

**Summary CV**  
**Theo ten Brummelaar**

**Born:** 12/9/1929, Den Haag.  
**Married:** 1952, E. Loos, Four children.  
Arrived in Australia 1955  
**Nationality:** Australian since February 1962

**Schooling:** HBS (B) Leiden (1941-'46),  
Kweekschool (Akte a-j) Den Haag 1947,  
BE (Hons) Civil Engineering UNSW, 1956-1960  
M.Eng. Sc. (Highways) UNSW 1960-1961.

**Work experience:**

Primary school teacher Leiden 1948/49,  
Army conscript 1949-1951 ('Vaandrig' Ensign),  
Clerk KPM/RIL (shipping Lines) Singapore 1951-1955,  
Works Engineer, Department of Main Roads NSW 1961-1965 (Parramatta, Holbrook,  
Narrandera, Goulburn),  
Lecturer School of Highway Engineering University of New South Wales 1965-1972,  
Senior lecturer School of Civil Engineering UNSW 1972-1990,  
Main subjects: Road and Intersection Design, Road aesthetics, Computer  
Programming and Applications, use of MOSS Highway and Landscape  
Design programme.  
Head of Department of Transport Engineering UNSW 1990-1992.  
U.N. System analyst, Indonesia periods in 1982/84

**Additional Experience:**

Periods of Sabbatical leave at SETRA Paris (1973 Jan-June), Rijkswaterstaat Utrecht  
(1973 July-Dec), University of Waterloo (Canada) (1987 Jan-March), TU Delft (1987  
April-July).  
Coordinator, producer and broadcaster for the Dutch language programme at 2EA  
(Later SBS Radio) 1976-1994.

**Associations with Dutch-Australian Community:**

Member of 'Neerlandia', NESWA, DASI  
Foundation board member Juliana Village, Abel Tasman Village, Dutch Australian  
Centre,  
Life/Hon member Federation Netherlands Associations, Juliana Village, Abel Tasman  
Village,  
Chairman Federation Netherlands Societies and Queen Wilhelmina Dutch Australian  
Benevolent Fund for about 5 years  
Board member and secretary NESWA for about 5 years until 2019

**Ridder in de Orde van Oranje-Nassau. 1990** (Knight in the Orde of Oranje –Nassau  
(Dutch Royal House), for services to the Dutch Australian Community in Australia)

**Additional information.**

Before I went on sabbatical leave in 1972/73, I programmed a perspective drawing  
program on the Apple II computer in my office. It was very primitive, but it showed

pictures which could be interpreted. In France in 1973 I familiarised myself with the TEGI road design system. This allowed the drawing of proper perspectives. This facility however was not used by French engineers. At the French road research establishment, they were actually surprised about the pictures I could produce on their computer and they asked me: But what use are these pictures?

Later in Holland that same year I used their system. Even more primitive.

Back in Australia I followed the development process of MOSS in the literature. In the eighties I was sent to Indonesia on a United Nations Project to assist their Road Department with the introduction of computer assisted design. After struggling with programs left behind by different consultants, we decided to install MOSS and teach the use of it. With great difficulty and some suspected resistance by the Indonesian computer personnel we managed to get the system working. On subsequent visits I instructed some 20 engineers on the use of the program. I regret to say that due to all sorts of circumstances my lectures and demonstrations were received mainly for their entertainment value. I doubt if the system was ever used in earnest. On my last visit in 1982 I designed a traffic interchange. However, there was only 1.5 m paper for the plotter so that we plotted the different plans and perspectives in different colours on top of one another.

On my return in Australia, I persuaded the University of New South Wales to provide the MOSS system to Master students. It was installed with a lot of assistance from the MOSS organisation. I wrote a little "how to use" manual to get the students to quickly achieve results. About 10 mayor projects were produced on the system. The system was used by students of the design course probably until I retired from the University in 1993.

At that stage there were many young engineers in practice who knew far more about the system than I ever did. And that is something I have always been pleased about. During all those years I tried to further the theory underscoring the perspective picture technique and to spread the word that looking at the designed road from the point of view of the driver was very important. I'm happy to see that – not only because of my efforts - this is now common practice.