

Closing date: Friday 13 May

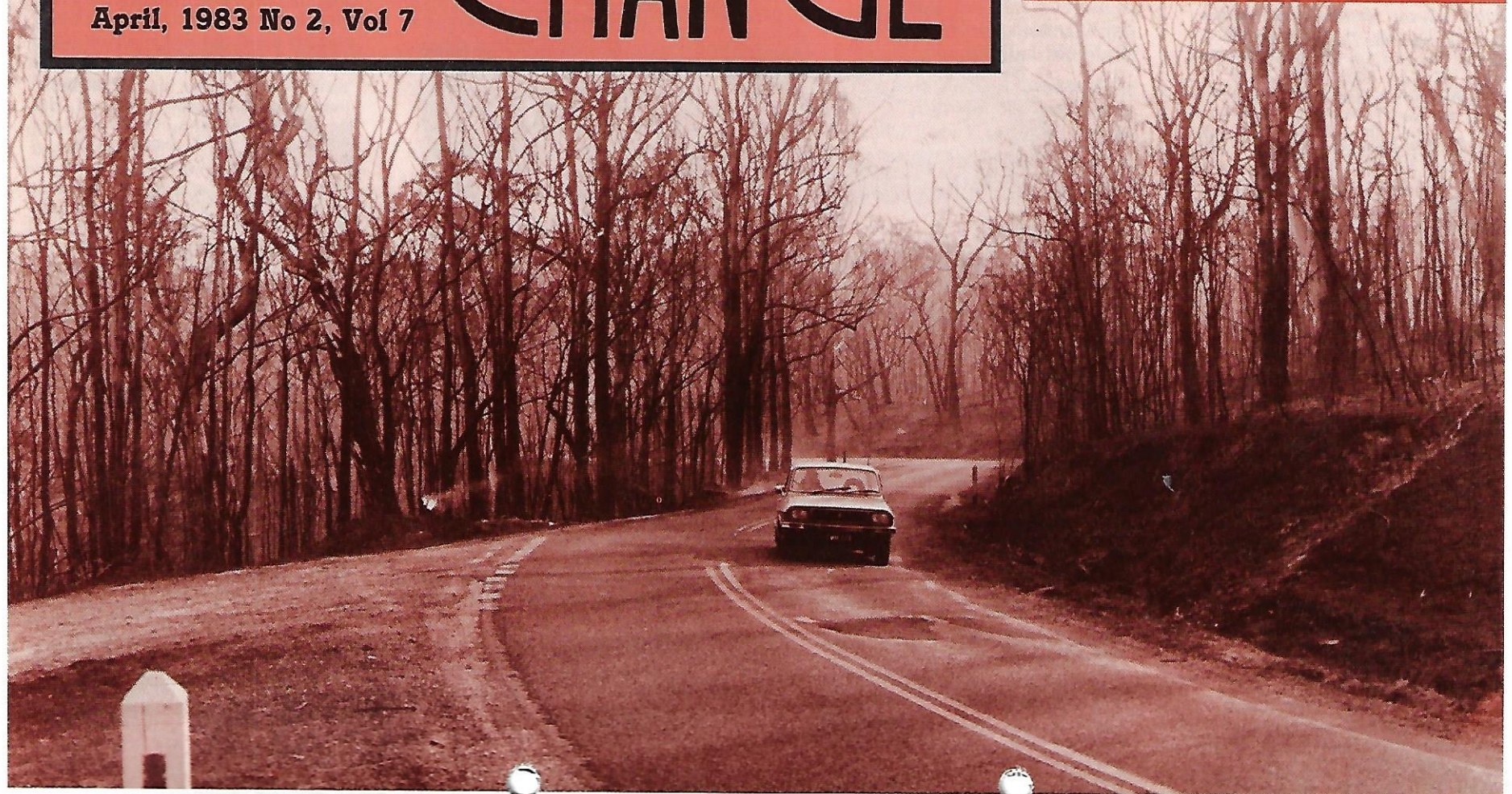
INTERCHANGE

CRB STAFF MAGAZINE

April, 1983 No 2, Vol 7

STOP PRESS

Kennedy Streets Ahead!
Graeme Kennedy, Admin Officer at Glen Waverley, won The Herald-SIO Victorian marathon on Sunday 27 March. His time: 2 hr. 16 min. 34 sec. was the third fastest winning time in the marathon's 74-year history.
Graeme, a dedicated runner, collected \$4000 as first prize. A full report on Graeme, and how he won, will be featured in the next Interchange.



The FIRES!

It was the largest emergency relief operation to be mounted in Victoria's history.

The tragic Ash Wednesday left 45 dead and 15,000 homeless. Countless farms and businesses were devastated.

Numerous authorities joined the CFA and the Forest Commission in the bushfire battle. Tankers, bulldozers and helicopters were used as crews from the CRB, police, Red Cross, SES and the armed services joined forces to combat major fires raging along the West Coast, in the Dandenongs, and in the Warburton and the Macedon districts.

Interchange has devoted part of this issue to feature the CRB's role in fire fighting.

The reports have been prepared specially for the feature by divisional staff around the state.

BAIRNSDALE DIVISION: The locals in Victoria's far east don't talk all that much about Ash Wednesday; they talk more about the devastating Cann River fire that ravaged the area in early February.

The fire, which started near Combiabar, north of Cann River, eventually crossed the Cann Valley Highway and spread towards Genoa and the border.

A spray gang at Wingan Camp decided to evacuate when the flames looked hazardous. Their trip back to Bairnsdale, however, didn't go as planned—at Nowa Nowa they were conscripted into the fire fighting operation. Malcolm Gooch, the camp's cook, was seconded to the State Emergency Service outfit and spent 10 consecutive days in the kitchen. He denies reports that his only speciality was barbecue steak.

Overseer, Des Law, had an unenviable task: he had to keep track of his construction gang who were cutting breaks, operating pumps and supplying water for fire bombing operations. Meanwhile patrol gangs were busy maintaining road closures, clearing bridges and roads, and in the case of Nowa Nowa Patrol, joining a massive community effort to save the township.

BALLARAT: Early in January, CRB crews played an active, and exhausting, role in controlling fires at Greendale, north of Ballan. As it turned out, the three day fire fighting exercise was only a foretaste. In mid February, Ash Wednesday razed the Woodend and Mt Macedon areas. Reg Smith, the Supervisor of Operations, and 14 staff members had to forego luxuries, like food and sleep, to fight the fires which destroyed more than 200 homes. And in early March, they joined 1,000 volunteers in the big clean-up.

DANDENONG: Herald reporter, Tess Lawrence, described it as the 'Devil's Triangle of Hell'. She was describing the inferno stretching from Belgrave, across to Cockatoo and south to Berwick, an area which Dandenong Division found itself embroiled in during the fires. It started off with a request for a grader to cut a fire break in the Officer district. Seven days later, dozers were still working, clearing up debris in the Warburton area. Overall, 95 officers from Dandenong Division had contributed 1,510 hours throughout the period. Forty items of plant,

including water tankers, dozers and cars were needed.

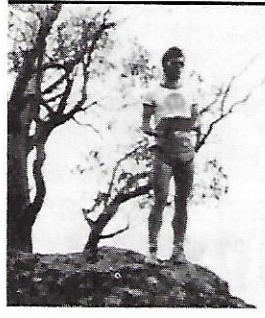
On the night of Thursday 17 February, patrolman Ron Clinch was forced to evacuate his family from his patrol residence at McMahon's Creek, north of Warburton. The Clinch family joined about 40 other townsfolk from McMahon's Creek and Reefton in a tunnel which lines the Upper Yarra and Silvan reservoirs.

As they tried to sleep on the narrow catwalk 30 metres under the ground, towering gum trees throughout the Upper Yarra and Cockatoo areas were being razed as fire engulfed the mountain range.

Dawn, and most of the fire was under control. Ron returned to his residence to find that all of his out-buildings had been lost. Fortunately the house was still intact.

• Cont. page 6

Photo above: More than 515,231 hectares have been burnt during this Summer. This is the devastated scene along the Great Ocean Road.



Inside this issue :

The challenge of the **ROGAINE** - page 5



Getting down to **BUSINESS** - page 2



The Burdens of Boating - Page 9

Our New Line-up

This issue introduces several new Interchange correspondents into our team.

Ian Mullet, engineer, replaces Ken Mathers as the Metro Representative.

At Wodonga, the Project's newly formed Social Club will be reporting in lieu of Bruce Phillips. Head of the team will be Scientific Officer, Gerry Turner.

Ross Furness has volunteered to keep us up to date on retirements, resignations and reprimands, etc., at Bendigo.

Down the coast, Warrnambool's Darryl Watts has been replaced by Phillip Cheslett, Accounts admin Officer.

The editor of Interchange would like to extend a welcome to all the new recruits.

Remember: if you've got anything to report for your staff magazine, don't hesitate to ring either John Allison or Heather Pollock—the Interchange Hotline is 860 2584!

SPORTSDESK

Are YOU ready for Wodonga?

"Before the enthusiasm of having a new social club wears off, we would like to hear from any of our near neighbours who would like to throw the gauntlet down on ANY conventional sporting challenge!"

Well that's the offer from Wodonga's fearless new Social Club. They're keen, courageous ...and craving to take on any other Division or Project in a golf tournament, cricket match, squash skirmish or whatever. Interested sports men and ladies can contact Wodonga on (060) 24 3577—or if you're in Head Office ring Ext 2739!

Cricketers Unite!

Fancy yourself as Test material? Survey's adept squad of cricketers is also on the prowl. They've just held their annual Surveyors' Cricket Match and now have the taste for victory. Says one surveyor: "Anyone game enough to challenge Survey Division will be most accommodated!"

Other recreational pursuits covered by our eager panel of sportswriters on page 11 this month are the Materials Division Golf Championship, the CRB—Tasmanian Golf week, Wodonga's Tennis Tournament and the Metro-Dandenong Division's Cricket clash.

Getting down to BUSINESS

Charles Craig has this embarrassing problem with little old ladies.

"Whenever I drive along the road they put up their arms and try to stop me," says Charles.



Charles doesn't know if it is his amiable character that attracts them, or the 1935 Diamond T-Model bus that he drives around town.

The bus took Charles 12 years to fully restore and, in its heyday, used to operate in the Balwyn area.

"A lot of people—especially little old ladies—don't seem to realize it's a restored bus. They don't understand it when you just drive past them," says Charles, an admin. officer in Accounts.

Charles owns four buses, although all aren't in operating order. "My old Bourke Street double decker needs work on it...like putting in an engine.

"Another one, a '36 Federal bus, used to belong to a company called Driver Brothers Bus Lines, in Glen Iris."

The Federal bus actually is a bit of a celebrity in the Craig household: it's

appeared on TV in a number of guest spots in 'The Sullivans'. Charlie has also just finished being involved in a new Australian film called,

'Strikebound', where his Federal bus and Diamond T-Model were used. No, the film isn't about a bus drivers strike, either; it's all about coalminers in Korumburra in the 1930s.

More recently Charles has appeared on the streets of the Central Business District, where his Diamond T-Model lead a bus and taxi cavalcade. The cavalcade, comprised of 22 vintage and modern buses and taxis, marked the opening of the 4th Australian Passenger Transport Conference, which was held at the Southern Cross in February and March. The cavalcade also included the Federal bus, a 1926 Yellow Taxi, and a London Cab.

Charles says he restores his buses at his home at Doncaster, which he describes as having "a rather wide block".

Many people probably envisage all sorts of advantages of driving a bus in Melbourne, but Charles is quite emphatic: "I don't park in Buses Only zones and very rarely use the exclusive Bus Lane on the Eastern Freeway," he says.

Left: The Diamond T-model leads a cavalcade of vintage buses and modern buses and taxis in Melbourne. Below: A modern tram passes Charles as he manoeuvres his bus through city traffic.



Divi-day a Disaster!

"I regret to inform you that due to a very poor show of interest in the Inter-divisional Sports Day, the function has unfortunately been cancelled."

That was the cheerless message that HOSA Secretary Carolyn Aitken was compelled to send out to CRB staff who were hoping to compete in this year's Sport's Day.

Only about 60 people were prepared to participate in the event and, consequently, it had to be postponed. Said Carolyn: "the HOSA committee decided it would



not be financially feasible to continue with the arrangements."

The Inter-divisional Sports Day has been suffering from ailing health

Who's that? A real-live sports champion?



No... a real live competitor!

since 1980. That was when Geelong Division played host to more than 100 staff members who participated in table tennis, golf, bowls, volleyball, squash and tennis.

Since then, the Sports Day hasn't been so successful. There was no event in 1981, and in 1982 Traralgon Division could only attract 72 people, and events had to be confined to golf and tennis.

The future of the Sports Day is looking about as healthy as a mayfly with lung cancer, and following this disappointing response it is unlikely that 1984 will be any more promising.

If any Interchange reader has any ideas of how the once annual event can be staged, please write to HOSA.

The Inter-divisional Non Sports Day! See page 12

A \$5 Million Problem

A load of rubbish ... and vandalism!

YOU'D be surprised what David Reid would pick up on a day patrolling the Mulgrave Freeway.

Bottles, supermarket trolleys, car bonnets, dead animals...they've all been collected by David, who is with the Mulgrave Roadside Patrol. But littering and vandalism isn't just confined to the Mulgrave Freeway—it's an unpleasant problem faced by all CRB patrols. While David and his mates would prefer to be moving median strips or maintaining the roads, a lot of their time is spent clearing up after litterbugs and vandals.

"One day somebody dumped some rolls of old carpet and underfelt," David said. "They just threw it into some bushes."

Red backs

David stressed that picking up bulky carpet full of red back spiders isn't much fun—but it's part of the job he's come to accept. Just like gathering bullet ridden road signs, wrecked guide posts and damaged trees is part of the job.

It's a job, however, that's costing Victoria five million dollars annually.

That's the high price of living in a society with litterbugs and vandals. Last year nearly \$1 million was spent by the CRB in cleaning up litter. More than \$500,000 was spent in repairing the trail of damage left by vandals.



•Mr Crabb, Minister of Transport, talks to patrolman David Reid at the press conference

In the meantime, councils have spent \$3.5 million on littering and vandalism.

These staggering costs were brought to the media's attention when a press conference was held by the Ministry of Transport on 31 March, which was attended by

the Minister of Transport, Mr Steve Crabb, and the Board.

To highlight the problem faced by CRB patrols, two patrol trucks loaded with vandalised road signs and rubbish were put on display for photographers and TV crews. Roadside patrols on the Mulgrave and South Gippsland Freeways collect as much as four truck loads of rubbish a week.

"It's an unfair burden on the community," Mr Crabb said. "The \$5 million clean-up and replacement bill could have paid for the maintenance of hundreds of kilometres of road."

Mr Crabb admitted the outright vandalism was difficult to curtail, but said it only takes "a careful thought of a motorist to avoid littering". And if there were a few more considerate motorists around, David Reid and his patrol crews could spend more time on road maintenance...instead of picking up an average of 20,000 bottles and cans that are left on the Mulgrave Freeway every year.



•One car a week is left abandoned on a freeway in Melbourne—usually in this condition (above). The Minister of Transport, Mr Crabb, and CRB Chairman Mr Russell inspect two cars which had been transported to the CRB Kew patrol depot.

Mr Bulman Retires

"I'll miss everything. I know that!" Mr John Bulman, Chief Accountant, told Interchange.

"But so does everyone when they retire!" he added.

Mr Bulman retired on March 31, after joining the CRB as a junior clerk in March 1941.

He has been involved mostly with accounting positions during his rise to Chief Accountant. In June 1949 he was promoted from Costing Officer to Divisional Accountant Horsham, and in 1961 he went to Sydnal—now Glen Waverley—as Divisional Accountant.

A year later he moved to Head Office as Deputy Accountant, and was promoted to Deputy Chief Accountant in January, 1971. He took over the role of Chief Accountant in March 1982, when Mr Russell Cooper retired.

And what has Mr Bulman planned for his leisure hours?

"I'll be holidaying first which will include a bit of travel around Australia.

"Then I'll paint the house inside and out, and renew my golf."

Will it be a smooth transition from office to home?

"It will take a little time to adjust," he said. "In a senior position your involvement is so deep it is very difficult to take the thing completely from your mind. It'll take time."

Mr Bill Turner has replaced Mr Bulman as Chief Accountant and Mr Doug Thompson is Deputy Chief Accountant.



CRB Chairman Tom Russell presents John Bulman with gold cuff links at a buffet dinner in the Board dining room. Inset: Sharing a drink at the dinner are, from left, Engineer In Chief Dr Keith Moody, Chief Mechanical Engineer Peter Jeffreys and Bairnsdale Divisional Engineer Neil Jephcott.



Horsham's Divisional Accountant evidently is not so good with figures—out of working hours, anyway. He was seen recently sprinting down Firebrace Street, Horsham, to a parking inspector in an attempt to "explain the lack of funds in his parking meter!"

Wodonga Cost Clerk, Max Proksch, is currently in full training for an expedition climbing Mt Everest. Training has included scrambling up and down the hills surrounding Wodonga, and tackling an orienteering run. However, Max only fully appreciated the enormity of the risks involved in such a trek when he discovered an unsighted and undated draft advertisement on the boss' desk...recommending the appointment of a replacement Cost Clerk.

Caller ringing PR: "I'd like to accept your kind invitation to attend the opening of the Western Freepass."



Occasionally one reads of unusual accidents. A report from Bendigo Division must top the best.

It seems that a Patrolman from Kilmore ended up with a painful lump on his head after he raced indoors to answer his two-way radio...and struck his head on the opened door of the First Aid Kit!

Roadsides, the ARRB Newsletter, reports that an hour of riding a motorcycle is as dangerous as an hour of being 75 years old. This probably accounts for why we see so few 75yr old motor cyclists on the roads today.

Quote from admin officer in Accounts: "I must be the most overworked person in the CRB and I'd like to run a competition with anyone who thinks otherwise!" Interested contestants can reply to the challenge care of Mr Rob Ukovic, Room 662, 6th Floor, Head Office. There will be no prizes for winners.

Overheard admin officer at Stationary desk attempting to order some paper: "It's like an A4 foolscap...!"

Voices...where are those voices coming from? Geoff Proudfoot, an Experimental Officer at Traralgon, had a restless night recently when he kept hearing mysterious voices emanating from the darkness. The disturbances finally became so annoying that it prompted Geoff to launch a full scale investigation around his house. After wandering around outside for several minutes he suddenly realized that one of the mysterious voices belonged to a CRB Traffic Officer. Further investigation revealed the source of the noise: it was coming from the new mobile radio that he just installed that day in his lab. vehicle. Next morning one jaded Geoff Proudfoot was heard addressing the startled T.O.: "I spent half the night looking for you fellows...don't you EVER shut up???"

In Memoriam

It is with regret we report the tragic death on March 19 of **Wally Neander**, OIC of the Head Office Mail Room. Wally joined the CRB in October, 1974 and became OIC of the Mail Room in January, 1981. He died at the Epworth Hospital, Richmond, following a heart problem.

We extend our sympathy to his family.

State Premier opens \$23 million bypass

All of a sudden Sovereign Hill Township, Koyal Castle and the Eureka Stockade Memorial seem that much closer.

The opening of the bypass of Wallace and Bungaree on March 9 means that motorists can now travel on dual carriageway virtually all the way from Melbourne to Ballarat. And when the 8.5km bypass of Melton is finished in 1987, it'll be 'plain sailing all the way'.

The \$23.6 million Wallace/Bungaree bypass was officially opened by the Premier, the Hon John Cain, MP.

"The bypass will reduce travelling time by five to ten minutes," Mr Cain said.

"Ballarat, with its many attractions, is also a vital area for tourism and the fact that we now have a four-lane highway running from Melbourne to Ballarat will undoubtedly boost tourism."

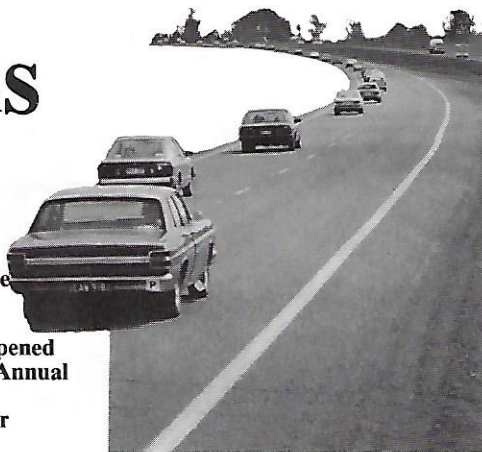
Safety

Mr Cain added that rural bypass roads played an important role in reducing the road toll. Over the past eight years there have been 48 casualty accidents on the Wallace/Bungaree section of the Western Highway—eight had involved fatalities.

"This divided bypass road will mean a substantial decrease in accidents and, providing motorists are careful and sensible, it should result in greatly improved road safety."

Ballarat, with a population of almost 61,000, is Australia's largest inland

provincial city. The bypass was opened just a few days before it held its Annual Begonia Festival, which attracted thousands of visitors from all over the country.

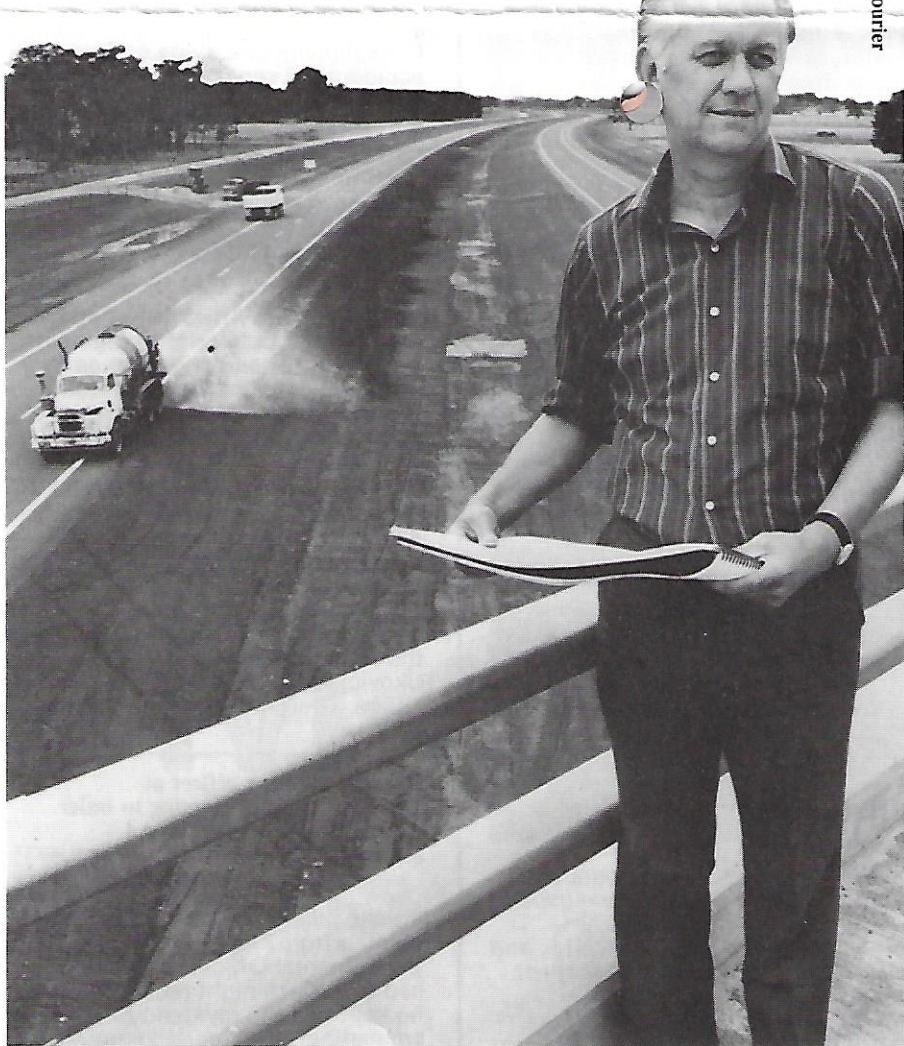


Opening Ceremony

Protocol was the order of the day at official opening of the Wallace/Bungaree bypass. CRB Chairman, Mr Tom Russell, opens the front door for the Premier, Mr John Cain MP, who in turn is opening the rear door for Mr Russell.

Photo: Ballarat Courier

A veteran on the Western



Neil Brogden's association with the Western Highway can be traced back to the late '60s.

In those days he was involved in the Gordon bypass. Then came the section through Pentland Hills ...then the bypass of Myrning ...and then Ballan. And finally—the Wallace-Bungaree bypass.

In fact, as Neil says "I've been on the lot!"

Neil has been Project Engineer of the Wallace-Bungaree bypass since work began in 1978.

So, has he enjoyed the job?

"Of course I have," he says in a tone suggesting that it was a silly question to ask in the first place.

"It's been very good. And I've had an excellent team effort from the supervisors, staff and contractors."

Neil was pictured above on the Creswick-Bungaree overpass, checking out preparations before the official opening.

On the road - Indian style !

Hector the Cat would need nine lives if he was campaigning for road safety in India. Although the country has less than half as many cars on the road as Australia, it suffers from TEN TIMES the number of fatalities.

Estimates reveal that 20,000 Indians lose their lives in motor car-related accidents every year.

And most of the accidents involve reckless motorists hitting either pedestrians or cows that wander onto the carriageway. An alarming proportion of these are hit and run accidents, too.

CRB Traffic Officers would also be working overtime on most of India's major roads. Commercial vehicles are responsible for a high number of deaths, and wary drivers of cars know to steer clear of approaching trucks—which are usually driven, or rather aimed, by exhausted, overworked truckies.

Traffic Officers, however, are about as rare as courteous drivers, and one reason is that there is no real control over the movement of overdimensional vehicles. In fact, Indian authorities ENCOURAGE truckies to overload their rigs: each truck is licensed to carry a load that is 25% more than the maximum recommended by the manufacturer.

The vehicles are taxed accordingly.

Naturally, with the large number of trucks carrying excessive loads around the country, roads are generally in a poor condition. And of course, everywhere lie the remains of abandoned trucks that have damaged axles, lost wheels, broken exhaust pipes, etc.

Road safety authorities in India certainly have an awesome task in trying to reduce the road toll—especially when you consider they have to communicate to more than 700 million people!

NOSTALGIA

Life's A Drag

It looks unwieldy and unrefined...but, amazingly, it used to work!

Of course, way back in 1915 when the photograph below was taken, a lot of things probably looked unwieldy and unrefined—especially roadmaking equipment.

This particular item, for example, was called a 'drag', and was used to maintain a gravel road in a reasonably smooth condition. The 'drag', which was a number of iron bars on a frame, was pulled by horses controlled by the patrolman sitting in the small cart at the rear. If he was lucky he would have a canopy over his seat to protect him from the weather (in the deluxe model, anyway).

The dragging effect apparently cut out corrugations and also filled in potholes, which were quite plentiful in those days.

The patrolman's shovel was presumably employed to gather the copious amounts of fertilizer which used to accumulate during a day's work.

The photograph was taken in August 1915 on what is now known as the Bridgewater-Serpentine Road, and was supplied to Interchange compliments Bendigo Division.



CRB BUSHFIRE RELIEF APPEAL

On the Friday immediately following "Ash Wednesday" arrangements were made throughout the Board's organisation to give all personnel the opportunity of making cash donations to the State Relief Bushfire Appeal.

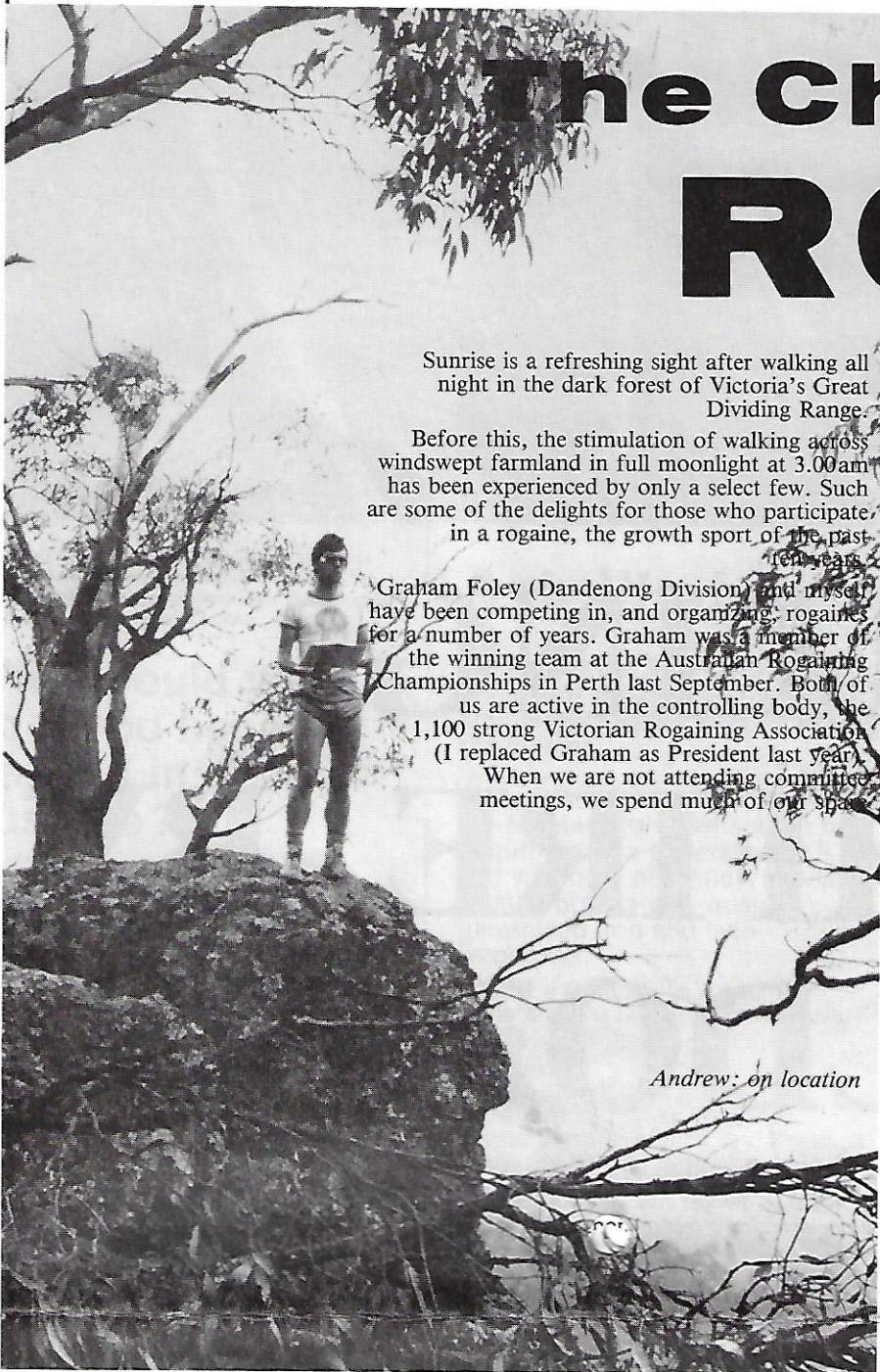
A total of \$5,095.70 was donated in this

way, even though many people had also responded to other appeals.

Thanks are due to the State Bank of Victoria for acting as agent for the appeal, and to Whitelaw and Reddan Pty. Ltd. for donating a considerable number of receipt books.

Rogaining, a word of obscure origin, can be traced to an Aboriginal definition of walkabout. The modern interpretation of 'rogaining' is the sport of long distance cross-country navigation on foot, in which teams visit as many checkpoints as possible over a given area in a twelve or twenty-four hour period.

Rogaining has its origins in University 24 hour walks dating from 1947. Further encouragement occurred in the seventies with scout 24 hour hikes and interstate rogaines. With the formation of the VRA in 1975, the sport is now flourishing in the eighties. Six rogaines are held annually in Victoria, usually with 300 to 400 participating in each. The smallest event, the alpine rogain, is held on snow, using nordic skis.



Sunrise is a refreshing sight after walking all night in the dark forest of Victoria's Great Dividing Range.

Before this, the stimulation of walking across windswept farmland in full moonlight at 3.00 am has been experienced by only a select few. Such are some of the delights for those who participate in a rogain, the growth sport of the past ten years.

Graham Foley (Dandenong Division) and myself have been competing in, and organizing, rogaines for a number of years. Graham was a member of the winning team at the Australian Rogaining Championships in Perth last September. Both of us are active in the controlling body, the 1,100 strong Victorian Rogaining Association (I replaced Graham as President last year). When we are not attending committee meetings, we spend much of our spare

Andrew: on location

By Andrew Walker

time visiting landowners, setting checkpoints, buying mountains of food and collecting the large amount of tents and cooking equipment required to set up the base camp or hash house.

Most participants on a rogain do so simply for the pleasure of walking through forest, farmland or hills. Some want to improve or practice their navigation in a well controlled environment. These social and recreational aspects are important for the majority of VRA members.

Macho sport

The rogain is technically a competition as teams are ranked in order of points scored. To achieve competitive success in a rogain requires a well knit team with first class navigation ability in all terrain, and sustained physical and mental endurance. At this level, rogain is certainly one of the 'macho' sports. One does learn, however, that the human body can survive and recover from a considerable amount of high stress activity, applied in a controlled situation.

Teams of two to five people are essential for safety and for company during a rogain. Teams are not permitted to split up. Most people carry a day pack containing some food and water, a parka and a little extra clothing. A compass and the map supplied for the rogain, with the checkpoint list, are essential to be able to find checkpoints. Light canvas or leather boots are the best footwear, but many people opt for running shoes.

Because the rogain lasts for twelve or twenty-four hours, the most efficient way of moving is to simply walk! One can walk for that period, whereas

running is limited to around three hours because of the high energy use. The best teams cover about 100-120km during the twenty-four hours, while the majority of teams walk around 40-70km. Most people come in to the hash house for several hours of rest and sleep, leaving the more enthusiastic few to walk for the entire twenty-four hours.

Full moon

Rogaines always coincide with the nearest full moon and are only held during the cooler months. Start time is usually midday on the Saturday, with the finish exactly twelve or twenty-four hours later. Entries are taken up to a week beforehand. The exact site of the rogain is not revealed until the final week for mythological reasons, and also to prevent site inspections by entrants. At the hash house, the centre of administration, food is provided for the duration of the event.

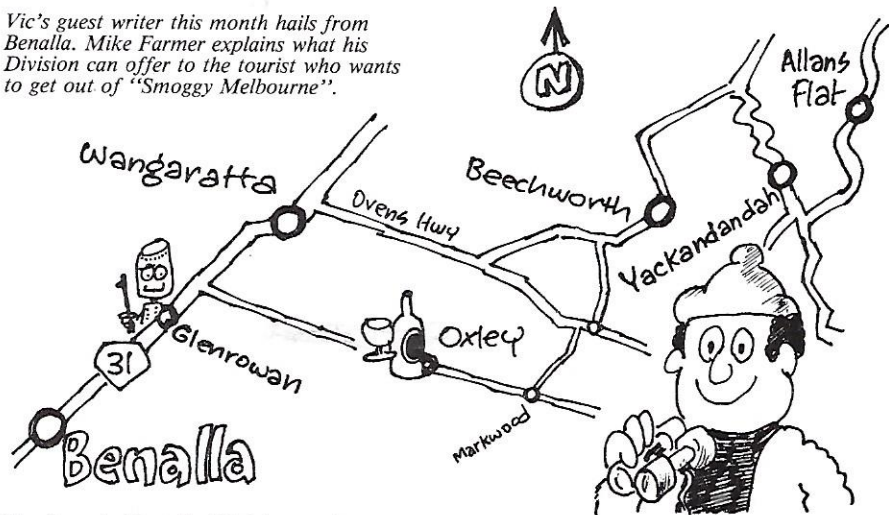
A number of CRB staff have been on rogaines: Ken Barnhill, David Williamson, David Watt (who has won a novice section), Sam Maccarrone, Roy Gilmour, John Smelt, Geoff Jameson and Graham Hodges. Anyone is welcome to participate in a rogain, and to join the VRA. The next rogaines are in late May and June—Graham or myself will provide details to any interested walkers.

The final word: 'rogain' has an acronym, devised by a CRB engineer whiling away a long night as hash house staffer: Rugged Outdoor Group Activity Involving Navigational Expertise.

Andrew Walker is a Metallurgist in Materials Division, and President of the Victorian Rogaining Association.

Vic Venture

Vic's guest writer this month hails from Benalla. Mike Farmer explains what his Division can offer to the tourist who wants to get out of "Smoggy Melbourne".



We, here in Benalla Division, pride ourselves on being in the best part of Victoria, with its ideal climate, closeness to the Alpine area, wineries, and many other attractions.

So, get out of the smog and rat race of Melbourne for a weekend and come to Benalla!

It's an ideal stop-over for lunch at the gardens adjacent to the Lake. The gardens are noted for their rose display with over a hundred varieties, and nearby is the Art Gallery well worth a visit with its magnificent display of Australian paintings.

Next, a short run to Oxley. Turn off the Hume Highway just past Glenrowan, and visit the three wineries in the area; Browns (of course), Morris', and McKeone Cellars.

From here drive on to historic Beechworth, with its 36 old buildings classified by the National Trust. Accommodation can be had in either the Empire Hotel, built in 1860 or Tanswells Hotel which played host to

the Board in 1914 on one of their early trips.

Sunday morning can be spent exploring beautiful Beechworth, including the Burke Museum, and the Chinese Ceremonial Burning Towers and the Rock Cavern. If you have children with you, step down to the nearby Trout farm and they can feed the fish.

Maybe you will have time to drive up to the unique Strawberry Farm of Schmidts at Allans Flat, a few miles north of Yackandandah, where they produce the strawberry wine.

Back to Beechworth for your lunch at historical Tanswells.

In the afternoon it's back to the big smoke—with a stop off at historic Glenrowan with its Ned Kelly museum.

When you arrive back at the city you will undoubtedly be planning your next trip up to the North East to enjoy some more sights of this beautiful area. **And don't forget to bring your skis with you if you come in the winter!**

Dust to Dust...

First the horizon disappeared ... then Hawthorn... and then the CRB car park. When Melbourne was enveloped by a dust storm that dark day in February, it was like a scene for some Hollywood sci-fi movie. Our ever alert Interchange photographer took this shot below shortly before the entire Head Office building was covered by the dust.

The dust storm moved so fast that Head Office photographer, Ralph Farrell, barely had time to load his camera—let alone set up a tripod.

But it's amazing how resourceful one can be when the pressure is on (right).





Photographs top of page, left to right: It's Cockatoo; Bob Dietrich, from Geelong Division, working on a bulldozer near Beaconsfield; Ian Brown, from Geelong Division, working on a bulldozer near Cann River.

• From Page 1

GEELONG: The Great Ocean Road between Bells Beach and Lorne was once one of the most picturesque sections of road in Australia.

Today it is a black wasteland. The hamlets, trees, rest areas—even the Memorial Archway, have all disappeared. More than 80% of Airey's Inlet and 60% of Fairhaven have been destroyed.

Dozer operator Bob Dietrich joined several colleagues from Geelong Division to work in wretched conditions for 24 hours on end cutting fire breaks. Spotlights, connected to a battery, were welded onto the machines so the work could continue throughout the night. Many of the drivers stayed in the fire zone for six or seven days with very little rest.

Like elsewhere, Geelong Division is still involved in the immense clean up. Scores of signs, guide posts and guard rails have to be replaced and work on replacing the damaged Grassy Creek bridge is in progress. The irony is that the causeway was built at Grassy Creek only six days after the original wooden bridge was burnt—only to swept away by floodwaters on 21 March.

WARRNAMBOOL: For staff at Warrnambool, Ash Wednesday meant a personal tragedy. Draftsman Terry Bond's house was burnt to the ground at Ecklin South, near Warrnambool. The Bond family lost virtually everything, and now 'home' is a caravan.

Warrnambool staff were involved in a diverse range of activities: John Cassie, Plant Operator, and Stuart Higgins, Instructor Driver, had the unpleasant task of burying stock, while everyone from ADE, Bob Solly, to roadmasters and draftsmen volunteered to help control and divert traffic when the Princes Highway became blocked.

We have only included a few names of those who generously helped in the bushfire effort—to list everybody would be impracticable. Needless to say, it is obvious that the CRB plays an important role in emergency operations such as bushfire fighting.

Reports: Bairnsdale: Kev Hadingham; Ballarat: Ron Hrymakowski; Dandenong: Cliff Lawton; Geelong: Charles Low; Warrnambool: Darryl Watts.

BATTLING BUSHFIRE BY BULLDOZER

Around midnight on 21st February, Horsham residents were rudely awakened by crashing thumps of thunder, followed by a torrential downpour. People ran to their doors to observe this strange wet stuff which had a curious neutralising effect on the dust. Nobody could have imagined that only 25 kilometres away this welcome respite to the drought had given rise to the worst ogre of any dry season: bushfire!

On the morning of 22nd, the news was dominated by reports of bushfires raging out of control in the Grampians—fires started by lightning strikes the previous night. The worst of these was burning on Mt Stapylton, at the northern extremity of the Grampians. A great billowing pall of black smoke was quite visible from Horsham.

At midday a request was made by the Forestry Commission to provide a bulldozer to assist in fighting the fire. Two hours later Phil Betts (dozer operator), Peter Harris (dozer operator and mechanic), Sam Hewinson (transport driver) Jeff Moran (Liaison Officer) and Betsy (D6) were heading for the fire. The rendezvous point was at the foot of Mt Stapylton and prevailing winds were driving the fire towards the Western Highway.

It was quite an impressive scenario. A Hercules aircraft was making regular passes dropping fire retardant chemicals, a Forestry Commission helicopter was zipping around reconnoitring, and flames were beginning to leap up from behind the mountain.

Geoff Evans, Fire Chief, had arrived shortly before us and had taken the opportunity to fly above the fire and see

what it was doing. Shortly after our arrival the helicopter set down, Geoff joined us and we were set to work cutting a fire break toward the Western Highway. We were to continue until we met a dirt track, about two kilometres away. The fire break and track were to create a control line along which the Forestry fire fighters were to back burn at night. We were only half way there when the wind swung towards us.

Following a short chat with an aerial surveillance craft overhead, we beat a hasty retreat out the way we had come.

Volcanic Eruption

During the night the fire on the mountain was looking like a volcanic eruption. Fire balls on the peak were leaping into the air, trees were exploding and were toppling down the mountainside like a stream of oozing lava. The livid red glow of the mountain made it seem like an eerie, pulsating living thing. We were required to clear an east-west path from Flat Rock, along Pohlner's Track and into an old burn. This path effectively encircled the fire, and provided back burning could be effected it was thought the control line would completely contain the blaze. The dozers finished the line at about 3.00am.

By Engineer, Jeff Moran, Horsham Division, who fought a Fire near the Grampians.

The C.F.A. had been lighting fires behind us as we progressed—as close as 3 metres behind us at times! After this it was merely a matter of sitting pat and seeing if the control line held. The next two days saw the dozers mopping up and catching the occasional spot-fire. At midday on Thursday 24th we got our marching orders. We packed up and went home. It was all over.

This fire fighting experience was quite educational. We soon discovered that you don't just send a dozer off into the bush with a bush fire going—a vehicle in radio contact with "operations" has to go in with him.

We also discovered that dozers are in high demand after night fall. This is prime back burning time. Thus dozers must be adequately equipped with lighting covering 360 degrees. Reversing lights are vital too as dozers are always backing out of a break, and have every chance of backing into a creek bed—or whatever!

Finally, dozing operations under these conditions is very dry, dusty, hot and arduous work. One needs operators who are prepared to ignore the lousy conditions and get on with the job.

Fortunately, in this area, we were well equipped.

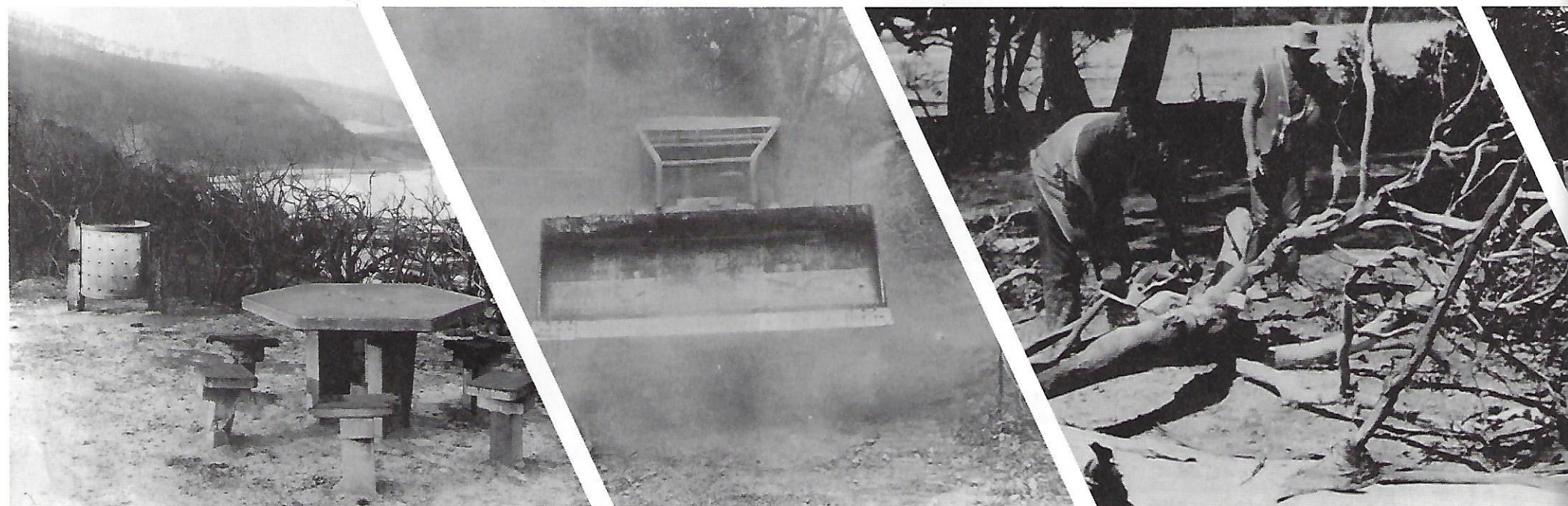


Photo: Wimmera Mail Times, Horsham



Hard to know where one is going: a typical scene near Lorne, fighting fires near Lorne; the frame of a burnt car, from Bairnsdale Division, clearing a firebreak



Ash Wednesday claims historic restaurant

What would you do if you became trapped in a bushfire?

If you become trapped don't leave the car!

Park it in the best area of bare ground available for example:

- Against an embankment in a cutting;
- In an old gravel pit or roadside clearing;
- On the section of the road which has the least amount of scrub alongside.

Close all windows and vents.

- Lie down on the floor;
- Cover yourself with anything that will shield you from radiant heat;
- Radiant heat is the killer;
- Stay in your car till the fire has passed.

AVOID BUSHFIRE DANGER

If you are driving through the forest and come across a fire, with smoke across the road...slow down at once!

Don't drive through smoke when visibility is severely impaired. Consider whether your journey is really necessary.

If so, wait for someone to come through from the other side who can give you the all clear. Drive slowly...switch on your headlights and watch out for:

- Fire-fighting vehicles or personnel on the road;
- Fallen trees across the road.

Information courtesy Forest Commission, Victoria.

Photographs bottom of page, left to right: The charred remains of a CRB rest area on the Great Ocean Road; A dozer, enveloped in dust and smoke, near Horsham; Russell Sherlock (left) and Anthony Kerverac, from Ballarat Division, cutting up fallen trees on the Calder Highway near Macedon; the Memorial at Eastern View; another victim of Ash Wednesday.



Patrons of the Swan and Perch restaurant would have found the architecture as enchanting as the cuisine.

One of the oldest buildings in the Mt Macedon township, it had begun life as a general store, and was built of rustic Victorian weatherboards with quaint galvanised iron and lace verandahs.

Almost a century old, it had withstood the flurry of progress and the rigours of nature—until Ash Wednesday!

Now all that stands are the two restaurant chimneys, with their double-sided fireplaces, and the shell of the old baker's oven nearby which formed the heart of the separate dwelling.

Ian Relph, and his wife Helen, had owned the Swan and Perch for only three and a half years. It was probably the most popular restaurant in the district, and its regular customers included Tandberg and Claude Forrell.

Ian, an engineer with Road Planning, recalls that Wednesday vividly.

Helen was in Melbourne shopping, and he had been working all morning on extensive renovations to the house. Like most of the locals, he was aware that a bushfire was burning, but it was at least 20km away. It had started at East Trentham and was burning in a south easterly direction.

The wind change came around 9 o'clock that evening, and although some smoke was being blown over the mountain, the fire had apparently been contained. At twenty past ten the power in the mountain failed but this was a common occurrence.

The first hint that anything was out of the ordinary, Ian says, was the traffic on the road: he noticed it was suddenly busier. Apart from that, everything was normal: there were no sirens, no smoke—nothing!

A short while later Ian decided to check the situation out from the roof—just in case.

"I still couldn't see anything," he recalls. "I went to get off when I was picked up by this sudden hot wind and almost knocked down. I stood up again and looked around. It was then that my heart missed a beat—I could see sparks. The fire was obviously coming my way.

"I raced inside to put some things together...then I looked down the gully and all I could see was what appeared to be a pink spotlight. I grabbed my briefcase and ran for the car. I had about four minutes to escape—not even time to search for our two cats!"

Ian says that now he had "no comprehension of time". He recalls driving up along the main road, where cars were bumper to bumper, with residents fleeing from the townships of Macedon and Mt Macedon.

Molotov Cocktails

"I remember seeing great flaming pieces of bark flying overhead, and when they hit the ground they blew up like Molotov cocktails!"

"On both sides of the road the houses of our friends were on fire. But the amazing thing was how calm people were...no one did anything stupid. Occasionally somebody did drive in the other lane, which was dangerous with firetrucks racing past.

"Most people hadn't had time to grab any possessions...some cars were full of kids, dogs and cats but most just contained wide-eyed people."

Ian says that he decided to turn off from the congested main road to drive to Romsey. It was almost a fatal mistake: "About one kilometre down the road I realized I was going to run out of petrol!"

"It was then that I came across a CFA patrol at the Kerrie Heskett fire station.

"I was shaking like a leaf," says Ian. "They calmed me down and gave me a cup of coffee. We had no option then but to sit there and watch the mountain go up in flames. We found out later that the fire storm had travelled from the

Calder Highway at Macedon to the top of the mountain in less than fifteen minutes—a distance of 8 kilometres."

When he inspected the aftermath the following day, it was a devastating sight: nothing had been spared. The wine cellar was deep with steaming wine and smashed glass: a 15 year collection reduced to rubble.

"1000 degrees!"

"The temperature in the cellar must've reached about 1000 degrees, as the French champagne had blown up while red and white wines had spat out their corks before crashing to the floor!". Ian estimated the collection itself was worth about \$50,000, with red wine vintages dating back to the mid-fifties and imported Madeiras Armagnacs dating back to 1893.

"We found one cat who was severely burned but he had used up all nine lives and died three days later from shock."

The generosity of other people has kept him sane, Ian says.

"The boys in the office did a whip around. We were stunned when they gave us a cheque for \$500. It was totally unexpected. We were offered three caravans and three houses in Melbourne," he says. "Friends, workmates and customers have all offered to help. But it is still appalling to know that everything you cherished and worked for has gone, to know you've got to go out and start it all from scratch—starting with a toothbrush!" Ian and Helen eventually moved into a house at Mt Macedon—one of the few that Ash Wednesday didn't claim.

Their aim now is to rebuild—a mammoth task. All of his recently acquired building materials and tools were destroyed, apart from "a crowbar and a pinchbar". And then there's the planning, the contracts, the permits...

As Ian says, building a house AND a restaurant "is not a cheap deal".

But he believes a new restaurant in the area would not only be good for him and his wife, but also the township.

Ian has still retained his sense of humour throughout the ordeal, although it hasn't been bad news. Nine days after Ash Wednesday, his wife gave birth to a son, Samuel.

"Claude Forrell rang up to ask how we were. He also asked if we were to have a girl would we call her Phoenix? Joyce Stabler in Road Design had an even better idea and suggested Ashley would be most appropriate."

And while Ian and Helen are planning their future, a crudely painted sign sits on the chimney amid the debris. Its message is short and to the point:

"Temporarily Closed...WE SHALL RETURN."



Above: Steps that lead to the ruined Swan and Perch, Mt Macedon. Inset left: Helen Relph with Samuel, who arrived seven days after Ash Wednesday. Husband Ian Relph, from Road Design, hopes to rebuild the restaurant.

DIVISIONAL ROUNDABOUT

BENALLA

From Mike Farmer

WELCOME

A big welcome to new appointments, Fiona Ward and David Bye who joined the drafting team. Draftsman Ian Rasmussen has departed to join Wodonga.

Accounts is certainly believing in equality of the sexes with the appointment of two female admin. officers—Jenny Taalman and Kerry McLean. Welcome to both.

OBITUARY

All were shocked to hear of the tragic death at Mitta of Overseer Jack Karnatz.

Jack, who was affectionately known as "The Bear" had thirty one years of service with the Board. His service included many years of snow clearing on Mt. Buffalo and he was widely known in that area.

Jack will be sadly missed and sympathy is extended to Mrs. Karnatz on the sad loss of her husband.

SICK

On the sick list at present are Patrolman Roly Camm and Howard "Pom" Webb, and Cost Clerk George Kennedy. Our thoughts are for a speedy recovery for all three.

Patrolman Manfred Brauner is progressing well after his accident.

GENERAL

Our temporary correspondent for last interchange, Marj Jones, has left once again to make way for Helen Allan, who returned to work after 8 months looking after her baby, Nicholas.

Typist Dianne Meadows' tip for keeping cool in these hot months: go for a mid-day swim. Dianne never lets an opportunity to pass for that swim, either in lunch time or after work. (Note from Correspondent—no pictures yet. Can't find out from Di where she swims).

Congratulations to new Patrolman in Charge, Henry Schuppan at Walwa, and Alan Williams at Harrietville.

Congratulations to Roz Baines who is President of the Goulburn Valley Toast Mistress.

FROM THE WORKSHOP

Alistair Heywood returned to work after 6 weeks out with a broken ankle. He reckons his flyings not too bad, but he needs some practice with his landings. Tony (Hagar) Martin really did have an injury, he wasn't just out in sympathy with Alistair. Johnny Jordan had his 21st birthday party at Molyullah and a good night was had by all, with the possible exception of one fitter who was "accidentally" locked in the bar room with a good looking "bird". His wife was not impressed. Tom Challis and Brian Walsh completed their apprenticeships in January and are now fully fledged tradesmen. Welcome to Dean Humphries who has commenced his apprenticeship with us. Max Carson is off on a holiday to the U.S. and Canada. Have a good trip Max. Congratulations to Stephen and Lorraine Cavill on the birth of their son, Ian, and to Trevor and Carol Lewis on the birth of their daughter Megan. Digging bore holes seems to be very popular these days, some successful, some not. John Gilbert would appear to be in the latter group, 40 feet and still going. With all the water coming up, will Benalla sink into the hole that is left. **WORLD RECORD SHOT PUT!!** Noel Dumesny reports that his neighbour's 4 year old daughter threw a shot put 25 feet!! Down the bore her father was digging.

TRARALGON

From Sonia Delost

We welcome Peter Boal, Experimental Officer and Tom Pascoe, Technical Assistant, both to the Warragul Site Lab, and Geoff Goodwin, Technical Assistant to the Divisional Lab.

We also welcome to the Warragul Project team Vic Barry, Clerk of Works, ex Bridge Sub-branch.

Brian Doyle and his wife are going on a holiday to Asia. Visiting Hong Kong, Singapore, China and Manila. Word has it that customs may not allow them back into Australia. The Depot personnel are looking forward to the trip!

Good luck to Paddy Brennocks who is retiring in April to live in Port Welshpool, near Yarram.

The 1983 social activities kicked off with a Friday evening BBQ at Noreuil Park, Albury, organised by Survey Officer, Ross Stewart. Nearly 60 people (mostly offspring) turned out for the event and despite the sweltering heat still managed to have an enjoyable time. The event was upstaged somewhat by the Esdale family arriving in a gleaming new silver Toyota Tarago van. Norm spent much of the evening either talking about the van or chauffeuring the hordes of kids around town on test drives. His usual unflappable nature was seen to take a sharp turn for the worse when excited kids repeatedly clambered all over the flash velour seats.

A welcome is extended to Survey Officer Ric Anderson and family who have recently 'seen the light' and joined us from Melbourne. Draughtsman Ian Rasmussen has also joined from Benalla.

Congratulations are in order to Yard Storeman Peter Thomas and his wife Marg on the arrival of their baby son, Ross. Happy news is also in the wind for Survey Officers, Dennis Summerfield and Ross Stewart, whose respective wives, Didi and Jeanne, are expecting later this year. To date there has been a dearth of such occasions and the recent upsurge is much appreciated by those staff members who need legitimate excuses to get "leave passes"—keep up the good work fella's.

HORSHAM

From Betty Sleep

WHAT A COOK



Our Resident Mud Doctor has been trying his hand at being a Chef, without much success. In attempting to bake an exotic sample of sandstone he has only succeeded in melting the plastic baking dish onto the grated oven shelf. NOT to be disheartened a second attempt was made, alas same result. The laboratory oven is now minus two grated shelves.

BASKETBALL FOLLIES

There was a recent case of mistaken identity with our telephonist Lisa 'Muscles' Matthews, and our tea lady, Shaynee 'Cruncher' Cross. Both were playing basketball for the same team when 'Muscles' decided to stay put as an opposing player advanced with the ball. After merely rebounding off Lisa, the opposing player proceeded to land a clenched fist on the back of Shaynee's head. Rumour has it that Lisa, for fear of revenge, has not partaken of one of Cruncher's cuppa's since.

COMPUTER

From Joan Lo

Welcome to 4 new faces to our section; David Griffiths & Joan O'Reilly have joined our operations team, Vicki Harris is now one of the key punch girls and Jacqui Giorgio our new I/O person.

Janene Young, a snr. computer operator said a fairly lengthy "good-night" on 28 January, cause it will be 12 months before she comes back to work. Janene has just started her maternity leave.

Andrew Robson, with NAASRA Maintenance Group, has gone on 4 months leave, which consists of 3 months service leave and 1 month annual leave. He has flown to Canada and the USA to do a bit of skiing and sight seeing. We hope he's having a great time, and not breaking his legs.

Congratulations to Gerard Moore, who was the I/O clerk, and has now been appointed to the position of computer operator.

Two more farewells: Caspert Griek and Jenny Moutzouris are moving to Bright. Caspert left us on February 25th, with Jenny leaving a week later. They had a farewell dinner at the Glenferrie Hotel where a few friends from work attended.

WARRNAMBOOL

From D Watts & P Cheslett

Welcome to draftsman Linton Roberts who has joined us from the Port of Portland Authority. Leon Rowe joins the ranks of our workshop staff.

David McSwain has settled back into the routine after 6 months on sick leave, along with cost clerk Peter McIntosh who has returned after a year overseas. Also back is Tich MacKay, Depot Foreman, after a 5 month absence following an operation. Considering this it was good to see Tich win country week cricket and also coach Purnim Colts 10 premiers.

Temporary Typist-Receptionist, Lynda Harley, left us after 4 months of employment. Admin. Officer, Darryl Watts, has been appointed to a position in the Traffic Section. He leaves us after 6 years and has been involved with the Social Club, Interchange Correspondent and MOA Steward. Gavin Kett leaves us after 12 months as a temporary Cost Clerk. Also best wishes on his recent marriage. Experimental Officer Max Harper will retire in May after 27 years service. Max started in accounts and progressed to being in charge of the lab. We wish him an enjoyable retirement.

SMOKING IS A SHIRT HAZARD

Just ask Vic Malikoff. Vic turned up at H.O. recently with the pocket torn out of his shirt. He and Glyn Jones had a car accident on the way to Melbourne. The impact sent Vic forward, the seat belt tightened to restrain him, caught the packet of cigarettes in his pocket and ripped it off.

OBITUARY

Our greatest sympathy to Depot Truck Driver Clive Gavin on the loss of his wife, who passed away after a long illness.

ACCOUNTS

From Guest Reporter
Linda Zamprogno

WELCOME

We wish to welcome to the 6th Floor Ken Scott to the position of Internal Auditor.

TRANSFERS

We wish to congratulate: Doug Thompson (Budget Accountant) to his new position as the Deputy Chief Accountant. Bill Turner (Deputy Chief Accountant) to his new position as Chief Accountant. John Anderson (Assistant Cost Accountant) to Assistant Internal Auditor. Keith Evans (Costing Section) who has taken up his new position as Finance Assistant.

RETIREMENT

The 6th Floor wish Mr Bulman (Chief Accountant) all the very best for a happy retirement.

TRIPS

Lyn and Jeff Briggs are off overseas again this time to see America and Canada. We hope they have a safe and terrific time. See you in three months.

5TH FLOOR H.O.

Correspondence Registry welcomes Jody Brabazon to their 'happy room'.

Jane (Mum) Formica has returned to Registry for a break. She has been on maternity leave for the past 10 months.

Keith Dever, Registry's number one squash champ, sent 'em wild during the hot spell when he dared to wear his Bermuda shorts in to work. He was unanimously awarded the Sexy Legs of the Year Award and consequently has put in an order for a modesty board.

Welcome to MR. STEVE GOUGH—(country boy, come bikie)—who joined the Country Roads Board in the Contracts and Legal Section (5th floor-Head Office) in September of last year (sorry it's a bit late!!)

Steve has just recently returned from a weeks holiday in Tasmania, touring around the island by bike. A good time was had and he returned to work "tanned" and healthy. Yes, the sun does shine in Tassie!! It's nice to know that some people do have taste!!

'Martin Graig' from outside the Board's service, (with the help of his mate Queen??) joined the Legal Section just recently! Can't help bad luck!!

At the moment: "THE BRING BACK PAUL BEAN CLUB" is well underway!!

Written by Jenny Pilar (if you hadn't already guessed!!)

WODONGA

From Guest Reporter
Gerry Turner

SOCIAL CLUB

After being established for some eighteen months the Project has now reached the grand status of actually forming a social club. A committee was installed in February of this year with representatives being elected, or rather conscripted or coerced, from the various sections within the Project. Those elected:

Ross Stewart—Survey; Mike Villani—Bridgeworks; Debbie Deretic—Administration; Ian Musgrave—Field Staff; Gerry Turner—Laboratory; John Thorpe—Roadworks.

After what could only be described as a well orchestrated conspiracy, Gerry Turner was elected as sole office bearer and President for 1983.

SURVEY

From Gloria Kilpatrick

Survey Division welcomes Lee Krause, Terry Luchetta, Dominic Gugliandolo and Stuart Day.

Mike Rowe has resigned and is now the "Mine Host" at the Waaia Hotel, Waaia. "Where is that you ask?" It's North of Shepparton between Nathalia and Numurkah. We all wish you well Kev.



"If you would just wait a little longer Sir, I believe the cats have preferential ordering rights!" Waitress to some of the Computer Section diners at Nero's Fiddle Theatre Restaurant.

Divisional Roundabout - cont.

METROPOLITAN

From Ian Mullet

WELCOMES

Metropolitan Division has swelled its ranks with the recent addition of Peter Hill (Draftsman), Warren Winkler (Engineer) and Lance Midgley (Engineer). Peter has strengthened the overworked Drafting Section, Warren is looking to continue his brief but colourful professional career in Traffic and Lance has been co-opted to the Melton Bypass to try and extricate Ken Mathers from the black mud of the western plains.

FAREWELLS

Farewells have been extended to Gerard Russell who was unable to handle the notoriety of featuring in the recent 'Caption the Pix' competition and has resigned to take up a Phys Ed course, and Trevor Kane who has completed his revitalisation of the Construction Section and has returned to Road Planning Division.

WEDDINGS

Two staff members took on permanent partners during February. On Saturday 12th, engineer Barry Schmidt married Judy Morison and spent the next two weeks escorting his new bride around the holiday resorts of southern-eastern Australia. On February 18th, typist Rosalind Jones married Robert Findley and established a new trend in honeymoons by immediately tripping off to Adelaide for two weeks while husband Robert remained labouring in Melbourne to finance her tour. They obviously have a very understanding relationship.

PROMOTIONS

Several members of staff have recently been rewarded for their endeavours in the service of the Board. Ken Mathers has made himself indispensable to the Western Freeway Bypass of Melton and has consequently been appointed Project Engineer. John Fitz has received acknowledgement for his years in the wilderness and has been promoted to the Divisional Office to take over Traffic. The other promotion has been won by Trevor McCullough who has surprisingly volunteered to leave the Division to co-ordinate the installation of traffic signals. Trevor's career in the Division, although brief, has been noteworthy. As the 20th member to pass through Bill Kay's Planning Section, Trevor now holds the record as the shortest (in time, not stature) serving member and, incredibly, claims the amazing record of never having had a report minuted by the D.E. This claim will certainly be the subject of very close scrutiny and is, frankly unbelievable.

PERSONNEL

Elmo Vollenhoven returned to his native Sri Lanka during the Christmas period for a study tour to brush up on his Ceylonese accent. His trip was kept very low key (his absence from the Division was hardly noticed) because he was collecting funds from a long forgotten superannuation account and wanted to avoid any allegations of loan fund raising.

Yet another of Bill Kay's disciples is rumoured to be contemplating a new career. Richard Bortko, who has recently been amusing his colleagues with details of his various schemes for disposing of such troublesome pests as neighbours' fowls, possums, wasps etc, is contemplating a career in the pest control field.

Ross Paul and Mike Potesta are both due to become fathers at any time. The two men in question work next to each other and already have two sons each and although bets are currently being taken on the gender of the imminent offspring, it has been suggested that Ross and Mike may have conspired in this area as well!

Bruce Standish doesn't do things by halves. Not only does he have a passion for powerful cars and motor bikes, when looking for an appropriate stereo system for his V-8 Commodore, he apparently inquired into the possibility of purchasing a system with eight speakers!

Thank goodness the election is over. Barbara Reid (Young Liberal) and Robert Van Loom (Old Labour) have agreed to cease hostilities and production from Accounts is finally returning to normality. Bill Draper, however, still hasn't recovered from the defeat and the devaluation announcement has necessitated some sick leave.

BENDIGO

From Ross Furness

After a short absence from these columns we are pleased to report that Bendigo Division is alive and kicking and we are looking forward to sharing the happenings around the Division in the future editions of Interchange.

The Assistant Divisional Engineer, Mr Don Peckham, reports that the Divisional Works Programme has been keeping everyone busy

and Peter Ryall of the Asphalt Section and the Roadmasters advise that the spray and patrol activities are keeping them on the ball.

Visitors to Echuca will notice that the new section of bridge over the Campaspe is almost completed and the approach road is currently being widened. In Bendigo, work is well under way on the reconstruction of the very busy McIvor Highway/Sternberg/Kennedy Streets intersection. Traffic lights are being installed there as well.

Contractors have commenced work on the 2.5km duplication of the Calder Highway from Ravenswood to Big Hill. This is a bicentennial road project.

New members to the Division include Draftsman John Waight at the office, Cost Clerk Craig Bell, and Apprentices Mark Browne (Fitter), and Paul Ayres (Painter) at the Depot. Mark will spend his first year at the Bendigo Ordnance Factory and Paul cannot get over the special treatment he is receiving from Depot Painter, Noel Hartwell. Noel has been looking forward to having a workmate for a long time.

Steve Dunning's (Traffic Officer) wife presented him with a new son (Ian) on 7th March 1983 and Kelvin Skinner, a Fitter from the Depot, was married recently.

Lawn bowls has become a very fashionable past time in Bendigo. At a recent Club tournament the Board was represented by Don Peckham (A.D.E.), Robin Hartwell and Col Turner (Workshop Foremen) and Graham Moyle (Accountant). They won their first game by forfeit, the second was won convincingly against an A grade rink but they lost the last game 10-8 after losing six shots on the first end as a result of an over-aggressive shot by Col Turner (who would believe that).

BAIRNSDALE

From Ian Ellis

DEPARTURE

Sue Minter Typist/Telephonist left in February after 4 years downstairs and goes to Lakes Entrance to take up a business partnership with her husband Kevin. All the best to Sue and Kevin. Lesley Quirk is again back with us in the "Maternity Section."

OUT & ABOUT

Good to see Ian "Hawk Eye" Hedley winning the competition in the last edition of Interchange. Ian hopes Brash's have a big stock of Hawks theme song on hand.

Brian James "DE's Clerk" is off again on the hunt for the elusive fish up the coast.

BALLARAT

From Ron Hrymakowski

SAFE DRIVING AWARDS

As everybody is aware, the CRB is a member of the National Safety Council of Australia Freedom from Accidents.

Being a member of such a body it is customary to present eligible drivers in Ballarat Division with Safe Driving certificates and awards.



Peter Hillard, Experimental Officer with Materials, had left this canoe strapped atop his Renault after spending a weekend riding the rapids.

When he drove to work on the Monday, he had full intentions of storing it away that evening.

Unfortunately, Peter chose the wrong day to leave his boat unprotected in the open air. It was Monday 22 - the day Victoria's drought broke with more than 14mm falling in Melbourne alone. According to Weather Bureau reports, it was the first steady rainfall in over 12 months.

And consequently Peter was forced to spend his lunch break cleaning out his water filled canoe with a sponge...while the rain came down.

Presentations of such awards were made at the Ballarat Divisional Office on Friday 28th January by Mr E T Oppy (Div Engineer) and Mr T Laffey (Safety Co-ordinator) to the following personnel:

CERTIFICATES

N Blair - 4 years; F Burzacott (3); M Elsey (4); J Kennedy (1); G Mason (2); J Manning (4); J Rayner (3); J Sharp (2); N Wagstaff (2);

AWARDS

F Dwyer - 14 years; C Howlett (7); B Nitschke (10); A Tiley (19); A Smith (10); C Struhs (28);

SAFETY FIRST

Congratulations are extended to Tom Laffey, Our Divisional Safety Co-ordinator who is at present enjoying the position of acting Safety Officer while John Lewis (Safety Officer) is on Sick Leave and Long Service Leave. Incidentally our two safety experts cannot take a trick.

Recently Tom Laffey sliced his thumb off with a very sharp knife, and I believe there is no truth in the rumor that John Lewis did his back in while lifting a projector.

Accidents do happen!

BUSHFIRE CLAIMS HOMES

About nine CRB employee's lost their homes during the bushfire disaster this Summer.

Among them were Ian Relf, an engineer from Road Design who lost both his home and part time business (see story page 7), Bert Ward, a fitter at Glen Waverley, who lost his house at Cockatoo, and Dennis Walton, also at fitter at Glen Waverley, whose house was burnt down at Upper Beaconsfield.

Donell Pritchard, currently working for the Ministry of Transport, lost his house also during the disaster.

Other victims included Terry Bond (Draftsman, Warrnambool) and Michael Halls (Patrolman, Geelong) who were living with their parents, and Jim Bentley (Estates), Wayne Robb (Works Sub-branch) and Walter Van Veen (Dandenong) who lost holiday houses.

Valuable Link

Victoria's amateur radio operators provided a valuable communications link during the bushfire tragedy. John Finlay, Cost Accountant, spent the night of Saturday 19 and Sunday 20 March on top of Mt Donna Buang, keeping emergency services informed on the state of the bushfires.

John is a member of the Wireless Institute Civil Emergency Network (WICEN) and was one of many operators who volunteered their services.



Settling into new jobs at Dandenong are, from left, Roadmaster Ollie Meyland, Maintenance Worker-in-Charge Wayne Rhodes and Horticultural Officer Warick Peel.

POOL RESULTS...

This is the final instalment of the Pool Results column. This article will briefly assess some of the suggestions for improving the pooling system, as submitted by respondents.

Just under 20% of respondents recommended that regularly updated lists of potential poolers (with suburb and preferred working times) be made available. Some suggested that the computer could be employed to provide lists of pool-people.

Other suggestions called for reserved spaces for pool cars carrying two or more people - regardless of distance, and improved parking bays near High and Princess Streets.

Some of the more unusual suggestions included a monthly car pool raffle. "The winning car pool number would receive a \$10 petrol voucher" the writer said. Another hopeful motorist (or perhaps passenger) proposed that 'under cover parking for car poolers' be provided.

Interchange reminds readers that anybody wishing to join a car pool, start one up or advertise for additional passengers can write to our Classics column.

If you're not convinced of the advantages of sharing, then perhaps you'd like to read Graeme Stone's 'Review of Car Pooling'! It is available now in the Head Office Library - Third Floor.

Obituary

The Country Roads Board was saddened to learn of the death this week of one of the Board's staunchest and most valuable members, Someone Else.

Someone's passing creates a vacancy that will be difficult if not impossible to fill.

Else has been with the Board since its inception and did far more than a normal person's share of work.

Whenever there was a job to be done, to work on Saturday or Sunday, or even spend a day in the Castle - one name was on everyone's lips: 'Let Someone Else Do It'.

It was common knowledge that Someone Else was among the largest contributors of his time to the Board - whenever there was a need for volunteers, everyone just assumed Someone Else would volunteer.

Someone Else was a wonderful person, sometimes appearing to be superhuman in his support and effort of the Board. But a person can only do so much.

If the truth was known, everyone expected too much of Someone Else. It is rumoured that the amount of tasks he undertook on behalf of other people, contributed to his death.

Now Someone Else is gone.

Who is going to do the things Someone Else did?

WHEN YOU ARE ASKED TO HELP, REMEMBER WE CAN'T DEPEND ON SOMEONE ELSE ANY MORE.

Eric Retires... one last time!

CLASSIES



Eric Moncrieff is retiring—again!

This time, however, it's permanent.

When Eric retired some years ago as Principal Traffic Officer, he still wanted to retain a close link with the CRB. So he became the Foundation Secretary of the Retired Persons Association, a position he has retained for four years.

At the 4th Annual General Meeting on March 1, Eric relinquished that title too. Charlie Robinson, ex-Assistant Principal Surveyor, was elected the new Secretary at the meeting attended by about 60 members.

"It's been a most satisfying experience," Eric said shortly after the meeting.

John Molnar, (ex-Glen Waverley), stepped down as Assistant Treasurer to be replaced by Harold Eicke (ex-Internal Auditor), a relatively new-comer to the RPA.

"Harold had only been retired about a fortnight," said Eric, "it was his first meeting."

And what does Eric plan to do now?

"Take it easy...and enjoy being a visiting member," he said.

•Photo: back row—Eric Moncrieff and John Molnar. Front row—Charlie Robinson, Ted King (President) and Harold Eicke.

MARRIAGES

CONNELL: Greg (Survey) married Sandra Hodgson on 26 February.

McGORLICK: Michael and Susan (Benalla).

MOUTZOURIS/GRIEK: Jeanny and Caspert (both from Computer). Congratulations on your marriage on 5 March. May you both have a wonderful life together. They will be living in Bright after they come back from their honeymoon.

WOODHOUSE: Sonja (Computer) and John Boyce will be tying the knot on 26 March. All the very best to both of you for always.

ENGAGEMENTS

CROSBIE: Ken (Traralgon) and Angela on 25 February.

STRANGE: Alan (Ballarat) and Ann-Maree Creati are thrilled to announce their engagement.

BIRTHS

BEAVIS: To Rose (Survey) and Dan, a daughter, Amy Claire, on 22 February.

CAVILL: To Stephen and Lorraine (Benalla) — a son, Ian.

COLBORNE-VEEL: Congratulations to Julie (Registry) and Michael on the birth of their first child, Cliff Richard, on 22 February. Best wishes from all in Registry.

DAVIS: Wayne and Rhonda (Traralgon). A daughter, Kristy Maree, 7lb 3oz, on 8 March.

DENSTEN: Mal (Survey) and Denise, a girl, Casey Denise, born on 16 February. A sister for Anthony and Kylie.

DOOLAN: Leigh (Horsham) and Jenny — congratulations on the arrival of your little daughter, Cassey.

LEWIS: To Trevor and Carol (Benalla), a daughter, Megan.

SMITH: To Doug (Benalla) and Kay, a daughter, Alana Clare, born 21 August 1982. A sister for Cameron and Vanessa.

DEATHS

BRAYSHAW: Hayden (ex-Workshop Foreman, Traralgon), passed away at home on 15 February.

FLACK: Our sympathy goes to Bill Flack (Horsham) and his family on the passing of his mother on 7 March.

GARLAND: Kevin, (ex-Cobbannah Patrol, Bairnsdale), passed away in February.

KARNATZ: Jack (Overseer, Benalla). Death by accident. Deepest sympathy to family.

PUBLIC NOTICES

HOUSE: Lake Eildon-Howqua, 14 bed house, available throughout the year. Close to Mt Buller. Roy Fisher ext 2142, ah 818 7172.

HOUSE: Holiday house for rent at Mt Beauty. Accommodates 10 people in 3 bedrooms. Close to Bright, Mt Buffalo and Falls Creek. Centrally heated. Contact John Finlay ext 2503 HO.

WANTED: For one certain Workers Compensation Officer ie. Eirwick, one dark 'winking' eye owed as a result of superior play against fair maidens. Time and place to be at our convenience, as yet undetermined (in other words you don't get any choice!) GET EVEN

• Our new column: 'Calling It A Day' begins today. Interchange invites readers to submit stories and photographs about any staff member retiring. Details should include a brief history of their work with the CRB, dates, and if possible, their plans for the future. Photographs must be black and white and will be returned if necessary.

Calling it a day...

RON RETIRES

We all have our bouts of "Mondayitis" when one day's work feels like 12 months hard labour. Bairnsdale Division's Bridge Overseer, Ron Arkley, retired this month—after approximately 10,500 working days (or 44 years' service) with the CRB.



Photo: Ron (left) with Bairnsdale Divisional Engineer, Neil Jephcott.

This outstanding record of service has been attributed to Ron's keen sense of loyalty to the CRB and the exceptionally diverse and interesting range of construction projects he has been involved in.

Ron started with the CRB as a labourer in 1939 on the Phillip Island suspension bridge at San Remo. He claims to be the first person to have reached the island by the suspension cable bridge in July 1940.

After a 4½ year stint in the A.I.F., Ron returned to Head Office for works at Yinnar, Wye River and Swan St bridge, Melbourne, Benalla, Horsham and Dandenong Divisions before a temporary posting to Bairnsdale in 1953.

In the past 30 years, Ron has constructed, repaired or inspected just about every bridge and culvert structure in Bairnsdale Division. His work has taken him from Bendoc to Marlo, Licola to Wallagarough...and all places in between. Not that his duties have been confined to CRB projects — all shires in Bairnsdale Division have

been keen to borrow his expertise for contract bridge supervision.

Ron's wealth of experience has been used over the years for the training of keen young supervising engineers in the practical aspects of bridge construction. Ron reflects on works constructed for many engineers including Dr Moody and Mr Russell. Training of contractors has been another challenging facet of Ron's work. Many a site problem has been solved by reference to previous practical solutions with mutual benefit to the Board and the contractor.

Forty year's bridge construction experience is a valuable asset which will be missed by Bairnsdale Division staff, shires and contractors. We all wish Ron a long and healthy retirement—crossing each bridge as he comes to it and maybe catching the elusive fish swimming beneath it!

... also retiring

BRENNOCKS: Paddy (Bridge Overseer, Traralgon) retired 7 April after 27 years.

CHANTER: Rex (Overseer, Benalla).

HENNESSY: Norm (Right of Way) retired 4 May.

HERON: Thomas (Plant Operator, Geelong) retired on 17 March after 18 years.

HUNT: Desmond (Tractor Driver, Horsham) retired Friday 18 March after 22 years.

JEEVES: Ron (Cost Clerk, Bairnsdale) retired on 4 February after 23 years. Ron joined Bairnsdale Division as a truck driver in August 1969, spending a lot of time on the spray gang. In 1971 he became a Cost Clerk.

PALFFY: Joe (Foster Patrol, Traralgon) retired on 7 January after 20 years.

PARKER: George (Assistant Overseer, Traralgon) retired on 24 March after 16 years.

TAYLOR: John (Clerk of Works, Geelong) retired on 7 March after 27 years.

TAYLOR: Des (Casterton Patrolman, Warrambol) retired after 36 years.

WILSON: Harry (Patrolman, Benalla) retired on 14 March after 36 years, mostly with Shepparton Patrol.

ZADRA: Steven (Draftsman, Road Design) retired after 33 years.



Harold Eicke has done his last stock-taking with the CRB and retired on 4 February. Harold joined the CRB as a clerk in January 1965 and, two years later, was a Stock Control Officer. In between then and his appointment to Internal Auditor, Harold was a Project Accountant and the Divisional Accountant of Major Projects. He had been Internal Auditor since 1974.

Herb's a hit!

Next time you're visiting Wodonga, drop in at the project office and say 'hello' to Herbie.

He is the latest addition to the Project's growing office crew.

Herbie was found in the field recently by some project surveyors. "He was in need of a home, so he was brought back to the office," said Gerry Turner, a Scientific Officer.

Herbie, in case you haven't guessed, is a reptile—200mm tiger snake, to be exact. But before you get too apprehensive, Gerry assures us that unlike some pets that roam project sites, Herbie is confined to a large, converted fish tank.

"He sits coiled up in a tank and enjoys an exquisite diet of small frogs, crickets and slaters," says Gerry.

After taking a few days to adjust to his new environment, Herbie has settled in well and has apparently found "the tempo of roadbuilding life to his liking". In fact, as Gerry points out, he has many things in common with his new project associates in that:

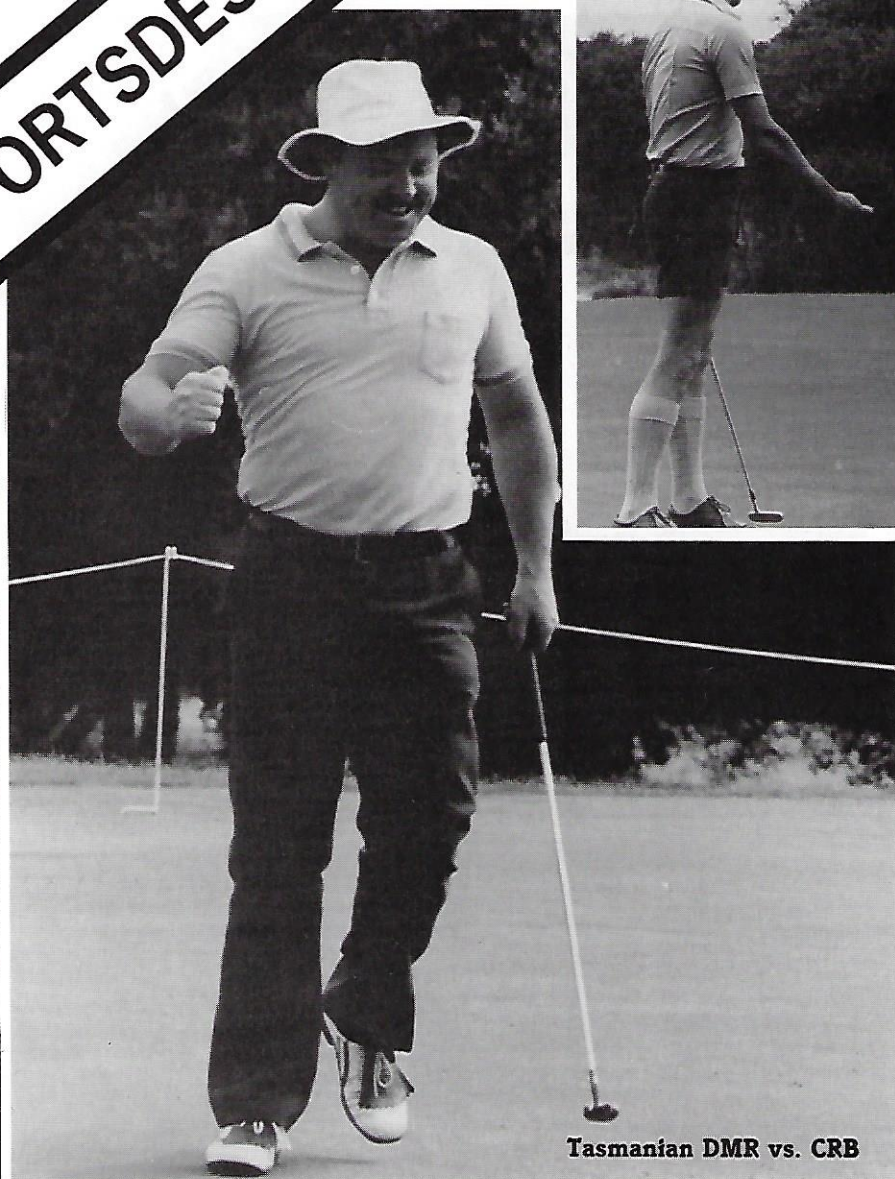
- he likes to spend most of his time in a prostrate repose;
- he can seemingly sleep with his eyes open;
- he has a docile nature and only moves when disturbed—which is the only time he gets aggressive;
- he is frightening to most of the young female staff.

Some of the senior surveyors claim that the only drawback of Herbie is that they have found their inwards-outwards mail clearances have almost ceased. The mail trays are right next to Herbie's residence.

One Last Word!



You can attain dizzy new heights fighting bushfires...as this undaunted gentleman demonstrates as he tries to cut up a fallen tree on the Princes Highway. The photo was taken in 1928 in the fire prone Nowa Nowa area, in Eastern Victoria.



Tasmanian DMR vs. CRB

Drinks, parties... AND some golf!

Once again, the annual get-together by officers of the Department of Main Roads in Tasmania and our own CRB was a great success, with the CRB hosting in Melbourne.

Although DMR were unable to field a cricket team this year, there were enough rounds of golf organized to please any keen sportsman.

The five days that the Tasmanians were here for were filled with golf, eating and drinking. If people are supposed to get to know one another over a dinner table, then the group had ample opportunity.

A social game kicked off on Monday morning with the group playing at La Trobe Golf Course. Lunch at the Riversdale Hotel was followed by afternoon tea in the Head Office Theatre where the visitors were officially welcomed by the Board. Here, the Tasmanians, who had seemed organized, found a previously missing member of their party who confessed to having "arrived in Melbourne earlier in the week".

The bulk of the party then went for a quick round of golf at Greenacres while the others went for more refreshments. Very much later than evening, the by now reunited party was still indulging.

Tuesday was Day 1 of the official competition and was to be played in the afternoon upon the hallowed fairways at Royal Melbourne,



Above: Onwards to the next hole. From left, Noel Ransome and John Davis (both CRB) and Leo Sheenan (Tasmanian DMR).

preceded by lunch at the Red Bluff Hotel. Lunch may have just been a bit too heavy as the afternoon's play resulted in some surprisingly high scores and a record number of lost balls.

By the end of the day the CRB were 35 points in front, making it difficult for the Tasmanians to peg back the next day. Highlight of the day was Mick O'Brien's 76 off the stick which netted him 40 points off a handicap of 8.

Wednesday's matches took place at Kingston Heath. However, after four holes, at 40°C, a gale blew up, making play rather difficult. Everyone was relieved to finish and the final score of the competition showed that the CRB won by 51 points.

As on previous evenings, the group indulged in near all-night sessions at the California Motel just across the road from Head Office.

On Thursday, some members of the group followed Greg Norman, Seve Ballesteros and other participants of the Australian Masters Golf Championship around the Huntingdale Golf Course for the first day's play. The remainder of the party were too ill to move and had to be satisfied watching the championship on TV.

A restaurant night at Stuches in Ivanhoe wound up the official functions of the week and was a huge success.

Friday morning saw the group gather in the HO Theatre for the official presentation of trophies and farewell speeches. After lunch at the Essendon Club, the Tasmanians finally went home and gave the CRB officers a chance to recover.

Once again, the week was certainly one to remember.

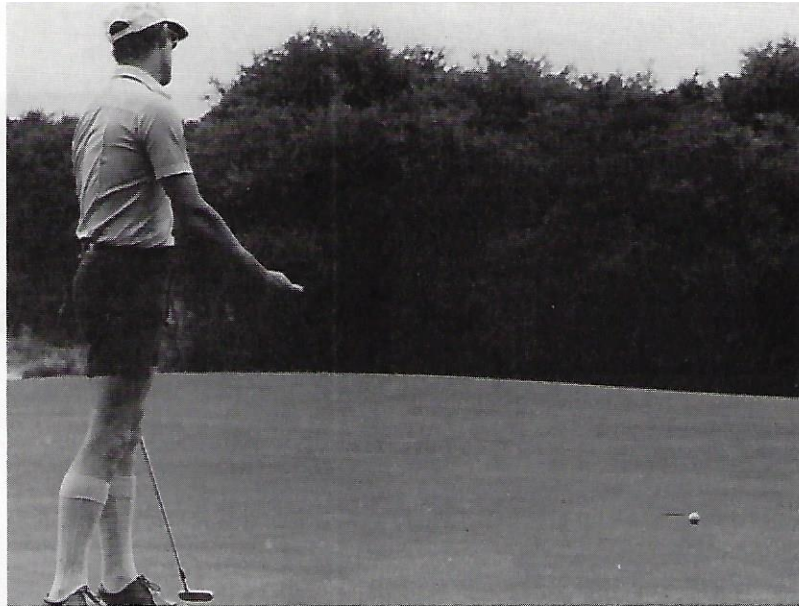
Trophy winners for the competition were:

FRANK WEST MEMORIAL TROPHY (for best winning team)—CRB

PETER VORWERG MEMORIAL TROPHY (best overall score)
—Mick O'Brien (CRB-73 points)

BEST SCORE BY A TASMANIAN
—Paul Roach (DMR-66 points)

TAP ON THE SHOULDER AWARD
—John Lennon (DMR)



The gestures tell the story: Draftsman Alan Baker (left) has obviously made a successful putt, while Bridge Engineer Jim Winnett (above) finds it hard to get elated over his effort. The CRB won the trophy for the winning team.

Materials Division Golf Championships

1983 Champion — JEFF GERRISH

Written by John Scrivens

This year's tournament was won by Jeff Gerrish, Experimental Officer, who defeated Pat Brown (E.O.) 6/5 in an all-Pom final.

The final was played over the testing Latrobe Golf Club layout on 7th March. Incidentally, the losing finalist, Pat Brown, put up a creditable performance over the tournament but in the final, Jeff, who has a social handicap of 25, was just too good for him.

The tournament was run over the daylight savings period. After the initial draw, the matches were arranged between the golfers involved. I think we can claim some success in as much as the field was a mixture of golfers with recognised Australian handicaps and social handicappers. Most golfers enjoyed taking part and many of the results were very close.

In 1984 the field promises to be larger and a trophy will go to the winner. This year the winner got a dozen top quality golf balls.

Jeff promises to defend his title next year and the rest of the field are keen to wrest it from him.

MATCH RESULTS:

Quarter Finals:

Ken Rainbow (14) d Jeff Bennett (26) 2 up; Ken Mitchell (22) d Mike Betts 4/3; Jeff Gerrish (25) d John Scrivens (24) 1 up; Pat Brown (26) d John Rowe 28 by default.

Semi Finals:

Pat Brown (26) d Ken Rainbow (14) 2/1; Jeff Gerrish (25) d Ken Mitchell (22) 2/1.

Final:

Jeff Gerrish (25) d Pat Brown (26) 6/5.

Good Knight!

Garry Knights has always believed in the maxim: 'the umpire is always right.' But his beliefs were never more stronger than during the Apex Fish-In, held on the Wimmera River near Horsham recently.

Garry had been elected umpire—or contest referee as he was called—for the annual event where keen anglers were fishing for prizes worth \$24,000.

Garry, an experimental officer with Horsham Division, became Victorian Piscatorial Council president in 1982, is a member of the Victorian Recreational Fishermen's Advisory Council, is a student of native fish, and a keen fisherman.

Local Lad Does Well

Warrnambool's Divisional Accountant, Bill McConnell, and his team won the Country Week Tennis Competition in Melbourne recently.

As a colleague said: "We thought Bill was getting a bit past it — after being beaten in a local competition—but obviously there's still life there yet!"

...so does Jenny

Jenny Bridges of Bendigo Division recently represented Country Victoria at the Eastcoast Games in Canberra in the 1,500 metre event. Although Jenny did not win, she recorded her second best time ever.

Metro Batters Triumph in Cricket

From I Mullet

It has been a wonderful year for Australia cricket. The ashes have returned to their rightful owners, Australia has won the "Mickey Mouse" competition and on February 13th, Metropolitan Division humiliated Dandenong Division in their annual battle of the giants.

George Mavroyeni started the day well for Metro by correctly calling the toss of the coin and inviting John Cunningham and his associates to have first use of the red ball. In the ensuing 37 overs, the Metro batting powerhouse plundered the Dandy attack to amass a total of 227 runs for the loss of 9 wickets (including 6 retirements!

The D.E.'s insistence that newcomers to the Division be competent cricketers payed dividends as both Mick O'Shea and Trevor Kane compiled 30's and regulars George Mavroyeni, Ken Mathers and Charlie Pashula all got amongst the runs. The Dandy attack lacked both direction and penetration and obviously suffered from a lack of experience.

Following the break for lunch, Dandenong started on its run chase but despite consistent batting from its middle order, could only manage a total of 183. A number of batsmen got starts with Gary Veith (27), Tad Kiscak (23) and Alan Turnbull (19) being the best of these, but they were not able to get on top of the Metro attack which demonstrated admirable variation and initiative in bowling out the opposition. Garry Liddle was, if not the best bowler, then certainly the most successful with 3 wickets and Les Bull and Bob Parr lent valuable support with 2 wickets each.

A number of individual highlights ensured that the match would live in memory. In particular, the running between the wickets of Ken Mathers and Les Bull made Wood and Smith look pedestrian; the continuous appealing of Frank Brown behind the stumps as ball after ball thudded into, and then out of, his gloves; and the pitiful sight of Charlie Pashula sprawled on the wicket endeavouring to hit successive wides.

But undoubtedly the highlight of the match was the brave heroism of Les Bull as he employed the now ubiquitous slide to prevent one particular off-drive from reaching the boundary. The resultant loss of skin and flesh from his naked right leg, although greatly regretted since, was a fitting testimony to his dedication to a Metro victory.

Surveyors Cricket Match

February 20th saw the staging of the annual Survey Division Social Cricket Match. A sprinkling of wives and girlfriends witnessed a rematch between the teams of A.J. Mason and Brian Harland at the North Ringwood oval. In an enjoyable game of 34 overs each, the result was as follows:

MASONS MOUTHPIECES:

Tullberg 2, Coxon 8, Brownlee 10, Mason 23 NO, K Wells 8, Corry 13, P Wells 8, Bathie 8, Connell 4, Krupko 7, McIntosh 5, Nilson 5, Sundries 22. Total 128 (Steel 3 for 5, McLaren 3 for 1, Adderley 2 for 6)

HARLANDS HEROINES:

Harrison 21 NO, Harland 12, McLaren 15, Green 22 NO, Chapple 8, Males 1, Ballassone 20 NO, Adderley 10, Bok 8, Ford 17, Nash 1, Steel 2, McCallion 3, Sundries 11. Total 151 (Tullberg 2 for 4)

The day was a great success, despite an early punch up with members of the North Ringwood Cricket Club and the somewhat inconsistent umpiring of Messrs Robinson and Jim Mau.

Good performances were turned in by Mason, Harrison, Green and Ballassone with the bat, and Tullberg in the field; but Man of the Match was Chas McLaren with a great all round effort. His sizzling catch to dismiss Ken Wells undoubtedly saved the pavillion from severe damage. The absence of Frank Mace detracted a bit of interest, but the bottle of champagne for his scalp can wait until next year.

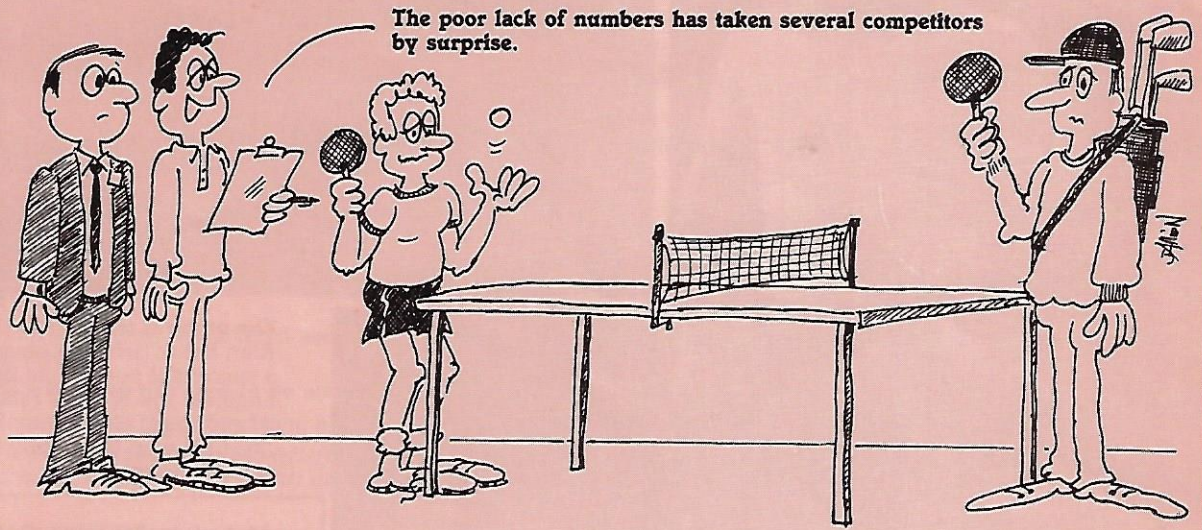
Wodonga Project Tennis Tournament

Overseer Ian Kemp has just completed putting the finishing touches to a knockout tennis competition to determine the Wodonga Project champion. Sixteen entries have been received for the tournament and intense rivalry has developed which has further been inflamed by a suspected rigging of the draw by the field staff.

Highly seeded players from the office have been pitted against each other in the early rounds, whereas lowly seeded players from the field received a relatively easy passage into the final.

The Inter - divisional Sports Day ...

...THE NON EVENT



No matter how you look at it...it's going to be a bit of an anti-climax!



Our Non-Sports Day was a real success...when aren't we holding our next one???

