O'Donnell - circa 1971.

FROM THE ARCHIVES

Not a leg to stand on

I wrote recently about the men working in Unemployment Relief gangs during the depression years. This story is about one of them.

Richie Rowe had a wooden leg. He lost his leg below the knee during the First World War. However, he was a terrific worker and had no trouble keeping up with the rest of the gang shovelling gravel. Because he was such a good worker, the Country Roads Board retained him after the other sustenance workers were relieved. After working in the pits loading gravel, he was transferred to spreading gravel on the road because they thought they would get the benefit of better compaction from his peg leg!

He was working at Connors Plains on the Licola Road and one night they had a bit of a party and Richie got a little worse for wear. Someone took his wooden leg and Richie was hopping around like a sparrow trying to find it. In the end he went to bed without it, thinking he would find it the following morning.

When he got up, he found it charred and half burnt under one of the coppers. The cook's offsider had got up earlier in the morning and he was groping around for wood in the half dark and he found this hunk of wood to heat the water up. It was Richie's wooden leg.

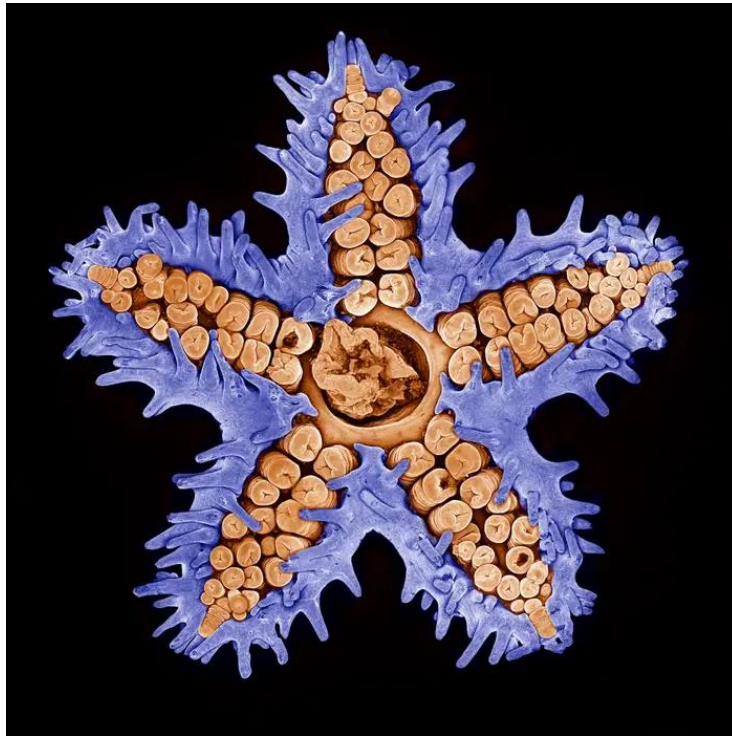
This is an edited version of a story recalled by Bob Baade in *Reminiscences of Life in the Country Roads Board*.

AND NOW FOR SOMETHING BEAUTIFUL

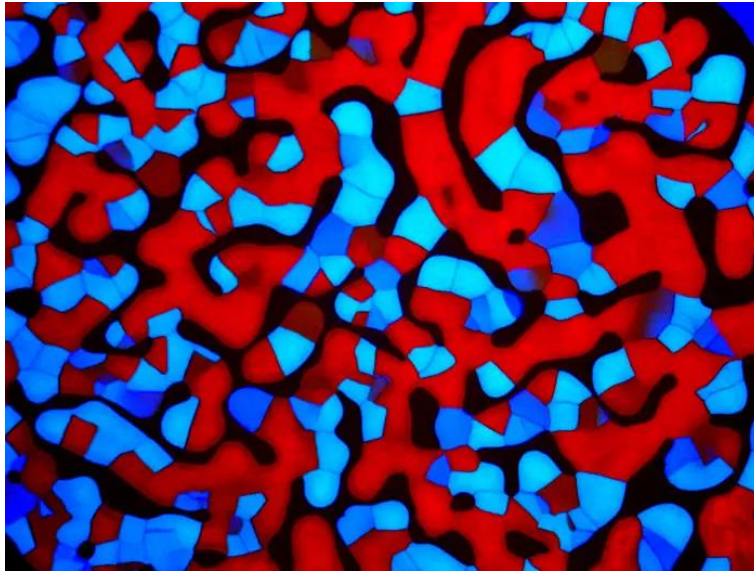
I thought we would venture into the amazing world of magnification.

Magnification is the process of making an object appear much larger than it really is. You might use magnification to inspect a rare stamp and it is much used in pathology.

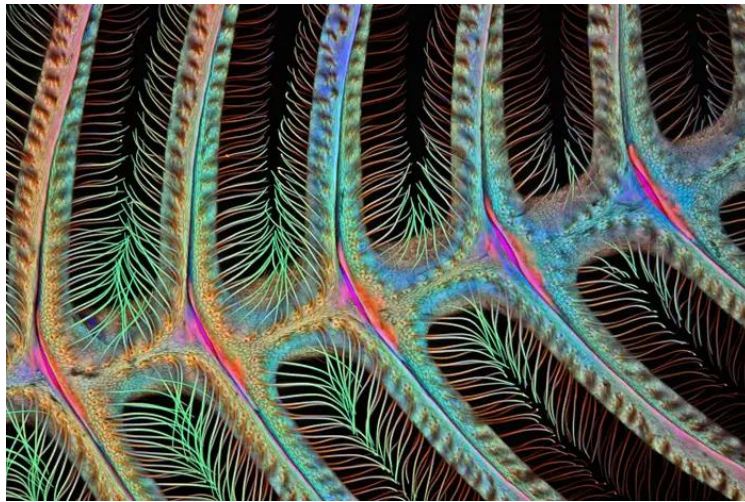
Some small objects, like cells, require magnification to be seen at all. Other things, like distant planets, are so far away that you need the magnification of a telescope to get a good look at them. Binoculars use magnification so you can see the details of birds close-up, and reading glasses use magnification for reading small print. Magnification comes from the Latin word *magnificare*, "esteem greatly" or "make much of."



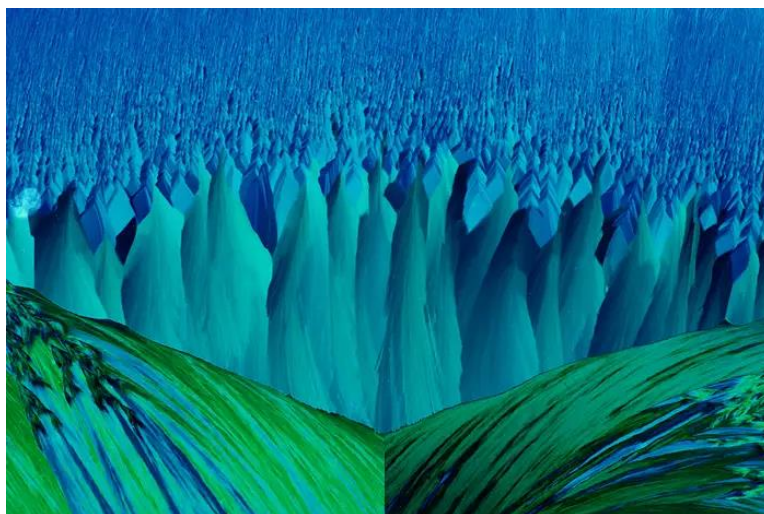
This is a juvenile starfish - magnified X 10



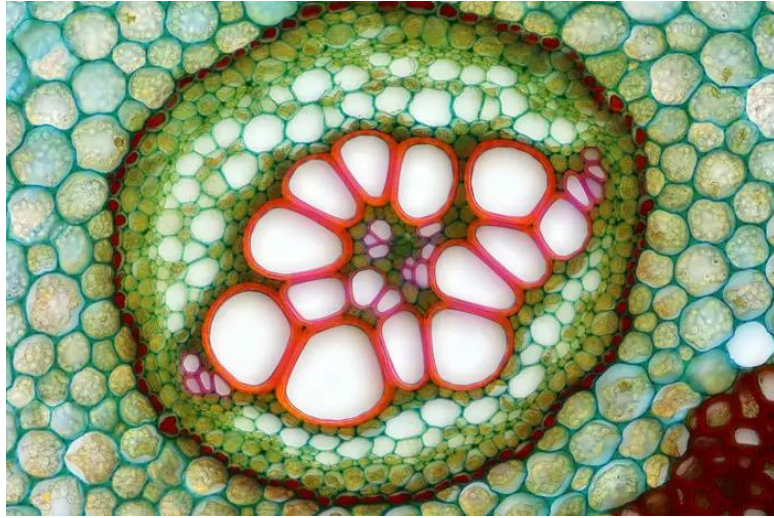
Degenerating LCD liquid - magnified X 100



Antennae of a moth - magnified X 100



Crystallized acne medication - magnified X33.



Ostrich fern cross section - magnified X 250.

TRIVIA AND DIDACTIC WHIMSIES

Sunny surprise

My wife shouted up the stairs this morning, "The sun's finally come out."

I thought – brilliant!' – I'll go to the beach and do some fishing, So I threw on my shorts and sandals and shot down the stairs,

I was rather shocked when I got down there to find our lad holding hands with his mate, Brian.

A Mary Poppin's moment

A yogi in the Himalayas was a great spiritual leader. He walked in the mountains in bare feet. He also had a peculiar diet that made him a bit weak and gave him bad breath.

You could say he was a super calloused fragile mystic hexed by halitosis.

More power of prayer

A man prayed to God so that he can win the lottery. He was persistent praying week after week. God appeared to him one day and said, "Help me out here.... Go and buy a ticket."

I'm ashamed of some of these

A friend suggested putting horse manure on my strawberries. I'm never doing that again, I'm going back to whipped cream.

If money is the root of all evil, why do they ask for it in church?

Did you know? That by replacing your potato chips with grapefruit as a snack you can lose up to 90% of what little joy you still have left in your life.

I don't usually brag about going to expensive places, but I just left the petrol station.

At the bank, I told the cashier, "I'd like to open a joint account please."
"OK, with whom?"
"Someone with lots of money."

I got so drunk last night, I walked across the dance floor to get another drink and won the dance contest.

I don't want to get technical or anything, but according to chemistry, alcohol is a solution.

When I drink alcohol everyone says I'm an alcoholic. When I drink Fanta, no one says I'm fantastic!

David Jellie - Editor
pdjellie@hotmail.com