

President & Editor: John Wright – Mob: 0408 593 570 ananasw@gmail.com
Secretary: Jill Earnshaw – Mob: 0438 777 352 jillmearnshaw@gmail.com

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, by phone or e-mail as shown above. Visit our website at <https://vicroadsassociation.org>



Dear Members

In the last Newsletter I briefly commented on the Straits of Hormuz blockade. While the initial panic about fuel supplies has largely subsided in the cities, many travellers have clearly placed their outback road travel plans on hold, and their absence has become a big issue in the Outback.

Late in April, Rosslyn and I joined fifteen other people for a 14-day guided road tour of outback Queensland, commencing in Brisbane and ending in Cairns. Our guide, who was very familiar with the run, commented on the noticeable absence of vehicles towing caravans that are normally in evidence at this time of the year. Most of the vehicles we saw in the outback were triple road trains and farmers' utilities.

We saw no closed service stations but diesel prices were sometimes as high as \$3.40 per litre. At tiny Mount Surprise in the remote Gulf country, fuel purchases were limited to \$200 per vehicle per day – less than 60 litres of diesel.

Our route took us west through Toowoomba, Roma and then north through Emerald, Longreach, Mt Isa and Karumba in the Gulf of Carpentaria. At each of the overnight hotel and restaurant stops the near absence of other guests was notable.

In several towns, hotel managers were so pleased to see us they actually boarded the bus when we arrived to warmly welcome us as business saviours.



Brigalow

Beyond Toowoomba, that cleared land is increasingly being planted with rotating crops of dryland cotton and sorghum¹. Unlike the controversial water-hungry cotton crops along the Darling River, dryland or rainfall cotton does not require extensive irrigation and provides returns of up to \$500 a bale. Many small inland towns now have their own cotton gin² to process these crops for local farmers.

We also discovered that the cause of the prickly pear infestation, which covered vast areas of Queensland's cleared farmland in the 1920s, could be traced back to the First Fleet, which introduced it to feed cochineal beetles that provided red dye for the Empire's 'redcoat' uniforms. Prickly pear eventually became such a pest that another insect, the cactoblastis fly³ from Argentina, was introduced to devour it.



Prickly Pear

Our guides also told us that cane toads were secretly introduced to Australia by two directors of a Gordonvale sugar refinery, who were concerned about cane beetles damaging their cane fields. While on a trip to South America, the directors learned that local cane toads were keeping the cane beetles under control. They smuggled toads into Australia but overlooked an important fact. The South American beetles ate the roots of the sugar cane whereas the Australian beetles were eating the tops – where the cane toads were unable to reach them.

On a positive note, Australian cane toad predators are gradually learning to flip the cane toads over before eating the best bits, to avoid the poison glands on their backs.

¹ Sorghum is a versatile cereal used for food, fodder and biofuel, known for its drought resistance and adaptability to various climates

² A machine that separates the seeds, seed hulls, and other small objects from the fibres of cotton

³ The cactoblastis fly only ate prickly pear and did not become a pest like the cane toad.

WHATS COMING UP?

Our 2026 event calendar

Date	Event	Contact Person
Monday 29 June	Our popular mid-year lunch. Meet at the Ringwood RSL at 12.00 pm for lunch at 12.30 pm.	Ken Vickery kenvickery@tpg.com.au
Wednesday 15 July	Presentation and tour of the Alstom Dandenong site. Meet at the Dandenong Pavillion Hotel at 11.30 pm for lunch before the factory visit commencing at 1 pm.	Jill Earnshaw jillmearnshaw@gmail.com
Monday 4 August	12 noon for 12.30 pm Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Mid August	Visit to Geelong for TAC presentation and lunch. Either 11 or 18 August.	Jill Earnshaw jillmearnshaw@gmail.com
Monday 7 September	Visit to the Shepparton Art Museum (SAM) to see the <i>Facing Modernity: Degas to Picasso</i> visiting exhibition and the Archibald Prize Exhibition. Starts 12 noon with lunch at the SAM Café. A dinner and an overnight stay is also planned, with further activities on the following day.	Jim Webber jameswebber1717@gmail.com
Monday 5 October	12 noon for 12.30 pm Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Friday 30 October	Annual Golf Day at Green Acres Golf Club, Kew East	Jim Webber jameswebber1717@gmail.com
Monday 9 November	12 noon for 12.30 pm Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Monday 8 December	11.45 am for 12.30 pm Christmas lunch at a new venue, to be advised. (The Waverley RSL is no longer available due to a major fire).	Ken Vickery kenvickery@tpg.com.au

In this edition

We sadly farewell three of our colleagues, invite members to our mid-year lunch and a visit to Alstom's Dandenong Plant, and report on our successful visit to the Ringwood Traffic Operations Centre on 27 May. We highlight Lance Midgley's wonderfully researched *History of Materials Research Division*, which can be accessed on the VRA website, and include a further chapter in my Work Odyssey.

I commend David Jellie's article about Douglas Brumley and Bill Dolamore. Both men worked for the CRB before they enlisted and were captured by the Japanese at the fall of Singapore. Douglas, who was an accountant, ended up in a prison camp in Japan and Bill, who had been Assistant Divisional Engineer at Bairnsdale, was injured and spent the rest of the war in Changi Prison Camp, Singapore.

While Douglas Brumley didn't rejoin the CRB, Bill Dolamore did, eventually returning to Bairnsdale and becoming its Divisional Engineer. David's story about the relationship between Bill and Paddy O'Donnell is a great read.

Mid-Year Lunch. Ringwood RSL, Monday 29 June

This year's Mid-Year Lunch will take place on Monday 29 June. This is always a popular function and is a great way to catch up with colleagues. Partners and friends are most welcome. Due to the unfortunate fire at the Glen Waverley RSL we will now be holding our luncheon at the Ringwood RSL, which is conveniently located just across the road from the Ringwood Railway Station and has adequate car parking.

At the Ringwood RSL we are planning to start at 12 pm and we will sit down to an a la carte lunch at around 12.30 pm. You will need to have photo ID for entry to the club. Your driver licence will do. You will also need to obtain a free parking permit. If you wish to attend, please contact Ken Vickery on 0409 561 618 or kenvickery@tpg.com.au

Visit to Alstom, Dandenong. Wednesday 15 July

Time: Gathering at 11.30 pm for lunch before the factory visit commencing at 1.00 pm. If not attending the lunch before the visit, please arrive at the factory by 12.40 pm for a security check in and allocation of PPE.

Venue: Lunch – Dandenong Pavillion, 55-61 Princess Highway, Dandenong

Alstom Factory, 35-45 Frankston - Dandenong Rd, Dandenong South

Travel: The Dandenong Station is about 15 minutes away from both locations but keep in touch with Jill if you intend coming by train as some carpooling with other attendees may be possible as might collections and drop offs to the station.

The Alstom train building facility in Dandenong is one of the most advanced rail manufacturing facilities in Australia. This tour follows our highly informative and enjoyable visit to Alstom's Ballarat facility in October 2025.

As this is a working factory, attendees will be required to wear Personal Protective Equipment. This will include a bump cap, safety glasses, steel capped boots and high vis. safety vests. These can all be supplied on the day with enough notice but many Members may already have the necessary boots.

The presentation and tour will commence at 1 pm and conclude around 3 pm.

Numbers will be limited for this visit and Members are encouraged to register their interest with Jill Earnshaw, at jillmearnshaw@gmail.com, as early as possible. In responding, please include the following information:

- whether you will also be joining us for lunch prior to visiting the factory

- if you own your own steel capped boots for wearing on the day or require Alstom to supply those for your use on the day; and
- if you need boots supplied for you, what size boots do you require

Future newsletters will also contain further information on these and other events.

We are keen for local former colleagues to join us at one or all of these events so if you are, or have been, in contact with former regional staff or others who may not be Association Members but may be interested in joining us, please forward this information on to them.

This event, as well as all our others later in the year, are open to Members, friends and family. All you need to do is register.

WHAT'S BEEN HAPPENING

Ringwood Traffic Operations Centre visit 27 May 2026 – by Jill Earnshaw

On Wednesday 27 May, 34 Members and guests visited the Department of Transport and Planning's Traffic Operations Centre (TOC). It is located in the Department's Ringwood multi storey office complex. Also on the same floor is an Intelligent Transport Systems (ITS) testing lab, the Traffic Signals team and a signals testing lab. There is also an Emergency Response Room.

Due to visitor group size limits, two separate groups of members and guests were welcomed and shown around the very modern and spacious complex by the TOC's Manager - Transport Operations Centre, Paola Gonzalez (ex-VicRoads) and Traffic Control Officer - TOC, Leigh Haslem.

The TOC performs a number of functions:

- Emergency Services and Major Projects support – staff from those areas can come in to work alongside TOC staff
- Real time interaction with Transurban and close liaison with the Transport Accident Commission
- Media advice to all radio stations as well as social media and transport Apps
- Customer frontline – with each operator taking approximately 200 calls per shift - 15,000 calls per year from across Victoria
- Signals and electrical systems management – monitoring and controlling the 3,000 signals across the State as well as all asset alarms, help phones, ramp signals, etc.
- Public Transport support – for V/Line and Metro Trains, Yarra Trams and buses

The TOC operates 24/7 with two 12-hour shifts per day⁴. Its 21 operators have a combined experience of over 350 years. The space also provides large breakout areas and equipment to help manage screen fatigue for staff. The Centre has multiple screens which are larger than those many of us were familiar with when the function was

⁴ When the (then) Traffic Control Centre (TCC) was operating at Kew it was manned by 13 staff with 3 operators on a day shift and 2 on night shifts. At Ringwood, there are now 5 officers on a day shift and 3 on night shifts, with much more monitoring activity than in the Kew days.

delivered from the basement of the Kew building. Twenty five windows can be opened up at any one time.



The first tour group with host, Paola Gonzalez (far right)

Following the tour, Members and guests met at the adjacent Ringwood RSL for a very enjoyable lunch.

It was very pleasing to note that the décor of the ground floor of the Ringwood office included bronze wall plaques honouring the war service and deaths of CRB staff, that



The second tour group

were formerly present in the reception area of the VicRoads Denmark Street, Kew Headquarters. In addition, an entire wall of the floor we visited featured historic photographs of roadwork activities.

The TOC visit was very popular, and a few Members were not able to get on the tours due to restrictions on visitors in that area at one time.

The Association is expecting to run another visit to the Traffic Operations Centre later in the year. Please email Jill Earnshaw on jillmearnshaw@gmail.com to express a possible interest in attending that additional visit. Don't forget, other former colleagues, friends and family are always welcome to attend.



Original CRB War Memorial plaques at the TOC – with Joan Gilmer



Original roadworks pictures at the Ringwood TOC – with Alan Mackinlay

MEMBER COMMENTS AND NEWS

Vale Ken Hall



We were saddened to hear of the passing of Ken Hall, who died on 3 May aged 74 after a brave battle with progressive supranuclear palsy⁵, which was diagnosed in 2024. By the beginning of 2025 Ken had moved into a nursing home.

Ken joined the Country Roads Board in 1973 and later transitioned to the Road Traffic Authority. He subsequently held various roles in traffic engineering, registration and licensing, and road safety.

Nick Szwed's detailed summary of Ken's life, can be found at <https://vicroadsassociation.org/wp-content/uploads/2026/05/Ken-Hall-story-v3b.pdf>

On Friday 5 June at 12:30pm there will be a lunch at Buoy Pizza, Walpole St Kew to celebrate Ken Hall's life. If you knew Ken, please join the Groucho's group lunch if you can. RSVP by email or SMS by 12 noon on Thursday 4th June. All are welcome. Please contact David Williamson on Mob. 0403 161 008

Email: david.williamson1602@gmail.com

Vale Robert Havlin



Members who knew Robert will be saddened to learn that he passed away on 3 May aged 73.

Robert served in Registration & Licensing, Contract Services looking after number plates, registration labels and photo driver licences. He also worked in Vietnam as part of International Projects.

Thanks to Allison Pinto for letting us know.

Vale Trevor Smith

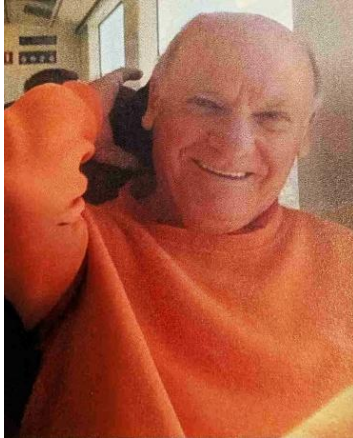
We have heard from Bill Saggars that Trevor Smith passed away on 25 February, aged 75 after a long battle with prostate cancer.

Trevor joined the CRB as a draftsman in the early 1970s, working in Road Planning before eventually qualifying as an engineer after years of night school. He later transferred to the Road Traffic Authority, and when it was subsumed into VicRoads, worked at South East Metropolitan Division.

⁵ Progressive supranuclear palsy (PSP) is a rare, degenerative brain disorder affecting movement, balance, vision, and cognition, often mimicking Parkinson's but progressing faster. Caused by tau protein buildup damaging brain cells, it typically affects adults over 60, with early signs including backward falls, stiff neck, and eye movement issues.

Tony Fry fondly remembers his professional association with Trevor during his days at VicRoads:

“He was very competent with technology and always offered a deep thinking contribution to his work. He was a very reliable member of my team.”



Jim Webber recalled:

“During a challenging part of my career I enjoyed a very close professional relationship with Trevor whilst he worked alongside me, greatly assisting my transition back into VicRoads after my time in the wilderness. He was a wizard with technology and I was his student and beneficiary.”

Bill Saggars said,

“Trevor was an invaluable contributor to the Agencies road planning/road management strategies through his ability to think outside the square.

Where another had failed, it was Trevor who delivered the initial feasibility design for the Eastern Freeway-Ringwood Bypass-Scoresby Freeway (Eastlink) interchange at Ringwood in the mid-seventies. In his later years at Metro South East his liaison with municipalities was highly regarded. A feature of his approach was recognition of, and respect for, the 'self-determination' of the public he served.”

CLAIMING CAN SAVE YOU MONEY

From Monday 1 June to Friday 31 July 2026, Victorians can apply for a 20% rebate on their vehicle registration payments. This will save the average driver up to \$186 per vehicle on their 2025–26 vehicle registrations.

The rebate is limited to 2 light vehicles per person. Eligible vehicles apparently include:

Cars, utes, wagons (4WD), station wagons, motorcycles, vans and light trucks.

The rebate will apply to eligible vehicles registered under an individual’s name for the period of 1 July 2025 to 30 June 2026. You can apply via the [Service Victoria App](#) or [Website](#).

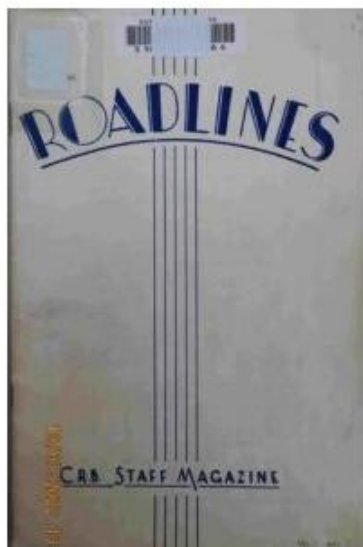
The following is a reminder which may also be of interest to Members and their families. The Victorian government also offers several permanent registration discounts and concessions:

- **Concession Card Holders:** Receive a 50% discount on the registration fee component of their bill (for eligible Pensioner Concession, Health Care, or Veterans' Affairs Gold Card holders).
- **Veterans:** Veterans with specific Department of Veterans' Affairs (DVA) Gold Cards (such as TPI or EDA) may be eligible for a 100% discount on registration fees and a 50% discount on the TAC fee.
- **Apprentices:** Eligible apprentices may receive a 50% discount on registration.

Applications and full eligibility criteria are available on the VicRoads Concession Discounts page.

NEW CONTENT IN THE NEWSLETTER – from Nick Szwed

A new page has been added to our website containing house magazines published by the CRB, RCA, RTA & VicRoads: <https://vicroadsassociation.org/magazines/>. It currently has about 80 house magazines with a similar number still to be scanned. If you have any magazines please offer them to us to add. Also, if you have some spare time to help scanning the remaining magazines, please leave a message on the website on the Contact page.



[Editor's note: Nick provides regular reports showing the location and number of visits to the VRA Website. We are intrigued to see many regular visits from Belgium (amongst other countries) and would love to hear from our overseas viewers on our contact page.]

Lance Midgley's History of Materials Research Division

Following Lance's excellent *Notable Achievements in the Materials Research Division* article, which we serialised in our May and June Newsletters last year, Lance has documented the *History of the Materials Research Division* and its subsequent identities from the start of the CRB in 1913 to its finish in 2022.

He sourced much of the history from the 108 Annual Reports issued by the Board which contained a wealth of information on the establishment and ongoing demand for materials testing and research.

Over the years, this testing and research was needed to solve many of the problems which were experienced by the organization in designing, constructing, and maintaining roads and bridges. Lance has put together this comprehensive story which I commend to you. He would welcome any feedback. Click on the following link to download the story: [History of Materials Research Division](#)



John Wright's work odyssey continued...

1983. The Pakenham Project



Ted Goddard in 1983

In July 1983 the CRB established a project office in Pakenham to manage the Federally funded duplication of the Princes Highway between Nar Nar Goon and Robin Hood near Drouin, and to progress planning for the Princes Freeway between Beaconsfield and Nar Nar Goon.

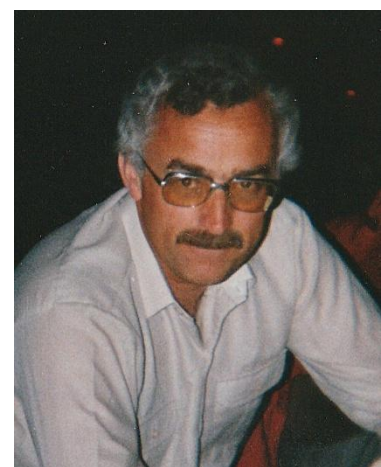
It was an unoccupied timber and fibro building in John Street, which had previously been an annexe to the Shire of Pakenham offices. I was to be there until late 1987.

The new office would be headed by Ted Goddard, whom I had known from Dandenong Division when he commenced there in 1962. He would sometimes give me a lift on his way to and from Pakenham when my car was out of action.

We were to work closely on both projects. Assisting Ted was Gary Scott, another very experienced construction engineer from Dandenong Division.

Gary had been part of a group of friends in the rear office at Nunawading in the mid-1970s that included Don Peckham and Richard Murphy.

Ted and Gary's initial (and major) task was to develop the specifications and contract documents for the major Princes Highway duplication project.



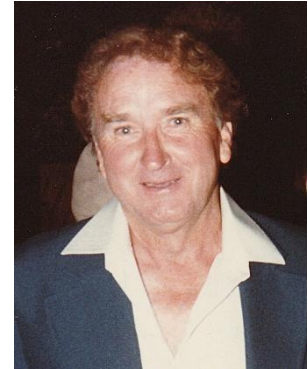
Gary Scott in 1983

My job was to manage landowner relations, access restoration including house relocation in several instances, fencing and service relocation.

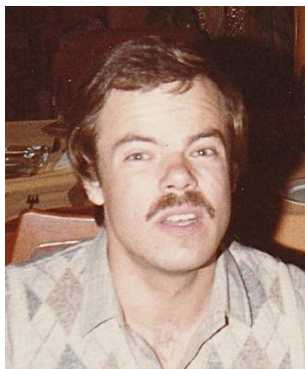


Terry Dexter 1983

We were joined by draftsman, Gerhard Krause from North Dandenong, and Colleen Holland - a very pleasant and competent secretary and receptionist/typist, along with several other engineers who came and went at various intervals, including Englishman (and train enthusiast) Terry Dexter, Robert Kreik, Frank Kwong, Peter Evans, Peter Nash, Mike Hodgson and others.



Des White 1983



Robert Kreik 1983

The office was also used as a base for the project surveyors headed by Tom Gleeson and was regularly visited by project overseers including George Strug, Des White and materials testing personnel such as Doug Dick. We were also occasionally visited during morning tea by retired overseer Jack Wodetski who lived locally.



Peter Evans 1984

One of the highlights of working at the office was a large recreation room with

great natural light and a table tennis table, which was the scene of many furious lunchtime competitions. Above the table and entwined on the exposed steel clearspan roof trusses was a vast, magnificent tangle of variegated ivy, which had entered long ago through a rear side window.

The recreation room adjoined a conference room in which monthly project management meetings were held – often with the principal works contractor Denbo (Ian Nadenboush), his engineering consultant Ian Jacka (ex-Dandenong Division), ‘Regional Reg’ Patterson and senior Estates section officers, including Peter Gibbs. To cap things off, there was a splendid cake shop about 50 metres away in John Street.

Across the road from the office was a large car park, which occasionally afforded us a great view of the frequent sky diving activities over Pakenham Airfield.

Gerhard

Gerhard was in his late 50’s and was an efficient and competent draftsman. We got on well and spent a lot of time together, both in the office and out in the field. As a child, Gerhard had been living on the outskirts of Dresden during World War 2 when the Allies launched their infamous and terrible bombing raid on that town. He’d accompanied his father on a rescue mission into the ruined city and told me he had never forgotten seeing the bodies of hundreds of people – mainly women and children, lying in the streets, killed by the incredible heat of the firestorm created by the Allied incendiary and blast bombs.

Gerhard had lived in Cape Town, South Africa during the Apartheid period. There was an acute shortage of police and a call had gone out to the white community for volunteer,

part-time police. He had volunteered and candidly told me that he really enjoyed being a policeman – especially when he donned his uniform and strapped on his heavy police revolver.

In early 1990, long after I had left the project and was working in Kew, I met Gerhard one morning in the southern car park. He was working in the Road Design section in High Street and told me he was leaving the RCA to work in his wife's very successful business. I never saw him again.

Landowners

In the 3 years prior to moving to Pakenham, I was involved in the planning of the Princes Freeway from Hallam to Garfield and had interviewed over a hundred landowners. The imminent highway duplication works from Nar Nar Goon eastwards added a new dynamic to these ongoing relationships in terms of reaching agreement in the building of access roads, locations for relocated houses, service connections and dealing with unexpected events, such as flooding.

Walking in Pakenham's Main Street at lunchtime I was often bailed up by these landowners, who would enquire about the progress of their land compensation cases. Mercifully, the great majority of these discussions were quite friendly. Of all the landowners we affected, the two most problematic were two older brothers and another family I will call the Jones family, further along the Highway.

The Brothers

Viv and Laurie were grizzled old bachelor brothers in their late 60s who owned a large property on the north side of the highway at Back Creek, about 2 kilometres east of Nar Nar Goon. They lived in an old brick house built by their Scottish parents and worked as contractors for farm earthworks using heavy machinery they owned. Their house lay directly in the path of the new, eastbound carriageway and getting them out of it and into alternative accommodation would be key to progressing the project. Theirs was the first of several houses along the project that would need to be demolished.

When I first met them in 1980, Viv, the older brother, was wearing a threadbare woollen cardigan held together with pieces of fencing wire. His battered hat looked like it had been used for shooting practice. I remembered Viv saying that it rained so much at their farm that even the frogs were wearing gumboots. He was a big man, clearly in charge and upset at my news that the new freeway would take their ancestral home. His younger brother, Laurie was visibly upset but let Viv do most of the talking. I later learned Laurie suffered badly from stress and frequent migraine headaches.

Viv said the current Spring Street mob (John Caine's Labor government) were all communists and that it was not up to toffy, university-educated folk like me, born with a silver spoon in my mouth, to push them around. I managed to say my parents weren't rich; that the only time I'd been near a university was to attend a play and that I had paid my own way through night school to qualify as an engineer. Viv seemed to accept this and then questioned why the widening was proposed on their side of the road and not the other.

I told them I'd been involved in planning the route and that it was a difficult choice in maintaining a balance between minimising the cost to taxpayers and the effect on landowners versus the need to create a safe road alignment for users. Continually changing sides to avoid houses might save some money but would result in a very poor

alignment that would persist long after the houses were gone. They seemed to accept this.

Although I told them my task was to ensure they got the best possible deal out of the government, I was soon to discover that our actions would be a financial catastrophe for them, regardless of how much compensation they received. They told me that when their parents died, their estate had been too cash poor to pay the considerable probate duty owing on the two properties⁶ their parents owned.

For whatever reason, they had chosen not to sell the 2nd, vacant property to pay the probate duty. No doubt reasoning that once they were dead, the probate would not be their problem, and neither of them ever mentioned having any heirs. The government of the day had apparently allowed the probate to remain as a debt on the property, payable on eventual sale. The brothers said they had received legal advice that the State Revenue Office would simply pocket any compensation they received from the CRB because it would be considered as payment for a subdivision and sale of part of their land, and that as a result they would be left without the funds to build a new home.

They soon accepted that there was nothing they could do to change the situation and their discussions with the Project team became somewhat more positive. As time went by my many visits to their old house became warm and friendly affairs, invariably with the kettle being boiled, sweet biscuits brought out and discussions held about the state of the world in general. Viv would sometimes phone me at home at night and weekends to alert me to things that were happening on the site, such as floods and accidents.

With the brothers unable to finance a replacement dwelling, we had no option but to purchase a large caravan and an aluminium panelled annexe⁷ for them to live in after their home was demolished, and to provide services to that 'temporary' site including power, water supply, telephone and sewage treatment facilities.

The brothers had many friends, including the local MLA Rob Maclellan, who turned up one day for an on-site meeting demanding a better deal for them. With him was a well-educated older lady, Mrs Letts, who lived locally and decided she would act as an advocate for the brothers. When John Nation and I visited her in 1982, she described them as "iconoclasts" and told me that Viv had been wounded in World War 2 and had a huge scar on his upper back (Don't ask me how she knew that).

After the brothers moved into their new accommodation, the two of them were dismantling a derelict house on their Tynong Hill property and were inside it when it suddenly collapsed. Laurie was unharmed, but Viv bore the brunt of the falling roof timbers. Visiting him in the Pakenham Hospital I was shocked to see his face and upper body purple with bruises. Viv explained he had a heart condition and the Warfarin he had been taking had greatly exacerbated the bruising. Although he seemed in good spirits, the Hospital sister told me he was critically ill from blood loss⁸. Nevertheless, I

⁶ The brothers also owned a separate property on Tynong hill, which had a derelict house on it and would also be affected by acquisition for a future frontage road.

⁷ The Shire of Pakenham was sympathetic to their situation and agreed to permit the 'temporary' accommodation for a relatively short period. At the end of the project, the brothers purchased the caravan and annexe from the Project for a very reasonable price. In reality, it became their 'permanent' residence.

⁸ Warfarin, a blood thinner, is the critical ingredient in some brands of rat poison. Because rats frequently fight and engage in rough and tumble, they become bruised and bleed to death internally. When one of my son's pet rats escaped and ate the rat poison put out for wild rats in his house, he would isolate it from the other rats until the poison had passed from its system.

was shocked when he died barely a week later. Along with Ted, Gary, Mrs Letts and others from the district and the Project Office, I attended the sad little funeral service held for him in the same Dandenong chapel where Rade Glumac's last service was held.

In the years that followed, I would occasionally drive past Back Creek and wonder what had happened to Laurie, who I knew had lived on at the property alone for a few years and I suspect, had found life very challenging without the strong, guiding arm and caring friendship of his older brother. Eventually, the caravan and annexe disappeared, and the bush took over the site.

The Jones's

I won't provide the real names of these landowners or where they lived – other than to say they lived on a large property somewhere between Nar Nar Goon and Drouin.

The land acquisition for the first stage highway duplication was not going to affect their property, as it would occur on the opposite side of the highway to them. However, in the future freeway stage, some 30 to 40 years away, an interchange with two intersecting and slightly offset local roads would result in an unoccupied portion of their property being acquired. The family objected to this proposal when it was originally exhibited as part of the Pakenham Shire Planning Scheme, arguing that the future interchange area would take away a big part of the property located on the lee side of its high ground where future houses could be sheltered from the cold, southerly winds.

As the detailed design of the highway duplication progressed, it became clear that maintaining the current staggered intersection of two local roads would be problematic because of differences between the two carriageway levels. It was decided that in the highway duplication stage, the best option would be to create a single intersection by deviating the side road adjacent to the family's property to line up with the road on the opposite side of the highway. This deviation would necessarily be constructed on the land set aside for the future interchange area in the Jones's property.

Accompanied by John Nation, it was my unwelcome duty to advise the Jones' of this change, and the fact that the interchange land would need to be acquired now, and not in 40 years' time - and they were furious. All of this happened before the project office was established in July 1983.

Matters were subsequently brought to a head in 1984 when the State Rivers and Water Supply Commission proposed laying a new 150 mm water main along the local road adjacent to the Jones's property. The new pipe would necessarily be laid within the future freeway interchange boundaries – in other words, through the Jones's property.

This proposal proved to be the last straw for the Jones', who had initially allowed Project and other authority workers on their property. They were now saying that nobody would be allowed to set foot on their property until they had been fully compensated – and that anybody who did so would be shot. One family member later told us that his mother had trained a rifle on Gary Scott as he walked up the property driveway to talk to them. I recall Gary, who was the soul of gentleness, being very upset when he heard about this. It then became necessary to engage the services of both the Sherriff and local Police to serve the relevant notices. All went peacefully on the day, and thereafter. I eventually supervised the construction of the side road deviation.

In 1990, 3 years after I had left the Pakenham project, I was working in Kew Head Office in Corporate Development under Jim Webber. I received a call from a senior Estates officer who told me he was at the Supreme Court representing VicRoads at a case for

increased compensation brought by the Jones' and that my immediate attendance was required. Not expecting to encounter anything remotely formal in my day, I had turned up at work without a suit or even a sports jacket and felt acutely embarrassed at having to front the Supreme Court wearing a jumper.

Entering the court, I discovered that the sitting judge was one of the State's most senior legal figures, and that the barrister representing the Jones family was his son. Waiting to be called, I sat through his interrogation of one of the valuers engaged by VicRoads. It was a vigorous interrogation about the monetary value of individual trees and plants in garden beds, which were all minutely detailed, including their Latin names.

Then it was my turn to be called and I discovered I was to be questioned about something I allegedly said to the senior family person in the middle of a paddock some ten years earlier. I barely remembered the visit – let alone the content of the discussion.

The family's barrister, resplendent in his robes then said to me, "*I put it to you, Mr Wright, that in your discussion with my clients, you* (and then he went into an incredibly long-winded dissertation of what he thought I had really said to his clients, and why I'd said it)". He eventually finished, asked '*What say you, Mr Wright?*' and waited expectantly for my reply. Alas, due to its extreme length I had completely lost the thread of his proposition and stared at him dumfounded.

The barrister's father quickly realised that I had been completely bamboozled and said, '*What my son was asking you was, did you give any undertaking to the family member in 1980 that he would not be disadvantaged by the proposed acquisition?*' I replied that, "to the best of my recollection of that day, I did not provide such an undertaking". And that was it. I later heard that the Jones' were successful in their claim, which vastly exceeded the compensation amount estimated by the independent valuers retained by VicRoads.

Other land owners

We had one feel-good impact on a landowner – an elderly lady and her family, who lived in a decrepit old weatherboard house on Tynong Hill. They were delighted that we would be demolishing their old house, which was badly affected with rot, and the fact we were compensating them to the extent that they would be able to afford to build a brand-new house further back on their property on a site with a better view out over Garfield. Like the brothers, they were temporarily housed in an on-site caravan and aluminium-sided annexe.

Fencing

Fencing was an important component of the project because it was nearly always the first work to be done on land acquired for roadwork. Not long after the Project commenced, Ted, Terry Dexter and I attended a special lecture at Warragul TAFE to acquaint us with the technicalities of fencing, which included practical demonstrations with posts and wires by an expert fencer.

One of my tasks at Pakenham was to arrange new farm fencing for acquired land by obtaining tenders from fencing contractors. We would normally specify post and wire fencing in accordance with a standard model but would often vary this in accordance with the owner's wishes in terms of the number of plain and barbed wires, droppers and the composition of the posts. Farmers hated treated pine posts because grass fires would quickly reduce them to ash, whereas concrete posts were indestructible and red

gum posts would char but still be useable. In our standard model, fence posts were spaced 5 metres apart, and this seemed to satisfy most of the landowners.

There was a small rural property on the south side of the highway, not far west of Back Creek at Nar Nar Goon. A 20 m wide strip of land was to be acquired from the property frontage for a service road when the highway eventually became a freeway in the distant future. The existing, low boundary fence was a sad collection of rickety star pickets and several strands of plain wire topped with a single, white-coated plastic wire. The owners kept a few horses on the property.

The lady owner, whose name escapes me now, came into the office to discuss the new fence. She wanted an expensive, 6 ft high fence especially designed to contain horses, with large, white plastic-coated wires. I told her that, given the poor condition of the existing fence, we would only be prepared to pay for a standard fence, and that if she wished to erect a superior fence, she would need to contribute the difference in cost. She said this was outrageous and demanded to speak with my superior. I called Ted, who invited her into his office and effectively repeated what I had told her. She became very angry indeed and demanded Ted tell her who she should speak to in Head Office to overrule his decision before storming out. I can't recall Ted's reply or hearing from her again.

The flood

As fate would have it, a significant length of the new carriageway had been cleared and earthworks were well underway when the heavens opened, and it rained solidly for about a week. Large areas of ponded waters began appearing along the road and in adjoining properties.

Rain was still falling when a landowner who lived off Snell Road at Nar Nar Goon, phoned to say that the earthworks had altered the normal drainage patterns on his property and that water had backed up and was now just below the floorboards of his old house. He sounded frantic, and when I told him that we would try and get a crew out to have a look at what could be done, he became hysterical and threatened to come into town and put a firehose through our window to see how we would like it. I can't recall how this episode ended, but I seem to recollect the waters did not rise any further under his house.

Fortunately for the complainant, the application of the Federal Highway minimum storm frequency drainage requirements meant that a group of about a dozen box culverts was eventually installed in a row beneath the new carriageway adjacent to his property. Trevor Moore from Right-of-Way appropriately christened it as 'The Mouth Organ'.

Ted saw the flooding as an opportunity to determine the drainage patterns in the area and to identify any flaws in the overall cross-highway drainage strategy. He arranged for a light aircraft to fly over the flooded areas and for a photographer to capture the necessary images. On the day of the flight, I was asked to join the flight and guide the pilot to the areas of interest. It was still raining and there were occasional, sudden showers when I arrived at Casey Airfield in Berwick to join the flight. There were four of us, including the pilot in the small aircraft, which had just flown in from Moorabbin to pick me up. A small tempest hit Berwick just as we were taking off and the plane rocked alarmingly as we crossed Cranbourne Road.

By the time we reached Nar Nar Goon the dark cloud bases weren't far above us as we commenced our photographic runs and the tops of the tall gum trees seemed very close. The cameraman was sitting at the window seat beside me, and as we reached an area of interest the pilot would flip the plane onto its side and the cameraman would open the window, which would stick to the wing just above him, and take his pictures looking straight down. Every time this happened, the plane would get even closer to the ground.

I was grateful when we found it necessary to cut our photographic tour short as the cloud base was even lower at the eastern end of the job, so we made our way back to Berwick.

This was not my first plane trip on the project. Sometime earlier, Ted, Gary and I drove out to Longwarry airstrip where we all boarded a small aircraft to inspect the project from the air. The plane taxied down to the end of the runway in preparation for take-off and promptly got bogged in a large, muddy puddle. We all got out to push the plane around, so it could take off. It was my first flight in a very small plane. Apart from the noise of the engine and the wing struts outside the window, I could have been sitting in a large, family car but was conscious that only a flimsy and easily opened door lay between me and eternity.

A strange encounter

Near the top of Tynong Hill was a timbered property on the south side of the highway owned by the brothers. As far as I could tell, they never used it. At its lower end there had been an old timber dwelling where Viv was later fatally injured when trying to dismantle it with his brother.

At the uphill end of the property was an old, overgrown granite quarry which was accessed from the highway by an almost imperceptible track along the top of a cutting. The beginning of the track was hidden by overhanging branches and I doubt that many people other than the brothers and service authorities knew of its existence. I had discovered it in the early 80's and often parked there, completely out of sight from everybody, to eat my lunch and read my book in peace.

Early in 1987 I drove to the end of the track in Gary Scott's car to eat my lunch and noticed another car parked under a nearby tree. Four young guys were standing around it, smoking. They were unshaven, looked unkempt and were staring at the government plates on my car in a very hostile manner. Because they looked dangerous, I decided to depart and eat my lunch elsewhere. I had just turned my car around to retrace my way along the track when I noticed them moving towards me. I accelerated past them and saw them run back to their own car, which quickly took off in pursuit of me.

I somehow managed to stay just ahead of them all the way into Pakenham, reaching speeds of up to 150 km per hour. It was clear that they wished to deliver some form of grievous bodily harm to me - possibly because I had seen their faces. They were right behind me when I reached the intersection with John Street at Pakenham. With my heart in my mouth I slammed on the brakes and did a high-speed turn into John Street, skidding and almost overturning. Taken by surprise, my pursuers were unable to follow. The last I saw of them in my rear-view window was a huge cloud of dust and gravel as they overshot the intersection with their wheels locked up.

I drove straight to the Police Station and reported the incident to a totally bored officer who told me they had no reports of escaped prisoners or bank robbers and reluctantly wrote down the car's registration details. I never heard what the outcome, if any, was.

A close shave

Late in 1986 Gary Scott and I drove to Garfield. It was very windy, and we were concerned a large branch from one of the many Eucalypts growing along the road might slam into our car. As it was, a blizzard of leaves and twigs lashed us as we made our way back to Pakenham. Rounding the big curve east of Pakenham, we saw a large semi-trailer approaching on the opposite carriageway. Gary was driving and we both saw a large sheet of plywood detach itself from the semi's load area and become airborne in the ferocious wind. It was spinning furiously, and time seemed to slow down as we realised it was heading towards us. For several dreadful seconds, poor Gary must have agonised as to whether he should speed up, keep going or slow down to avoid it hitting us. I can't recall what he did, but fortuitously, it missed us.

Iva Zizka/Day



Iva Day in 2015

Iva joined Nunawading CRB in the early 1980's as the Division's first female engineer. She had grown up and graduated in Communist Czechoslovakia. Iva was a delightful and lively person who could be remarkably candid about some matters that left older staff members fighting to recover their breath at times. She freely admitted she had joined the Communist Party in Czechoslovakia because it was the only way people could succeed at the time. She told us she had once broken her back and the doctors had set her spine in concrete until she healed. While at Nunawading, Iva married Bruce Day from Bridge Division.

Iva became part of the Major Project group run by John Glenn in the upstairs part of Nunawading. One of her projects was supervising the construction of a reinforced earth overpass embankment and headwall for first stage, western end of the Berwick Bypass. She was later involved in sector activities on the Princes Highway East,

and I recall accompanying her on a drive out to Pakenham to inspect newly completed duplication between Officer and Pakenham. At that time, the Highway Patrolman Leo Donker and his crew was carrying out some work on the highway verges, and we stopped and had a chat with him. He was from the Netherlands and was telling us about his last trip home.

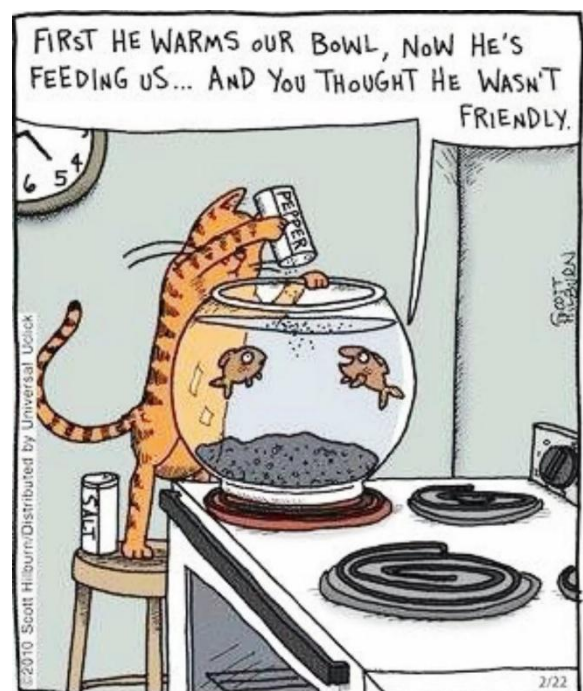
I think it was some time in 1987 that Leo and his crew were working on the eastbound Princes Highway carriageway in Officer, chipping off worn-out retro-reflective pavement markers and replacing them with new ones. Leo had the leftmost of the three lanes properly blocked off with advance cones and signs and his patrol truck was in the closed lane at the eastern end of the worksite.

A family on an outing to Gippsland was approaching Officer in their car from the west when the driver, an older man, saw Leo and his crew working on the roadway ahead. He slowed down and moved across to the lane beside the median to give Leo as much

room as possible. Years earlier, when the eastbound carriageway had been constructed, provision had been made for a future 40 mm asphalt pavement layer. To provide for this, the lip of the concrete channel was set 40 mm above the pavement level.

When the car moved over to the right, its front wheel clipped the raised channel edge, jerking the wheel from the driver's hands and causing the car to suddenly veer to the left, striking Leo. Leo's head firstly hit the edge of the windscreen and his body was then flung into the side of the patrol truck, killing him instantly. One of the patrolmen leapt out of the truck to give assistance. What he saw, and his unsuccessful efforts to save Leo destroyed his life. A few years later, he was superannuated out of the RCA suffering from PTSD.

I was involved in the accident investigation with Peter Ransom. Norm Bettess prepared the site plan. Days later we saw the passenger vehicle in a car yard at Beaconsfield. It was a green, late model Holden sedan that was unmarked except for a small dent on its passenger side windscreen frame. It was hard to equate that dent with what had subsequently happened.



Lest we forget – by David Jellie

Corporal Douglas Leslie Brumley, VX64333, V42108

Douglas was a 25-year-old Clerk at the CRB when he joined up in October 1941. He was born in Sale (in 1916) but he enlisted at Royal Park leading me to think that he worked in one of the CRB's Melbourne offices. We know nothing but his name – and what is in the archives. He was a Sergeant in the Citizen's Military Force with a Service No. of V42108. Douglas was a fully qualified accountant.

Douglas was taller than most – six feet one and a half inches – with fair hair. No doubt because he was an accountant, he was posted to 8th Divisional Head Quarters Command Pay Office and he remained in that unit when he embarked for Malaya on the SS 'Marella' which arrived in Singapore on 26 January 1942.



Douglas Brumley's paybook photo.

The next entry, two months later, simply states "Missing". This came from the AIF in Malaya. In June 1943, his file is stamped in capital blue letters which can't possibly be missed PRISONER OF WAR and then Malaya is written after it.

The last entry in his archive came six months later. It was handwritten and said, 'Now imprisoned in Osaka camp'. To be more precise, it was the Osaka 6B – Akenobe Camp.

All the prisoners from the camp worked for various transportation and stevedoring companies of the Osaka Port.

They loaded and unloaded ships, transported materials, worked in warehouses and loaded and unloaded railroad cars at the docks.

They worked on all kinds of goods, usually foodstuffs and clothing but sometimes military equipment consigned to Japanese armies in the South Pacific.

A sample day's rations was:

Breakfast - Rice and soup.

Lunch (carried by the POWs to work) - Rice, sometimes bread, seaweed.

Dinner - Rice and soup, fish every 10 days, meat once or twice a month; vegetables (one kind each)

Night - either onions or potatoes.



Four Australian Prisoners of War at Osaka Camp.

The next entry in his archive records that he returned to Watsonia in Melbourne on 15 October 1945 and he was treated for ascaris⁹ – twice – in January 1946.

He was discharged on 15 January 1946.

Douglas married Mary Elizabeth Cooper in 1946 and the electoral rolls show that he shifted to Bendigo and then, in the 1960s, to Canberra.

He died in Canberra in October 1976 at the age of 60.

Captain Wilfred (Bill) Hamlyn Dolamore, 3138100 (VX 27638)

Wilfred (Bill) Hamlyn Dolamore was born in Gardiner in April 1909. He enlisted in June 1940, in Bairnsdale, where he spent a significant part of his career.

He joined the CRB in 1927 as a Junior Assistant Engineer at Bairnsdale and in 1935 he was appointed the Assistant Divisional Engineer.



Bill Dolamore and Frank Jackson at the Bairnsdale Office in 1936. Bill was Assistant Divisional Engineer at the time and Frank was a Junior Draftsman. Both enlisted and served in Malaya before becoming POWs. Frank was Bill's batman in Changi.



Bill's enlistment photo
July 1941

After returning from the war, he worked briefly as Assistant Asphalt Engineer in the CRB's Head Office in Carlton, and in November 1947, he became Bairnsdale's third Divisional Engineer. He remained in that position for 27 years until his early retirement in 1974 – due to poor health.

Bill's Army career was closely linked to Paddy O'Donnell. They would have known each other at the time of their call up – both having an already substantial career at the CRB.

They enlisted within days of each other (in July 1941) – both joined the 2/10th Field Company 8th Division and both embarked on the HMT "Queen Mary Serial 366" bound for Singapore in Malaya.

⁹ Ascaris is a parasitic intestinal roundworm caused by unsanitary conditions – in Douglas's case – the POW camp.

Once there, Bill was promoted to Captain on the same day that Paddy O'Donnell was appointed Lieutenant Colonel at the end of July 1941. He was wounded in action on 1 January 1941 – in the left ankle - and was reported missing believed to be a POW on 16 February 1942 – the date of the fall of Singapore.

His file in the National Archives comprises only one document – his internment record. It is similar to Paddy O'Donnell's. It says it all in a way. Prisoner of War!

收容所 Camp		馬來		番號 No.	馬
姓名 Name	DOLANORE, Wilfred Hamlin		生年月日 Date of Birth	37 April 1909	
國籍 Nationality	AUSTRALIAN		所屬部隊 Unit	No. VX 27630 2/10 P14 Coy A.I.F.	
階級身分 Rank	Captain 陸軍大尉		捕獲年月日 Date of Capture	昭和 17 年 2 月 15 日	
捕獲場所 Place of Capture	SINGAPORE 新加坡		父ノ名 Father's Name	Alfred William	
本籍地 Place of Origin	Kenilworth Road Gardiner, Victoria AUSTRALIA.		母ノ名 Mother's Name	/	
通報先 Destinations of Report	Alfred William Dolanore 217 Beach Rd. Mentone Vic. AUSTRALIA.		職業 Occupation	CIVIL SERVANT	
			特記事項 Remarks		

National Archives of Australia NAA: A14171, VX27630

However, I was able to find Bill's service record at the Department of Defence – although there is not much to be gleaned as he spent the rest of the war in Changi Prisoner of War Camp.

A story floated around the CRB that Bill received a serious wound which needed immediate and urgent attention lest it became septic in the steamy, tropical environment of Malaya. Lucky for him the story went, that an excellent surgeon, Albert Coates, was on hand to carry out the task. The operation was carried out in the notorious Changi POW camp. The bones in Bill's ankle were so smashed up, it was impossible to reconstruct them, so Coates fused the ankle to enable Bill to walk but the operation left him with no flexibility in his ankle. Thereafter, Bill walked with a limp.

This is untrue. It is one of those myths that dwells within a cohort and grows more elaborately with the passage of time. I doubt that he had an operation in Changi but, if so, it was not done by Albert Coates. The substantial amount of history written about Albert Coates indicates that he was never in Changi.

Albert Coates initially worked at the 10th Australian General Hospital (AGH) in Malacca. By January 1942, the Japanese were advancing quickly on Singapore, and the 10th AGH was broken up. Coates was sent to 13th AGH in Singapore and he operated there on the troops returning from the advancing war front.

The hospital was filled rapidly; patients even being nursed on the lawns. Unfortunately for the hospital, a battery unit was setup at one end of the garden and soon air-raids were occurring daily. Bombing around the hospital more than once meant pieces of roof would descend into the middle of the operating theatre. They often operated in total blackouts. In the four weeks before the British surrender and the Australians were ordered to lay down arms, 1,789 Australians were killed in action in Malaya and another 1,306 wounded. Singapore fell in February 1942, and Coates was evacuated under mortar fire aboard the "Sui Kwong" with a large body of mainly British troops on the ship towards Java. He was later captured in Sumatra.

I doubt that Coates could have operated on Bill's foot at another hospital in Singapore. There is an entry in Bill's archive, that was entered after he was captured, that says he was admitted to the 2/9th Field Ambulance with a gunshot wound to the left leg on 15 February 1942. This was when Singapore fell. It said that he was transferred to the 13 AGH (where Coate's once operated) two days later and on 22 February, he was transferred back to the 2/9th Field Ambulance. The next entry, dated 22 February 1942, shows him being treated for a compound fracture of his right ankle.

I don't think this is a possibility because Coates sailed from Singapore for Java on 13 February 1942 – two days before Bill was admitted to hospital. We will never know for certain.

The following telegrams were sent to Bill's father (his nominated next of kin) informing him of Bill becoming a POW and about his liberation and return to Australia.

T.G. CHARGE A / COMMONWEALTH OF AUSTRALIA—POSTMASTER-GENERAL'S DEPARTMENT.		No.	
3 M.D. CASH REGISTER, DEBIT NOTE NO.		AFFIX STAMPS HERE	
TELEGRAM		This message is presented for transmission subject to the Post and Telegraph Act and Regulations.	
Sch. C.3873-8/1942.		For Office Use Only	
Words.....	To: MR. A. W. DOLAMORE	T	
Charge.....	217 BEACH ROAD	C	
Time..... 8.27	MENTONE	B	
By.....			
Remarks.....			
I HAVE TO INFORM YOU THAT PRISONER OF WAR			
PREVIOUSLY REPORTED MISSING IS NOW REPORTED PRISONER OF WAR			
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.		From: MINISTER FOR THE ARMY	

T.G. 41 A COMMONWEALTH OF AUSTRALIA—POSTMASTER-GENERAL'S DEPARTMENT.		No.	
CASH REGISTER		AFFIX STAMPS HERE	
URGENT TELEGRAM		This message is presented for transmission subject to the Post and Telegraph Act and Regulations.	
Sch. C. 4325 - 12/1043		For Office Use Only	
WORDS.....	To: MR. A. W. DOLAMORE	T	
CHARGE.....	217 BEACH ROAD	C	
TIME.....	MENTONE	B	
BY.....			
REMARKS.....			
ANTICIPATED THAT VX27638 DOLAMORE W.H. WILL ARRIVE MELBOURNE AND MAY BE MET AT HEIDELBERG MILITARY HOSPITAL AT 10 AM SUNDAY THIRTIETH SEPTEMBER PRESENTATION OF THIS TELEGRAM AT ENTRANCE WILL ADMIT NOT MORE THAN TWO ADULT PERSONS			
Charges for URGENT RATE Telegram For 14 words or less : Within a 15 mile radius 1/6, Beyond a 15 mile radius 2/- Each additional word in both cases 2d.		From: Victoria Echelon and Records 281 Lonsdale St MELBOURNE	

He was recovered from Changi on 5 September 1945 and embarked from Singapore on the MS “Oranje” ten days later. On his arrival back in Australia he was admitted to Heidelberg Military Hospital.

Bill was discharged from the army in December 1945 and re-joined the CRB. After a 12-month stint in Melbourne, he returned to his beloved Bairnsdale where he remained for the rest of his life. He owned a holiday house on Raymond Island in the Gippsland Lakes and after the war, Paddy O’Donnell used to take his children down to Bill’s holiday home for the Christmas holidays.

Bill and Paddy maintained a close relationship like brothers. Bill shared a sad and similar history with Paddy O’Donnell in that his wife died early. He married Charmian Langlands in 1946 but she died in childbirth in 1952 at the age of 32. He did marry again, to Jean, who died in 1980.

After the war, other CRB men who had been POWs gravitated to Bairnsdale. Overseer Andy Wilson was already there but Bill Myers and Frank Watts arrived later. Harold Goudie also came although he was not a POW. Their stories are told elsewhere in this collection.

Bill became a legend in East Gippsland. He was widely known and respected by everyone and built up the image of the CRB in the community. There would not have been a school ground in all of East Gippsland that hadn’t been improved by Bill sending some CRB plant out for ‘testing’.

Although intensely loyal to the CRB, Bill placed great stress on the autonomy of the Divisional Engineer. The Chairman at the time was Paddy O’Donnell – in army days, Bill’s senior officer. Paddy tried to get Bill to conform with the rest of the organisation over the timing of the lunch break.

While the rest of the organisation took lunch from 12.45 pm to 1.30 pm (and attempted to man the phones during the break), the Bairnsdale office closed down completely between 12.15 pm and 1.15 pm. Bill wrote to the Board explaining that people in the

country had their main meal in the middle of the day and it was necessary for them to go home for that purpose.

Other less plausible arguments were put forward such as the sun rising earlier in the east and therefore an earlier lunch break was reasonable.

Bill never relented but everyone knew that the bond that they developed during the war protected him from Paddy’s spleen.

Bill’s younger brother, Max, also served in the war. He was an accountant at the Transport Regulation Board in Carlton.



Jack Thorpe, Bill Dolamore (seated) and Ted Donaldson
– all 2nd AIF soldiers – at Bill’s retirement in 1974

Max enlisted in August 1939 but was discharged in June 1940 and transferred to the AIF Pay Corps. His story is included in Chapter 6.

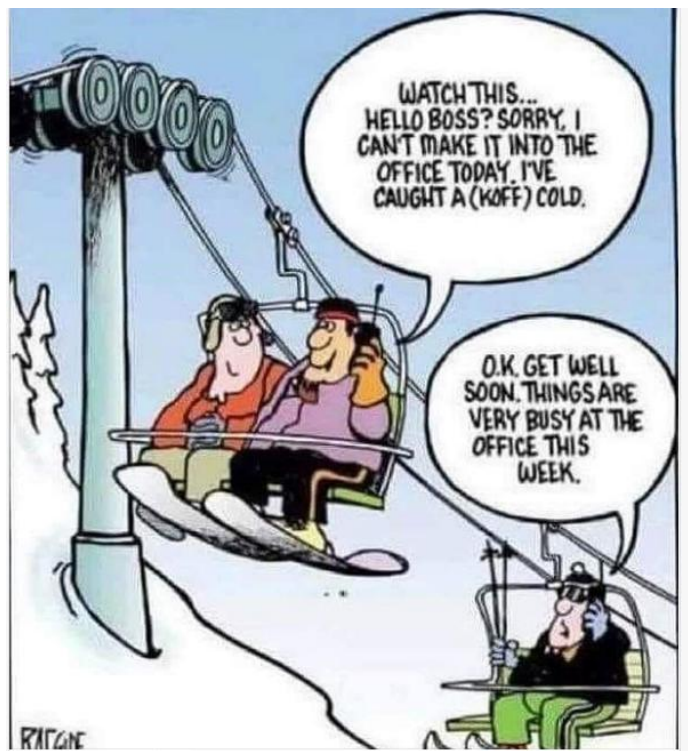
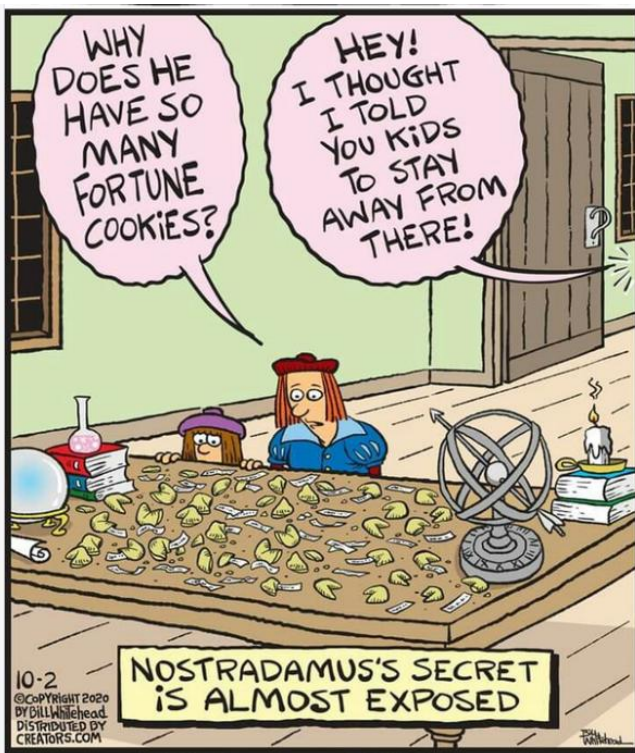


1972. Vice Regal inspection of roads in Bairnsdale Division by Sir Rohan Delacombe. Sir Rohan and Lady Delacombe with Patrolman H. Goudie (left), Mr. W. H. Dolamore, Divisional Engineer, and Mr. R. E. V. Donaldson, Chairman (right). All three CRB men served in the A.I.F.

Bill was a great servant to the Board. He died in Bairnsdale in December 1976 at the age of 65.



"We sent you THREE warning lightning bolts to get off the course, but you kept playing! We finally just got fed up and nailed you."



VicRoads Association Inc
Registration No A0022250S

Membership Application Form

Email completed form to:
Membership Secretary, VicRoads Association Inc
Email Address: irisw25@bigpond.com

First Name	<input type="text"/>	Surname	<input type="text"/>
Address	<input type="text"/>		
	<input type="text"/>	Postcode	<input type="text"/>
Telephone Number	<input type="text"/>	Mobile Number	<input type="text"/>
E-mail address	<input type="text"/>		<i>Nominate an email address if you don't personally have your own</i>
Emergency Contact Name	<input type="text"/>		
Emergency Contact Number	<input type="text"/>		

Employment in VicRoads and antecedent/previous organisations:

Date From	<input type="text"/>	Until To	<input type="text"/>
Organisation/s	<input type="text"/>		
	<input type="text"/>		
	<input type="text"/>		

Paid Direct Transfer.
Your payment of \$50.00 by electronic transfer should be made into the Association's NAB bank account, details as follow:

VICROADS ASSOCIATION
BSB 083-323
ACC 170934017

Reference - Please ensure that you include your name in the "online" transaction details so that the subscription can be attributed to you.

The information collected from members will be used solely for the purposes of managing the Association and its activities.

I agree to support the purposes of the Association and comply with its rules of the association.

Signed

Date

For more information on VicRoads Association see our website vicroadsassociation.org