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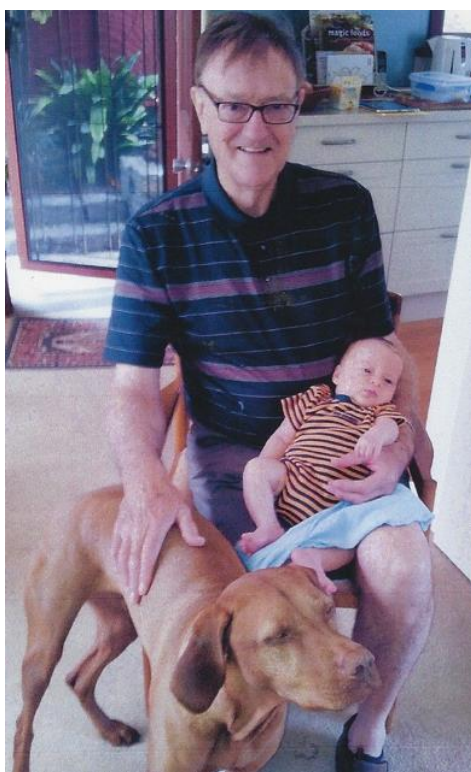
Membership of the Association is available to all who have been members of VicRoads or forerunner organisations or the spouse of deceased members, and bestows on them all the rights of the Rules of Association. Cost of membership is a once only fee of \$50. Enquiries about membership or receipt of the Newsletter by e-mail should be directed to the Secretary, VicRoads Association, PO Box 3217, Cotham VIC 3107 or by phone or e-mail as shown above. Visit our website at <https://vicroadsassociation.org>

Dear Members,

You may notice in the header above that we have had a change of Secretary of our association. Jim Webber has resigned and Jill Earnshaw has taken on the role.

Jim joined VicRoads Association in October 2008 and became a committee member in March 2013. In October 2015 he succeeded Peter Lowe as the Honorary Secretary. On behalf of the Association, I want to express our sincere gratitude to Jim for his service, and the dedication and grace he displayed in carrying out his duties.

The role of the secretary is the most onerous on any committee. Apart from managing the record keeping and communications, it requires attention to detail and empathy for the needs of members. Jim showed great wisdom and humour and tirelessly gave his time and energy in carrying out these tasks. He participated in all our events and meticulously planned our road trips.



Jim Webber and his other loves.

On a personal level, I am grateful for Jim's friendship. Our association goes back to the early 1960s when we started work together in Bridge Design Division. We, and a few others, were certain we could win *Wealth Words* in *The Sun* newspaper – spending morning and afternoon teas trying all the variations we could think of. We never won, but if I remember correctly, we came fairly close once. As President, I valued Jim's opinion and assistance and his willingness to answer the phone at any time of day. Kay will be pleased too!

I am also pleased that Jim has decided to remain a committee member so that we still have the benefit of his knowledge and experience.

Jill Earnshaw was elected by acclaim at our last committee meeting to become our next Secretary. Jill hardly needs an introduction to most of us because of her leading role in the Farewell to Kew celebrations as well as a number of our recent functions. Jill is a wonderful organiser and I am worried that I might not be able to keep up with her energy. Thank you, Jill, for taking on this role.



Jill Earnshaw

There has been a change in direction in another sense in that Jim's passion for Hawthorn has been replaced by Jill's passion for Essendon. Is this an omen?

I mentioned earlier, that Tom Glazebrook has written some of his recollections of the role of the Divisional Engineers in the CRB structure – delving deep into his experience as Divisional Engineer Bendigo. Iris Whittaker has kindly volunteered to type up his notes and when they are finished, I will consolidate it into one document. Rather than serializing it in the newsletters, I will consolidate it into one document and then distribute it as well as posting it on the website. It is fairly large and it may take a month or two to complete it.

WHAT'S COMING UP

We have made a few sweeping changes to our program for 2024 so please take time to note them. They are shown in red in the table below.

First of all, the visit to the Shrine of Remembrance previously scheduled for 17 June has been rescheduled for later in the year. We will let you know of the revised date as soon as it is fixed.

Secondly, we have also cancelled the regional trip to Cooma via Traralgon, previously scheduled for 14 and 15 October. You have probably seen in the media that the project has run into further problems, so we have decided to postpone this trip until next year. In the meantime, we are considering other options for a field trip in Victoria to replace the Cooma visit. I will also inform you of the new arrangements when they are finalised.

However, there is one visit which is definitely on - which promises to be very exciting - and that is the visit to the West Gate Tunnel Project (WGTP) on Monday 19 August. The format is as follows:

- We will have an interactive Zoom meeting on our computers or phones – probably on Friday 16 August. Officers from Major Roads Projects Victoria (MRPV - formerly the West Gate Tunnel Authority) will describe the scope of the project, including the nature and program of works and answer any questions we might like to ask.
- On Monday 19 August we will meet in the city and then take a bus tour of the project. We haven't finalised the starting point but it will probably be at either the MRPV's office at 180 Lonsdale Street or at North Melbourne Railway station. The railway station has good vantage points for viewing the project and would be the first bus stop from the city in any case. The bus will stop at strategic locations around the route. We propose to set off at 10 am and return to base between noon and 12.30 pm.
- There will be MRPV officers on the bus(es) to provide commentary and answer questions.

I will arrange an appropriate venue for lunch – somewhere near our return location.

Members and friends will have to register for the bus trip with a cut-off date of 12 August so that the Authority can make final arrangements with the bus company.

I will keep you posted on final arrangements.

The table below shows a summary of events for 2024. If any changes occur, I will inform you in future newsletters or by email.

Date	Event	Contact Person
Tuesday 2 July	12 noon for 12.30 pm Lunch at Waverley RSL	Ken Vickery
Cancelled. New date to be advised	10 am Shrine of Remembrance – highlighting the recent upgrade followed by lunch and a possible tour of Royal Botanic Gardens	
Monday 5 August	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Monday 19 August	10.30 am West Gate Tunnel Project See note above.	David Jellie
Monday 7 October	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Friday 25 October	12 noon. Annual Golf Day at Greenacres.	Jim Webber
Cancelled. To be rescheduled next year.	Regional trip to Traralgon (for lunch with ex-VicRoads staff), overnight in Orbost & then to Cooma to be briefed on the engineering and financial aspects of the Snowy 2.0 Project from 2pm to 3:30pm. Overnight in Cooma or other Snowy town, then return to Victoria via Canberra, Albury or other options on 16 October.	
Monday 2 December	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Tuesday 10 December	12 noon for 12.30 pm, Christmas lunch, Waverley RSL	Ken Vickery
2025		
Monday 3 February	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up.

Please remember that partners and friends are always welcome to our events.

Mid-year lunch at Glen Waverley RSL, Tuesday 2 July at 12 noon.

Our mid-year lunch will be held at Glen Waverley RSL at 12 noon on Tuesday 2 July. This is just a casual get-together and if you would like to come please register with Ken Vickery on kenvickery@tpg.com.au or 0409 561 618.

Occasional Lunch at Shoppingtown Hotel, Monday 5 August at 12 noon.

Our next lunch is on Monday, 5 August. There is no need to register – just turn up.

NEW MEMBERS

I would like to welcome the following new members to the Association:

George Mavroyeni, Allan Bowman, Clive Mottram, Brian Head, Shelley Marcus, Sybil Yardin, Sri Thangarajah, Bruce Wood, John Lewis, Jeanny Griek, Martin Boyd, Jacqui Sampson, Kerry Willis and Geoff Chambers.

VALE

We extend our sympathies to the families and friends of the following colleagues who have died.

Leon Stevens

Dayle, Leon and Dot's daughter, contacted me in early February to say that Leon's cancer had taken off suddenly and they were deep in end-of-life planning. He died a few days later aged 81.

Dayle described his cancer as a quick trip. He was fit as a fiddle in September, diagnosed in November, OK at Christmas, and then fast forwarded into January. His family was very grateful for the Christmas they shared last year.

Leon spent most of his career with the CRB/RCA and VicRoads as the Divisional Accountant in Ballarat. He was a modest and gentle person and a wonderful trainer and mentor – as I was later to learn.

Leon went into palliative care and he spent his last few weeks trawling through memories of family, friends and travel. He asked Dayle to contact me as he had lots of happy memories about working in Nepal back in the early 1990s. At that time, I worked for the Overseas Projects Corporation of Victoria and I was able to secure a number of projects in which Leon participated. As well as Nepal, I recall other projects in Samoa, Fiji and Papua New Guinea – funded by the Asian Development bank and AusAid (as it then was).

All these projects involved strengthening the capability of the national government's roles and the introduction of new systems to assist them in their duties. Other VicRoads' personnel who worked closely with Leon in these projects were Peter Lowe, John Trainor, Doug McClaine, Tuan Hoang and Bob Parker – to name a few. Leon's role in all of these involved strengthening of financial management.

From my perspective, I appreciated Leon's empathy and understanding of the needs of the people he was working with. He paced his transfer of knowledge to ensure that the lessons they learnt were sustainable and made sure that procedures were commensurate with the rate of learning.

I remember one example of Leon's achievements well. It was the restructuring and strengthening of the Public Works Department in Samoa led by Peter Lowe. I had occasion to ring Leon from Melbourne and I guess it would have been around five o'clock in the afternoon in Apia. There was a lot of cheering and yelling going on in the background and I asked what was going on. Leon explained that they were having a bit of a party because it was the first time the department had ever developed an annual program of works and a budget.

Robert (Bob) Parr - 1946-2024

Bob graduated from Warrnambool Technical College with a Diploma of Civil Engineering in 1966. On joining the CRB he initially worked in the Advance Planning Section, prior to his two-year stint of National Service in Brisbane. On his return he worked in the Road Planning area, undertaking the initial planning work for the widening of Punt Road in Richmond. He

then moved into construction on the Nepean Highway widening project, before choosing to specialize in Traffic Engineering in various Metropolitan Regions as his host organization changed from CRB to RTA to VicRoads. He finally worked with a private traffic consultant after taking a retirement package.

Alongside his engineering career Bob managed to build a number of houses, firstly a Merchant Builders home in Viewbank, then a self-build in South Melbourne, later undertaking numerous major modifications to a mud brick home and hobby farm in Yackandandah, and recently commissioning a new home in Inverloch.

Bob was actively involved in motorsport, initially in a rally Simca, graduating to a Formula V, and later to a much-modified Mazda MX5. He also drove a number of supercars at track days whilst holidaying in England. Also an avid skier, bike rider, and golfer, he will be sorely missed by family and friends, finally succumbing to cancer after a long battle, throughout which he managed to remain his cheerful self.

At the RTA, Rob was a keen advocate and supporter of our Principal Traffic Routes Program, making the point that it got the engineers out from behind their desks and made them look at and understand what was going on out there.

Editor's note: Many thanks to Ross Gordon and Mike Verey for assisting in writing this obituary.



Bob Parr

Alan and Heather Marshall

Alan and Heather both worked in Dandenong Division.

Alan worked with Bill Kendall in the Municipal section. He prepared the notes for the Divisional Engineer - Stan Hodgson - when he visited the 24 municipalities in the Division.

Heather worked in the Accounts area.

They were both seriously ill and they opted to fly to Europe to undergo a voluntary assisted dying procedure together.

NEW RULES FOR THE ASSOCIATION

Graham Gilpin has been reviewing the rules of our association and he has summarised our situation as follows.

For good reasons [primarily to ensure that committee members are not personally financially liable for committee decisions] most amateur clubs/associations are “incorporated”. This includes the VicRoads Association Inc.

In Victoria this means complying with the requirements of Consumer Affairs Victoria [CAV] which is the body which sets the compliance criteria.

Our current rules [which run to 11 typed pages] were approved in 2009 and now need revision as they are considerably out of date given the various changes that have occurred over the past 15 years or so.

To be incorporated a club/association must operate under a formal set of rules acceptable to CAV. There are 23 matters which it is mandatory that the rules cover. It is permitted for clubs/associations to draft their own rules but to do so, and to ensure that all mandatory matters are properly covered, is challenging. So, the CAV has produced a set of “Model Rules” which clubs/associations can adopt if they wish. Naturally, the model rules cover all the mandated matters. The model rules run to 25 typed pages and can be viewed on the CAV website. Quite a few of the typed pages cover matters of little or no relevance to us, however, any change or deletion means you no longer accept the Model Rules and that then leads down a more lengthy and expensive approval path. Accordingly, the Committee considers adopting the Model Rules as the best way for us to proceed.

The first three rules of the Model Rules cover the organisation’s name, its purpose[s] and its financial year. Clearly, these matters are specific to the organisation and will be drafted by the Committee. Once drafted, they will be shared with the membership and your opinions and comment will be sought.

It will then be necessary to put the adoption of new rules to the membership at the AGM [or at a Special General Meeting] and to follow a formal mandated approval process. Our current rules outline what must be done to allow change/updating and that process will be required to be followed.

It is recognised that all of the foregoing may seem excessively formal and bureaucratic, however, to be incorporated the CAV requirements must be followed, ergo, there is no choice.

MORE FAREWELL STORIES

Elsbeth Drury

Hello David,

‘Thank you so much for putting together and sending out that lovely newsletter full of photos from the Farewell to Kew. I have included some more pictures of people who did not feature in the newsletter.

We are from the Survey Section. It was called Title Survey when I started.

Terry Sheldon in the red top is 93 years and still playing tennis. He looks amazing. There must have been something in the water on 1st floor of 60 Denmark St, as I think we have all aged quite well.

I loved the stories in newsletter especially the one about the long wait. I too (along with most new starters in the drafting office had this experience). I was sent up to Right of Way Division to see either Laurie Carlton or John Waters and ask for a long weight. I thought this was similar to the small weights we used to anchor our drawings - but longer. Little did I know it was a long wait I had come for.

I had the pleasure of meeting your lovely wife Pamela yesterday while gardening at Wattle Park. She encouraged me to send this to you.

Thank you for all you have done.

Take care

Elsbeth Drury



Left to Right: Ian Andrews, Bruce Wood, Terry Sheldon, Patrick Harrington, Rob Steel, Elspeth Drury and Geoff Hatten.

Sitting Left to Right: Rick Anderson, Bruce Ford and Graeme Stone.



Terry Sheldon, Geoff Hatten, Patrick Harrington, Elspeth Drury and Ian Andrews.

Carole Bate

‘Dear David,

Thank you for sending through this special newsletter. It was a wonderful occasion and great to meet up with former colleagues. You and your team did a great job organising the event and this occasion will stay with me forever.

A story came back to me when I worked on the 5th Floor. I was standing waiting for the lift when Jeff Kennett (Premier of Victoria at the time in the 1990s) walked up to also catch the lift. We were both standing there for a few minutes when the clock, positioned above the lift, dropped to the floor startling both of us. To this day I have wondered whether this was some sort of omen.

Kind Regards,

Carole’

Biruta Don

Dear David

Fabulous VRA Newsletter. It included lots of interesting photos and stories. Last year Peter and I loved looking at the ceramics at Wagga but did not know the connection with Joyce Kerfoot. What a brave and amazing boss you had in Erwin Matzner. I really enjoyed reading all the stories and thank you especially for all the time and work you put into the VRA Newsletter. Keep up the good work and if you need my help let me know.

You made me feel guilty about not keeping in touch with some of my VicRoads workmates. It was nice to catch up with Clive Mottram face to face rather than on zoom. I look forward to catching up with Elisabeth Heathcote, John Smelt and Joan Gilmer at the TAC on Tuesday. My last role at the Department of Transport (formerly VicRoads) in 2019 was working on projects for the TAC at Footscray but I never got to visit the offices in Geelong.

Kind regards

Biruta'

Lester Watt (to Jill Earnshaw)

'I just wanted to say how enjoyable Wednesday was to catch up with so many people I had not seen for many, many years

Congratulations and thanks to yourself and David - and all the other committee members who made it all happen. I know they don't just happen.

I spent from 1965 to about 1976 in the building (including the Laboratory Building) and spoke with people I hadn't seen for 40 – 50 years.

You and David set the theme for the day with great speeches and I could relate to some of the HO activities with volleyball and the football matches but it made me relive many enjoyable memories.

Given there were about 200 people there and I assume they had a long association with the organisation - no matter what it was called - I have guessed there would be about 6000 years of service in the room. If not that high, it would at least be 5000 years

Not a bad effort - thanks again for organising it.

Lester'

Robyn Robb

'Dear David and Jill

Thank you so much for organising such a wonderful event. Everything was just perfect.

I spent approximately 50 years of my 53 years and 1 month employment with Country Roads, Road Construction Authority, VicRoads and DoT at 60 Denmark Street, and this event gave me a wonderful opportunity to put that huge part of my life into perspective and a chance to say goodbye without feeling sad. Joining the CRB was one of my best ever decisions and I am still enjoying the benefits of that decision today.

And Jill, I wanted to pass on an anecdote about Reg Patterson today but you were so busy that I decided to email instead.

I was a smoker in my early years with the organisation – smoking at my desk for many years - hard to believe it now! In about 1991 my section (I think it was called Contract Services then) moved to an office in Prospect Hill Road, Camberwell. That building was a "No Smoking" building. When the contents of my desk were moved from Kew to Camberwell, my ash tray moved as well. I put it in my bottom draw and forgot about it.

One day Reg Patterson was at the Camberwell building for a meeting. I'm not sure if it was a particularly difficult meeting, or he was just bucking the rules, but he sought me out and asked me if I still had my ashtray. He was delighted to know that I had it in my bottom

drawer, asked me if he could borrow it, and promised to bring it back after his meeting, which he did.

I have thought about that day several times since, and always with a chuckle. I guess the rules didn't apply to Reg, or should I say, Mr Patterson.

Thanks again David and Jill.

Kind regards
Robyn Robb'

Wendy Goad

'Hi David and Jill

Just wanted to convey my thanks to you both for your efforts in putting together an amazing day today.

For me it certainly bought home fond memories of all the amazing people I've worked with over my 45 years in the organisation. It was such a lovely day and I thoroughly enjoyed catching up with many old friends.

Thanks for the opportunity and a job well done. A lot of effort went into making it such a great day.

Regards
Wendy Goad'

Derek Trewarne

'Hi David & Jill,

Just a word of thanks for organising such a wonderful farewell to the old CRB HQ at Kew. It was wonderful to catch up with many old contacts from H/O and the former Divisions/Regions.

Kind regards,

Derek Trewarne'

We still retain the CRB poem on the card below and would be happy to give it away if anyone wants it.

C.R.B.

They're forever on the highways
Making roadways out of by-ways -
When they see a hill they cut the thing in two.
They're a cheerful gang and willing
And they spend their quid or shilling
On pots of sparkling, frothing amber brew.

They have carts and they have horses
And they bridge the water courses -
They can level out the wildest bushland track.
It's a game that keeps them moving
As the highways they're improving -
Down mountain ridges roadways they can hack.

Round a spur - across a valley -
Right from Orbost to the Mallee -
Blasting rock and scooping soil they carve their ways.
They make roadways, good and shorter,
Through the sand and mud and water.
When they're gone their work remains to earn our praise.

When they work, they work with vigour
And a way they seem to figure
To overcome each obstacle they see.
They're as tough as bullock leather -
Pitch their tents in any weather -
They're the knights of all the roads - the C.R.B.

Frank Allen

3AW - Written circa 1935



Authorized by the Department of Transport and Planning, 1 Spring Street, Melbourne

A FEW MORE MEMORIES OF THE FAREWELL TO KEW



Karen Macdonald, Shelley Marcus and Liz Pollock.



Bill Saggors and Jill Earnshaw.



Geoff Elston and John Waters.



Mary Spilar, Sharyn Noy and Patsy Kennedy.



Our official photographer, Nick Szwed.



Terry Sheldon, Geoff Hatten, Patrick Harrington and Ian Andrews.



Bernard Toulet and Ian Thiele.



Iris Whittaker and John Rebbechi.



Rick Anderson, Terry Sheldon, Patrick Harrington and Elspeth Drury.



John Baldock and Murray Duckworth.



The last to leave. On the left from the front: Allan Bowman, David Williamson, Richard Bortko, Jurgen Heselschwerdt and Patsy Kennedy. On the right from the Front: Greg Ryan, Nick Szwed, Kevin Fox, Mary Spilar and Jill Earnshaw.



Iris Whittaker and David Jellie. Ken Sinclair in the background behind Iris and Sharyn Noy and Paul Cooper behind David.



A piece of history being removed.
The old signage at the former VicRoads HQ in Denmark St being taken down.

NEWS FROM MEMBERS

John Scully – on travelling in Tasmania (and Daryl Baldock)

John and Janet Scully took a trip to Tasmania in early April and John wrote to me as follows:

‘We are now in Hobart for three days as part of week in Tasmania. Took the Spirit of Tasmania on Friday 5 April.

We stayed a night in Devonport and Launceston and the drive through the northern farmlands to Hobart has been breathtaking. Lush, green rolling hills sprinkled with beautiful trees. A bucolic paradise.

We stopped at the small town of La Trobe between Devonport and Launceston to read the Daryl Baldock Memorial. Baldock grew up in LaTrobe, played in the U19 football team when he was 14 and won best and fairest.

I knew he was an amazing footballer but he was also a highly rated first-class cricketer (batted right hand, bowled left), a successful race horse trainer, and a leading Tasmanian

politician who refused the offer of Premier of Tasmania. And most importantly, was a charming, honest person respected by all! What an over-achiever!!

Had some wonderful Tasmanian dinners and wines. Tasmanians are proud of their cuisine and they are also very proud of their literature and writers. Every bookshop we have visited has had a large and varied display of Tasmanian books.

We have seen a number of elegant old stone bridges. Janet said 'I am sure David would like to see them and explain how they are built.'

Regards, John.'

Bill Turner

Bill wrote:

'Hello David and thank you for the great job you do with the regular newsletter. Just one small thing with the latest one - unless Gordon Mills has risen from the dead or has met the Marshalls "on the other side", I suspect that it must have been someone else who provided the relevant information as Gordon died a few years ago.

Kind regards

Bill'

Editor: I can't remember now who told me - but I apologise.

Peter Balfe on news of Ivor Preston

Ivor Preston worked as a road design engineer for many years in what was then known at the CRB as Plans and Survey. As a bridge design engineer, I worked very closely with him on a number of projects and I greatly admired his skills, but most of all, I loved working with him. He had a wonderful sense of humour and was an all-round great colleague. He left the CRB for the sunshine of Queensland and there, he made a new life.

His great passion was birds and he became involved in Birds Australia and developed considerable expertise in Australian birds.

Peter Balfe sent me a newspaper cutting from the *Townsville Bulletin* about Ivor. He caught up with him about 10 years ago – through their mutual interest in bird watching – but lost touch. However, another 'birdie' saw the article below and sent it to Peter.

I will not reproduce the article as it is too long, but I will summarise it. Ivor was diagnosed with Parkinson's disease in 2016. He has joined an organisation called Dancenorth and he has made a short film capturing his philosophy of life, his hobbies and experiences with Parkinson's.

The Dancenorth project – Deeper than Dancing – examines creativity and movement with older people who are linguistically and culturally diverse who have a disability, and demonstrates their creative abilities through short film, storytelling and dance. Ivor has

made a short film which he enjoyed making, summarising key themes in his life through movement.

He worked with Alice Lee Holland, to capture snippets of his youth, his career as an engineer and his interest in birdwatching. He connected with Dancenorth in 2019 and has been involved ever since. The weekly Vital Dance classes helped him to realise what he had lost through Parkinson's and also helped him to be in tune with something he is passionate about, especially people with disabilities.

Parkinson's is a long-term slow decline and the aim is to try to slow that decline down. Ivor keeps his brain active and tries lots of things, and if they work, he keeps at them.

I don't know if Ivor will get to see this but if he does, we wish all power to him.



Alice Lee Holland dancing with Ivor.

Noel Osborne

Noel was one of the few people who responded to my request for a one-page work biography. This is what he wrote:

'In 1964 I completed my final year of Civil Engineering at the Bendigo School of Mines. By that time, it had been renamed the Bendigo Institute of Technology (BIT).

The next day, like the others in my year, I applied for full time positions and received invitations to attend an interview with the Shire of Keilor and the CRB at Bendigo Divisional

Office on the very next day. I attended both and was surprised to receive two telegrams on the same day at the end of the week.

The CRB agreed to engage six of the BIT civil engineers from that year and I chose to join the staff at CRB's Benalla Division.

My first day was the fourth January 1965 and having found lodgings in a boarding house close to the office, I arrived at the very recently opened new divisional office in Clarke St Benalla and was introduced to the Divisional Engineer, Mr. Bob Handley

At that time, once completing the academic studies at BIT, it was necessary to complete a full year of supervised practical experience in civil engineering and have it certified by qualified engineers before graduation could occur.

The Division had a program in place and I was introduced to Wally Dyall the Division's Bridge Engineer before commencing my first day in the CRB soils laboratory to undertake laboratory soil analysis and field-testing works.

The initial lab work included soil sample splitting, sieve analysis and plasticity index (PI) testing with an Atterberg hand-operated device. It also included field work; taking samples from the existing roads, recording the depth of the various layers, bagging the individual layers for lab analysis and often taking the CBR (California Bearing Ratio) readings of the underlying subgrade with "CBR drop hammer" while recording the depth of penetration and the number of blows.

On one occasion I was sent out with my gear, some "witches' hats" now known as Traffic Cones and one of the Lab utilities (utes). The Soils Lab team leader explained what he wanted and the mileage for the testing and I was dispatched to the site. A team of one. I set up the ute on the centreline of the Hume Hwy south of Benalla and with a pneumatic pick started digging my holes in the then existing 2 lane, 2 way highway with trucks and cars thundering past both sides of me at 60 plus mph. I dug the holes protected from all by my Ute and my two witches' hats. With the samples labelled, bagged and in the ute, I backfilled the holes and topped with compacted premix before moving to the next test hole site. That job lasted 3 or 4 days and then back to the lab to do the analysis.

The second phase of the induction training involved two months in the drafting office, drawing up the longitudinal section of a proposed new deviation, designing and plotting a grade line, drawing up the cross-section and calculating the cut and fill required. Max Roberts was the senior draftsman and he guided my first design.

The third phase was two months with one of the survey teams undertaking field surveys. Graeme McDonald, a trainee draftsman and both joined Ernie Kreisner's survey party. Our first survey was a widening of the Mt Buffalo Tourist Rd near the summit.

After the completion of the first 6 months, I spent time in the field with skilled Road and Bridge Overseers, Patrol staff and the works Superintendents, as co-ordinated with Ted Oppy the division's Senior Construction Engineer.

I remain indebted to:

- Wally Dyall, a very experienced bridge engineer;
- Ted Oppy, an experienced construction engineer;

- Bill Tolley, a clerk-of-works supervising an urban subdivision contract;
- Tommy Hayden a Roadmaster (in charge of Maintenance Patrols);
- Jim Harvey a Senior Superintendent of Works and a patient man; and
- Tom Glazebrook Assistant Divisional Engineer (ADE) a patient mentor.

With my 12 months practical experience duly certified by the above engineers and forwarded to the BIT, I graduated with my Dip CE in April 1966.

Just prior to my final year exams I, like many of my class, had to register for National Service for the Vietnam War and along with five of the six CRB engineers, received my notice of call up in the February of 1965.

I had three months as a qualified civil engineer and, having turned 21 in April of 1966, was able to be paid as a qualified engineer before being enlisted into the Australian Army on 12 July 1966. All five of the CRB engineers from my class were selected for officer training, all five graduated, completed their two years national service and returned initially to the CRB.



Noel Osborne circa 1965.

LEST WE FORGET

In this section I include a story or two about the war service of someone from VicRoads (or one of its predecessors) who served during one of the wars.

Flight Lieutenant John Frederick Dohrmann, 409822

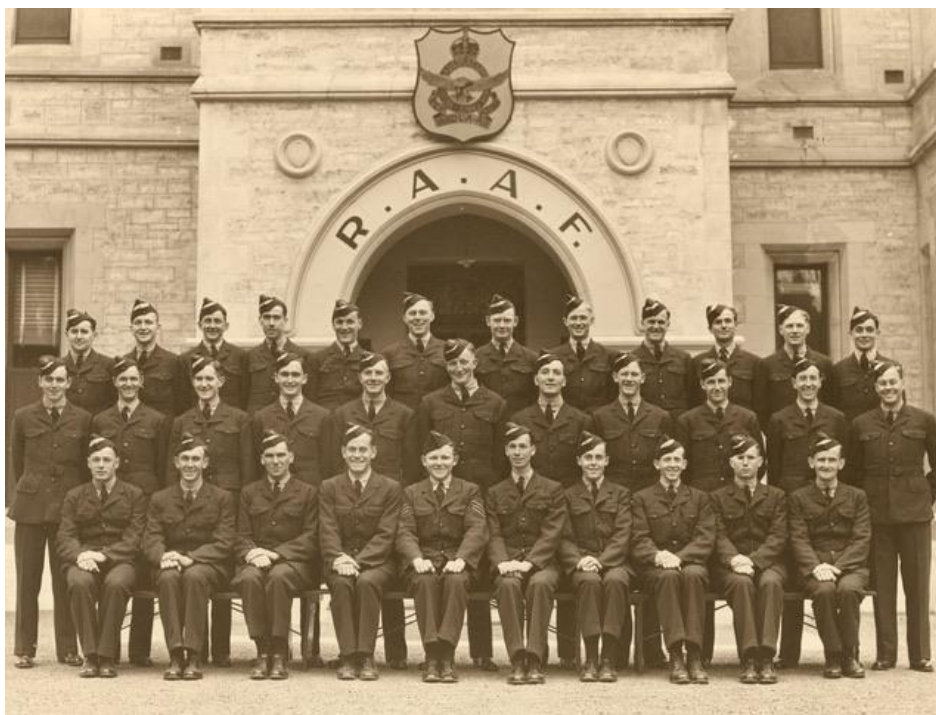
John enlisted in October 1941 at nearly 19 years of age. He was born in Kew in October 1922 and he lived in that suburb all his life. At enlistment, he described himself as a draftsman with the CRB, Carlton. He was a Leading Aircraftman but in October 1942 he was granted a commission and became a Flight Lieutenant.

He joined 76 Squadron. This squadron was formed in Queensland on 14 March 1942 as the RAAF's second squadron equipped with P-40E Kittyhawk fighters. During April, seven of No. 76 Squadron's P-40s were ferried to Port Moresby and handed over to No. 75 Squadron, which was suffering heavy losses while defending the town from Japanese air raids.

The squadron deployed to the front lines of the New Guinea Campaign in July 1942 but John did not join it until July 1943. He served at Milne Bay until September and then transferred to Kiriwina for the next three months. Kiriwina is the largest of the Trobriand Islands north of the eastern-most tip of the mainland of New Guinea. Allied forces landed on Kiriwina in June 1943. US Army Engineers immediately commenced the construction of an airfield including a 2,000 metre coral-surfaced runway. In addition to Kiriwina, 76 Squadron also established bases at Momote, Noemfor, Morotai, Tawitawi and Labuan. The squadron engaged in bombing-and-strafting attacks on enemy troop and gun emplacements, enemy airfields, supply points, shipping (particularly barges and small craft), and as escort for bomber aircraft.

John returned to Melbourne in December 1943 – to No. 1 Personnel Depot located at the Exhibition Building in Melbourne. The RAAF requisitioned the building in October 1940 for use as a barracks and training facility. It occupied the building and the adjacent Carlton Gardens between 1941 and 1946. This was a homecoming for John because the CRB also occupied part of the Exhibition Building.

In July 1944, John was redeployed to 105 Fighter Control Unit in Darwin and later to 110 Fighter Control Unit in Sattler in the Northern Territory. In January 1945, he was transferred to Morotai and, in May 1945, he served at Tarakan in No. 114 Mobile Control and Reporting Unit until September 1945. All these units were responsible for controlling anti-aircraft batteries and air-to-air interceptions of Japanese planes and shipping.



AUSTRALIAN WAR MEMORIAL

P01405.013

Course photograph of No. 4 Service Flying Training School (4 SFTS). John is on the extreme right in the back row. Of the 33 men in this picture, 9 were killed on active service.

John married Henrietta Deacon in 1945. I don't know any details about his career at the Country Roads Board but he is listed as working there in the Board's 40th Annual Report. From electoral roll information, I can confirm that John was a consulting engineer and that he lived in Kew.



John Dohrmann in later life.

He was discharged from No. 114 Fighter Control Unit in November 1945.

John died in January 2011.

Corporal James (Jim) Henry Albert Drayton, 56270

Jim was born at Winchelsea in 1917. He enlisted in May 1942 and joined the Royal Australian Air Force. His first job was with Fletcher Motors in Geelong but at the time of enlistment he was working at the Country Roads Board. He described himself as a motor driver.

Jim undertook training in flight rigging, fitting and plant operations – all of which he successfully completed. He joined 8 Airfield Construction Squadron which was formed at Ascot Vale on 1 Jan 1943. The unit first moved to Flemington, Victoria, where it collected its equipment and prepared both personnel and stores for transfer to the Northern Territory. On 4 May 1943 Jim was in the advance party that reached Venn Airstrip, Northern Territory, and commenced work. Their first task was the construction of a road between the bases at Long and Fenton, which was completed after one week. During August a detachment proceeded to Melville Bay to sink water bores and assemble facilities for a full-scale move to Melville. Jim was stationed at Melville Bay from 25 October 1943 to 29 July 1945.



Jim Drayton's paybook photograph – 1942.

Jim's first letter home to Ella, his wife, was dated January 1943. He wrote many letters to her during the three and a half years he was in the RAAF.

After returning from the Northern Territory to NSW and Victoria, Jim was posted to 7 Airfield Construction Squadron which, in May 1945, was sent to Bougainville where he served for six months.



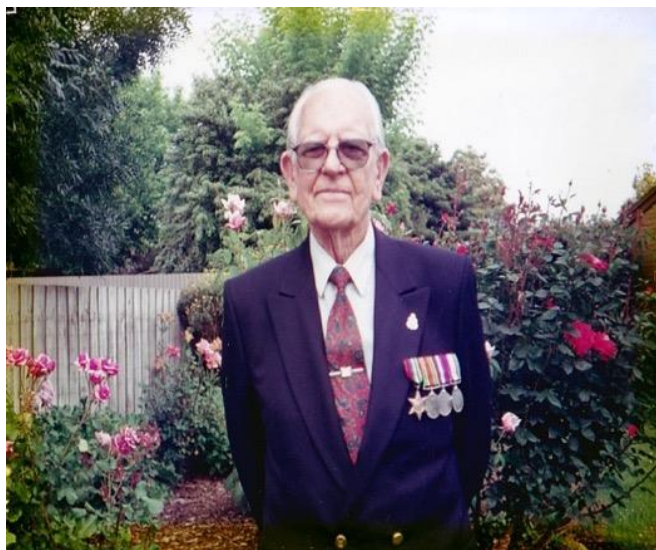
Graders operated by No 8 Airfield Construction Squadron, RAAF, at work building the airstrip at Tarakan Island, Borneo - May, 1945.



Ella and Jim Drayton.

He was a Corporal at the time of his discharge in 1945. He joined the CRB soon after returning from the war and remained for the rest of his career with CRB until his retirement in 1975. He was employed as a grader driver in Geelong Division then moved to Box Hill and became the Chief Driving Instructor attached to the Mechanical Sub-Branch at Syndal. This role saw him working throughout Victoria in training drivers and assisting in the purchase of new plant. He was then promoted to an Engineering Assistant position located on the fourth floor at 60 Denmark St as a controller of the CRB's construction plant throughout the state until he retired.

He talked very rarely about his time in the RAAF up until members of his family travelled to the Northern Territory. He then recalled how they used to jump from their machines and hide in trenches when the Japanese fighters came over.



Jim Drayton in later life.

Jim died in 1999. Jim had another connection to the CRB. His daughter, Jan, married Norm Bettess. At Jim's suggestion, Norm joined the CRB in 1966 and worked in Plans and Survey (under Noel Anderson – ex RAAF), in Dandenong Division and in Building Services until he resigned in 2001.

AND NOW FOR SOMETHING BEAUTIFUL

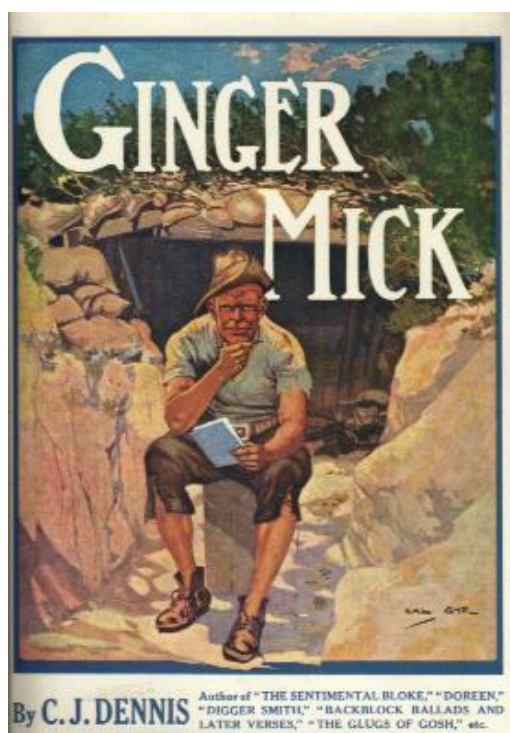
Laurie Watson's letter in the last newsletter about his uncle, Lennie Gwyther and his horse, Ginger Mick, evoked many memories for me because Ginger Mick was a memorable part of my childhood. My father loved poetry – especially of the Australian vernacular – and he recited and read to us many of the works of C.J. Dennis, Banjo Patterson and Henry Lawson.

We had many books written by these men, including *Ginger Mick*. It was originally entitled *The Moods of Ginger Mick* but the title was later shortened to *Ginger Mick*. It is a book of poems. I found the following synopsis which is on the jacket of a reprint.

"Ginger Mick was a likeable rogue who, before he answered the call to arms to defend democracy, sold fresh rabbits in the streets of Melbourne. This book tells of his tender love for Rose and his experiences of war in North Africa. The verse is full of humour and pathos and truly captures the spirit of the era.

The Moods of Ginger Mick was written during the early years of World War One when Australian nationalism was at its peak and appeared in the year following Dennis's enormous and immediate success with *The Songs of the Sentimental Bloke*.

In addition to two overseas editions, *Ginger Mick*, as this book is commonly called, sold over 70,000 copies in its first four years. A special "pocket version for the troops" was reprinted four times. This edition is similar in style and presentation to the original 1916 version with its Hal Gye illustrations and jacket and is the first reprint of *Ginger Mick* for over fifty years."



Ginger Mick's sweetheart, Rose, was described thus:

Ole Ginger's Rose! To see 'er sittin' there,
The moonlight shinin' fair into 'er face,
An' sort o' touchin' gentle on 'er 'air,
It made me fair fergit the time an' place.
I feels I'm peepin' where I never ought,
An' tries 'arf not to 'ear the words I caught.

One soljer's sweetheart, that wus wot I seen:
One out o' thousands grievin' thro' the land.
A tart frum Spadger's or a weepin' queen—
Wot's there between 'em, when yeh understand
She 'olds fer Mick, wiv all 'is ugly chiv,
The best a lovin' woman 'as to give.

This is part of the poem, *Spadgers Lane*, first published in *The Bulletin* on 11 December 1915.

Part of the last poem in Ginger Mick read:

A month ago the world grew grey fer me;
A month ago the light went out fer Rose.
To 'er they broke it gentle as might be;
But fer 'is pal 'twus one uv them swift blows
That stops the 'eart-beat; fer to me it came
Jist, "Killed in Action," an' beneath 'is name.

'Ow many times 'ave I sat dreamin' 'ere
An' seen the boys returnin', gay an' proud.
I've seen the greetin's, 'eard 'is rousin' cheer,
An' watched ole Mick come stridin' thro' the crowd.
'Ow many times 'ave I sat in this chair
An' seen 'is 'ard chiv grinnin' over there.

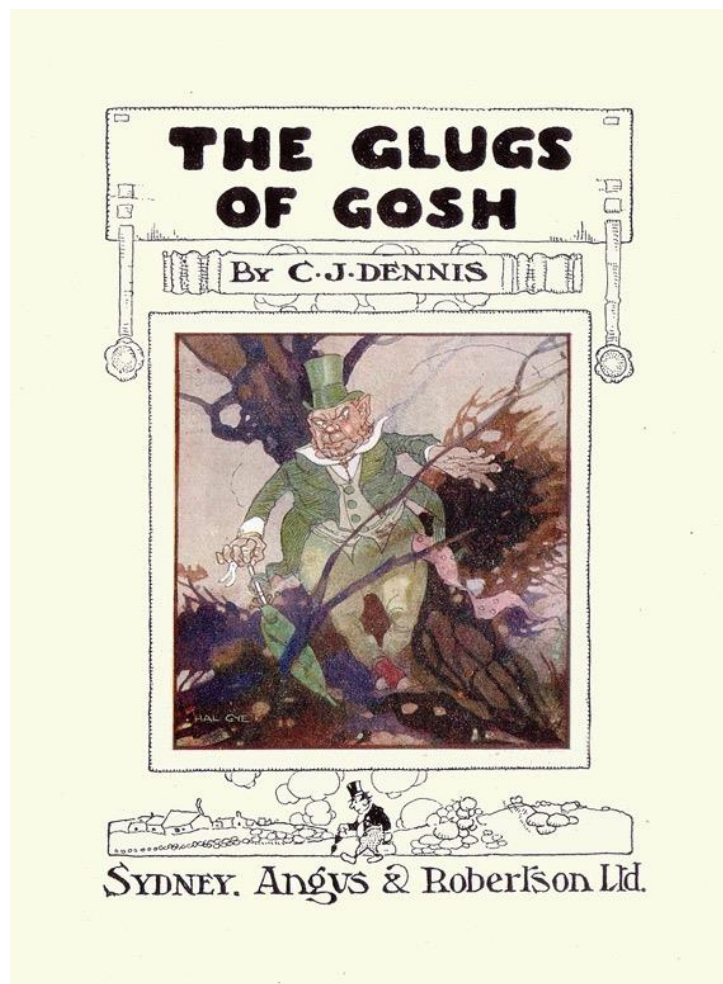
Ar, well; if Mick could 'ear me blither now,
I know jist wot 'e'd say an' 'ow 'e'd look:
"Aw, cut it out, mate; chuck that silly row!
There ain't so sense in takin' sich things crook.
I've took me gamble; an' there's none to blame
Becos I drew a blank; it's in the game."

It is somewhat ironic when you think of the popularity of this book in the ranks of serving soldiers during the First World War.

We also loved another book by Dennis called *The Glugs of Gosh*. Wikipedia describes the book thus:

The Glugs of Gosh is a book of satirical verse written by Australian author C. J. Dennis, published by Angus & Robertson in 1917. The book's 13 poems are vignettes of life in a fictional kingdom called Gosh, inhabited by an arboreal race (that is to say, climbers) known as Glugs. Dennis describes the Glugs as a "stupid race of docile folk". The illustrations, by Dennis's regular collaborator Hal Gye, depict the Glugs as short humanoids with large heads. Written in the style of children's nonsense poetry, the work attacks free trade, along with what Dennis saw as Australia's social conformity, intellectual cowardice and rampant bureaucracy. Although the book has greater literary merit than the larrikin-inspired *doggerel* verse for which Dennis is famed, it was a commercial failure. According to one biographer, "the veiled political and economic satirical verse was lost on the public."

Of course, as children, we did not understand the satirical messages of the book but the rollicking verse and the magical images remain with me still. It was like Dr Seuss, A.A. Milne and Enid Blyton wrapped up in one.



The following extract is from a poem entitled *The Stones of Gosh*.

Now, here is a tale of the Glugs of Gosh,
And a wonderful tale I ween,
Of the Glugs of Gosh and their great King Splosh,
And Tush, his virtuous Queen.
And here is a tale of the crafty Ogs,
In their neighbouring land of Podge;

Of their sayings and doings and plottings and brewings,
And something about Sir Stodge.
Wise to profundity,
Stout to rotundity,
That was the Knight, Sir Stodge.

Oh, the King was rich, and the Queen was fair,
And they made a very respectable pair.
And whenever a Glug in that peaceful land,
Did anything no one could understand,
The Knight, Sir Stodge, he looked in a book,
And charged that Glug with a crime called Crook.
And the great Judge Fudge, who wore for a hat
The sacred skin of a tortoiseshell cat,
He fined that Glug for his action rash,
And frequently asked a deposit in cash.
Then every Glug, he went home to his rest
With his head in a bag and his toes to the West;
For they knew it was best,
Since their grandpas slept with their toes to the West.

TRIVIA AND DIDACTIC WHIMSIES

A CNN journalist heard about a very old Jewish man who had been going to the Western Wall to pray twice a day every day for a long, long time. So, she went to check it out.

She went to the Western Wall and there he was, walking slowly up to the holy site. She watched him pray and after about 45 minutes, when he turned to leave, using a cane and moving very slowly, she approached him for an interview.

Pardon me, sir, I'm Rebecca Smith from CNN. What's your name?

"Morris Feinberg," he replied.

"Sir, how long have you been coming to the Western Wall and praying?"

"For about 60 years."

"60 years! That's amazing! What do you pray for?"

"I pray for peace between the Christians, Jews, and the Muslims."

"I pray for all the wars and all the hatred to stop."

"I pray for all our children to grow up safely as responsible adults and to love their fellow man."

"I pray that politicians tell us the truth and put the interests of the people ahead of their own interests."

"And finally, I pray that everyone will be happy".

"How do you feel after doing this for 60 years?"

"Like I'm talking to a #%^&*(\$% brick wall!"

Past Lives

Each month, I share lunch with three friends where we chew the fat on world affairs, rugby, Aussie Rules and what's on Netflix; I am the only one not connected. Last week we got to talking about previous jobs we had and I waxed lyrical about picking peas, harvesting hay, stacking soft drink bottles and delivering groceries in the back of a truck. I thought this array of tasks would impress my friends.

I was totally deflated when one – a man who held a variety of very responsible positions in later life – produced the photograph below when he worked for 3MP as Sunny C Gull.

Some people get all the breaks!



Some unfortunate photographs



Carbon Emissions?

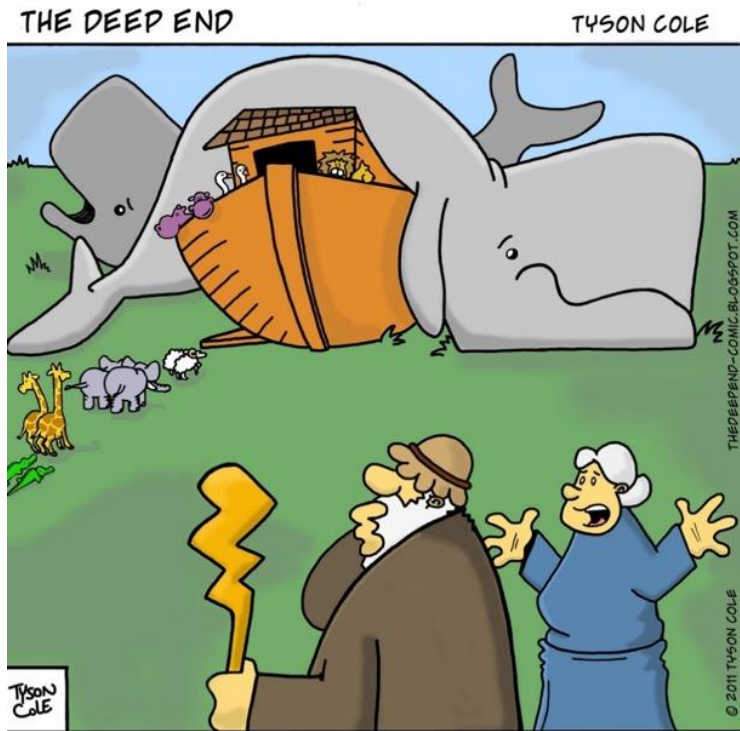


Water play!



Half man – half llama.

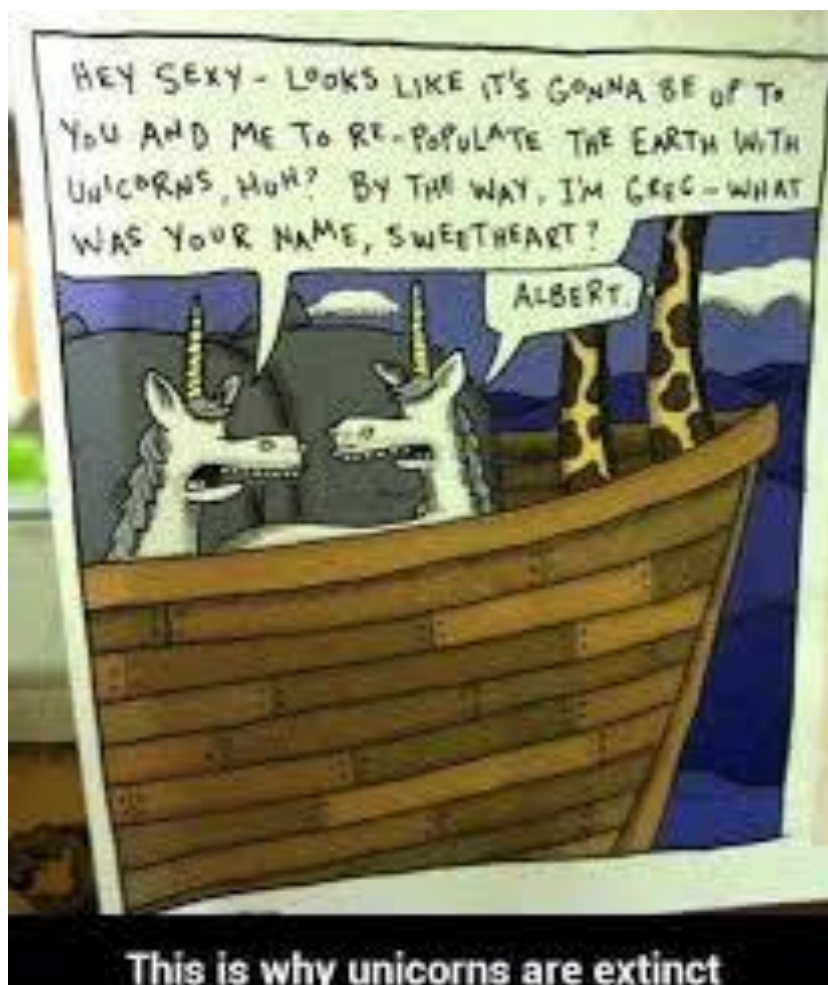
Noah couldn't think of everything!



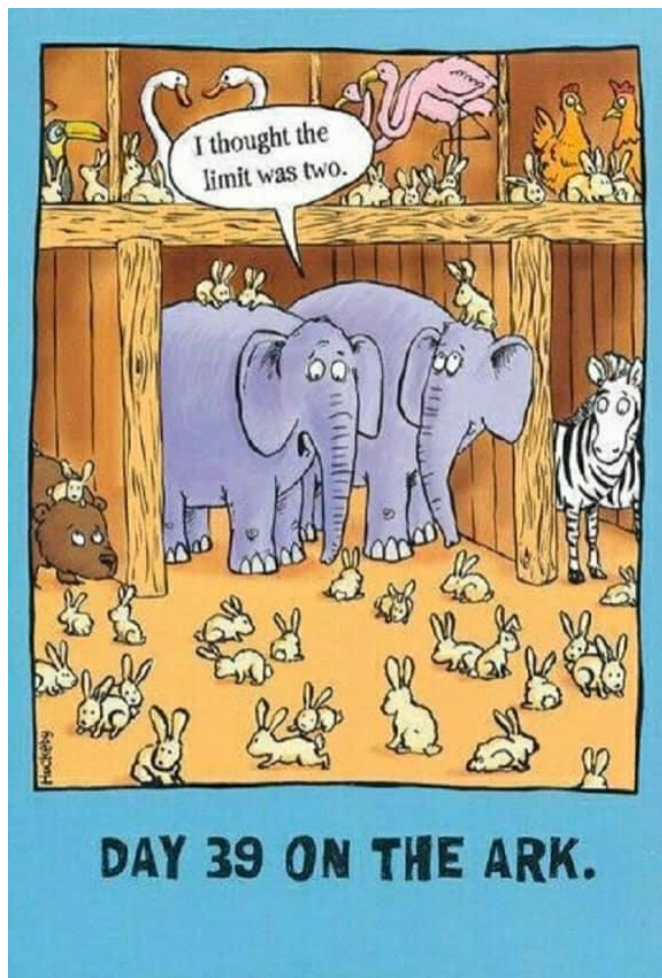
"MAYBE THE WHALES WOULD BE OK STAYING IN THE WATER."

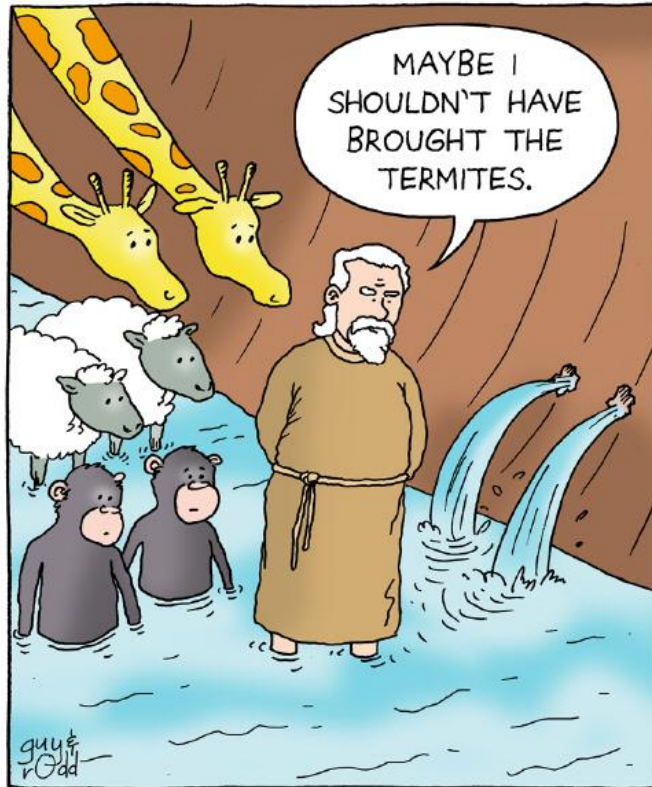


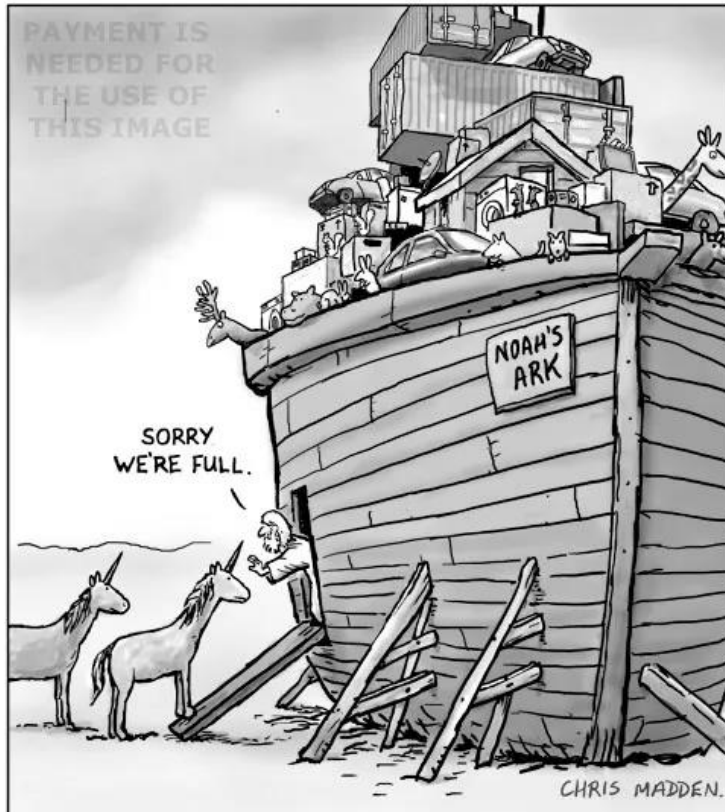
LYNCH



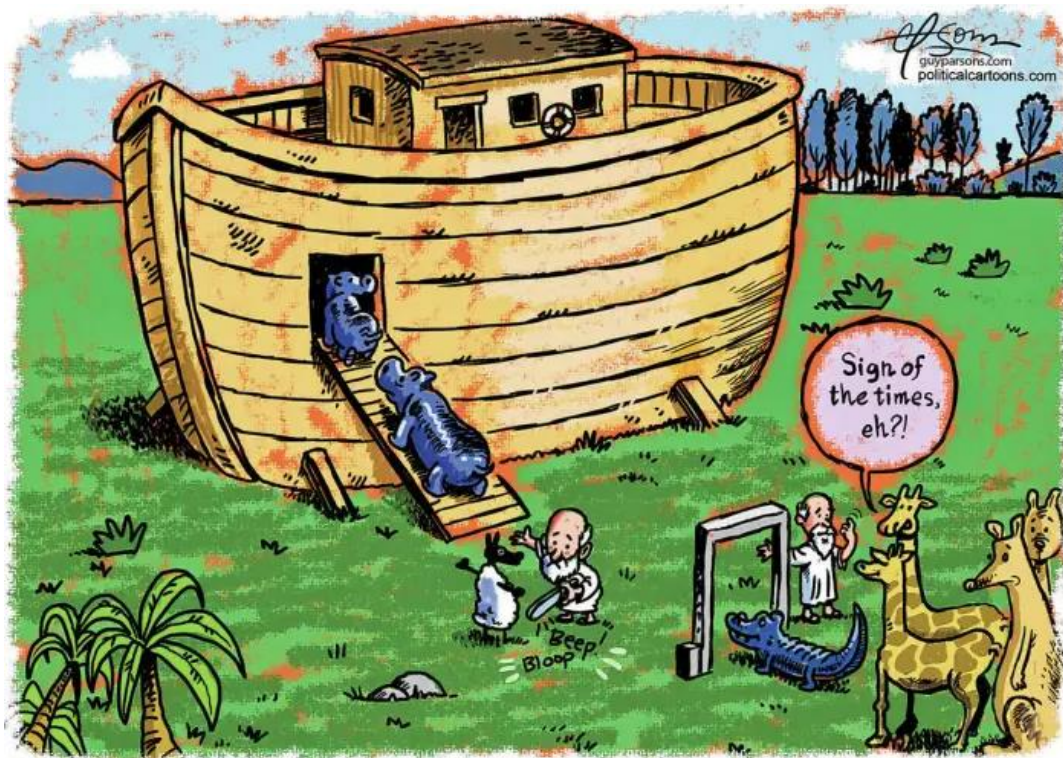
This is why unicorns are extinct







Why there are no unicorns.





And Finally ...

BENEFITS OF A GOOD VOCABULARY!

I recently called an old Engineering buddy of mine and asked what he was working on these days.

He replied that he was working on "Aqua-thermal treatment of ceramics, aluminum and steel under a constrained environment."

I was impressed until, upon further inquiry, I learned that he was washing dishes with hot water under his wife's supervision.

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