



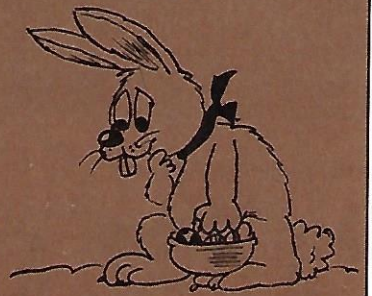
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Closing Date Next Issue: Friday 11 May

INTERCHANGE^{RC} A STAFF MAGAZINE

April, 1984
- Vol 8 No 2

Interchange Odd Spot



HOSA organisers have been eagerly selling Easter Raffle tickets at rather unusual rates: ten cents each or 'six for \$1.00'. We believe first prize was a choice of Easter eggs or a pocket calculator.

GO ON MALVERN LINK



Construction started on Friday, March 30, on the arterial road to connect the South Eastern Freeway with the Mulgrave Freeway.

And the Minister of Transport, Mr Steve Crabb, was on hand to assist workers in turning the first sod.

"Today is a milestone in the construction of this vitally needed road connection between the existing freeways," Mr Crabb said.

"It is the start of a \$100 million project which will improve the traffic flow between the south-eastern suburbs and the city and dramatically improve the environment of the Malvern region.

"Tens of thousands of vehicles each day spill off each of the freeways and wind their way through various routes, often using residential streets to get on to the other freeway."

Mr Crabb said a detailed construction program is being prepared with the aim of completing the road by 1988.

Some of the significant stages of the works program involve:

- building a road-rail grade separation at Scotchmans Creek, near Waverley Road, early 1985;
- Burke Road reconstruction, mid 1985;
- Tooronga Road reconstruction, late 1985.

"This project has required extensive planning and involvement with local municipal councils, interest groups, residents and other government departments. For years the residential areas between the South Eastern and Mulgrave Freeways have suffered because of the high volumes of through traffic.

"A recent display featuring the arterial road proposal attracted some 1,400 visitors of which 350 filled in comment sheets on the project.

"The breakdown of these comments is as follows:

- 33% gave unqualified support to the proposals
- 24% would prefer a full freeway and/or grade separations
- 30% did not oppose the proposals and made specific comments
- 13% opposed provision of a connection between the freeways.

"A number of facilities will be affected by the new road and discussions are underway to ensure that the public facilities are maintained wherever possible, either by relocation or reconstruction."

- The Minister of Transport, Mr Steve Crabb, operates an excavator on the South Eastern - Mulgrave Arterial Road Link. Giving a helping hand is full time operator, Dino Eramo, from the MMBW.

Inside this issue:

Interchange talks to Matthew L James, an engineer from Road Planning who's into space. Story: page 3.



That Seals It!
page 6

Australia 11 — Benalla Division get in on the act. Page 3

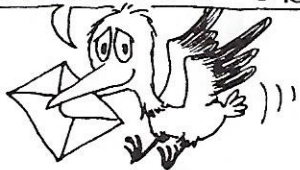
On Tour

The 'Flaggie On Tour' features are proving to be quite popular. So far our intrepid Flaggie's jaunts have taken him to Road Design's EDP Section and Asphalt Division. This month he travels to Survey Division to check out the Stereoplotters in Photogrammetry Section (see page 4).

If you have a suggestion for where Flaggie can go (serious contributions please) contact John Allison, Public Relations ext 2584. We're particularly keen on hearing from anyone in the country who know of a specialised area that would be of interest to readers.

Remember, the aim of the Flaggie On Tour feature is to familiarise readers with the many diversified activities of the RCA, whether they be engineering, technical or administrative situations.

WRITE TO US...



Interchange is the staff magazine of the Road Construction Authority, 60 Denmark Street, Kew, 3101. Contributions can be sent to us c/o Public Relations, Ground Floor, Head Office. Photographs should be black and white and well captioned. The Editor would like to receive material for our regular columns; Diversions, Roundabout, Sportsdesk and Calling It A Day. Material must reach the Public Relations section by the closing date on the front cover.

Interchange hotline: (03) 860 2584.

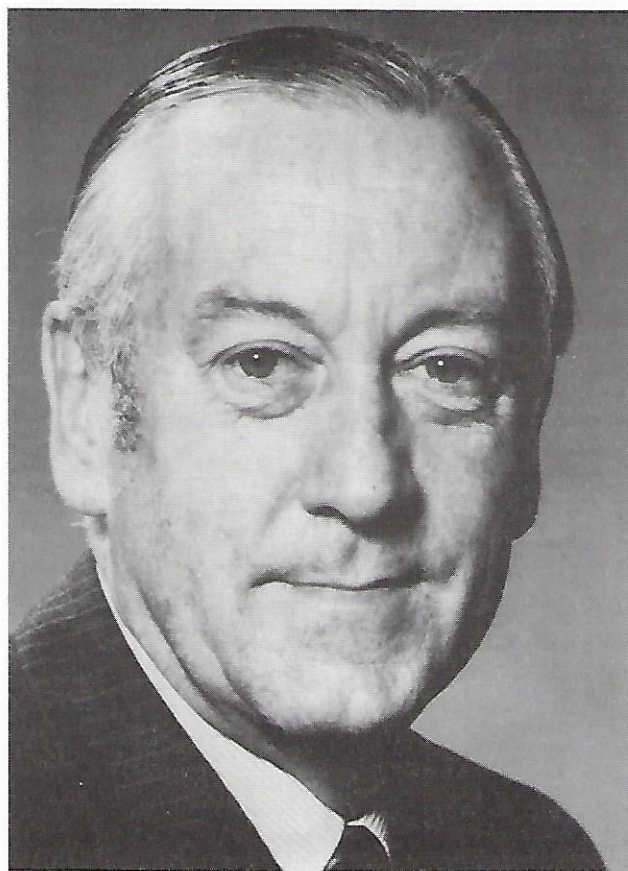
Senior Appointments



Group Manager — Materials
Mr JOHN BETHUNE
Dip CE, CE, MIE Aust

Beginning in this issue, Interchange will be featuring a new column: 'Meet the Authority'. The aim of the column will be to introduce to readers representatives of the ten member Authority.

In this edition we meet Dr Jenny Morris, a former road research scientist, and Mr Roger Banks, a member of the RACV Council.



• Roger Banks

PROFILE: ROGER BANKS

Roger Banks was appointed as a foundation Board Member of the RCA on the 1st July 1983 as a 'private road user'. He is a Councillor of the RACV, a member of the Traffic & Service Committees of Council, Director of Business Development for Telecom Australia, a Fellow of the Academy of Technological Sciences, a member of the Science and Industry Forum of the Australian Academy of Science, a member of the Graduate Committee and the Finance Committee of Melbourne University, a member of the Institution of Engineers, Fellow of the Australian Institute of Management and a Fellow of the Society of Senior Executives.

Roger graduated from Melbourne University in 1953 with First Class Honours in Electrical Engineering, the Dixon Scholarship, and Monash and Newbiggin Prizes. He has made a career in telecommunications engineering and management, both nationally and internationally, including 2 years as Director-Business Planning for Plessey Telecommunications Ltd. in Britain.

He was closely associated with the Australian and international planning and introduction of national and worldwide subscriber dialling, and the development of Telecom's marketing initiatives since 1975. In the 1960's he pioneered work for the International Telecommunications Union in providing Manuals of Guidance for developing countries on Telecommunications Planning and Development.

In recent times he has been directly involved, on behalf of Telecom, in the Government inquiries into Telecommunications and Cable TV and the Satellite and Videotex initiatives.

Roger is married with two children and enjoys swimming, sailing and gardening.

PROFILE: JENNY MORRIS

Jenny Morris, 32, was born and raised at Durham Ox, near Boort. Educated at the local one teacher primary school and at Kerang High School, she came to Monash University in 1969 to begin study for an Arts degree, majoring in geography.

Her studies were geared towards a possible teaching career but, whilst studying for her post-graduate degree in geography in 1973, she commenced part-time consulting work with a firm of urban transport consultants.

This work attracted her to urban transport studies and its relationship to social geography. Jenny worked on the commentary for the Social Atlas of Melbourne and the Geelong Corridor Study, before joining the Australian Road Research Board.

She worked as a Research Scientist with ARRB from 1976 until 1982, working extensively in the fields of accessibility, personal mobility and distributional aspects of urban transport.

"I participated in several overseas conferences in 1979 and again in 1981 when I took up a three month Visiting Fellowship at the Transport Studies Unit at Oxford University," says Jenny.

Jenny adds that her research activities are 'temporarily in abeyance' while she devotes time to her two young children, Sam and Cassie. Her husband, Stuart, is a Senior Member of the Planning Appeals Board.

For recreation, Jenny spends her time gardening and playing tennis ('although form is a bit rusty'). The Morris family is also busy renovating its East Ivanhoe home.

• Jenny with her children, Sam, left, and Cassie



Continuing the pictorial series featuring recent appointments at senior management level...



Group Manager — Traffic Engineering
Mr TED BARTON (Traffic Engineer, Traffic Eng Div)
Dip DE, CE, Cert Tp & C, MIE Aust



Group Manager — Property
Mr JACK FOSTER (Estates Officer)
AASA, ACIS



Group Manager — Analysis, Budgeting & Reporting
Mr DOUG THOMPSON (Deputy Chief Accountant)
AASA (Snr)



Group Manager — General Accounting
Mr FRANK SANDY (Assistant Chief Accountant)
Dip ACCTY-EDP, AASA



Group Manager — Stores & Supplies
Mr GORDON MILLS (Controller of Stores)
AASA



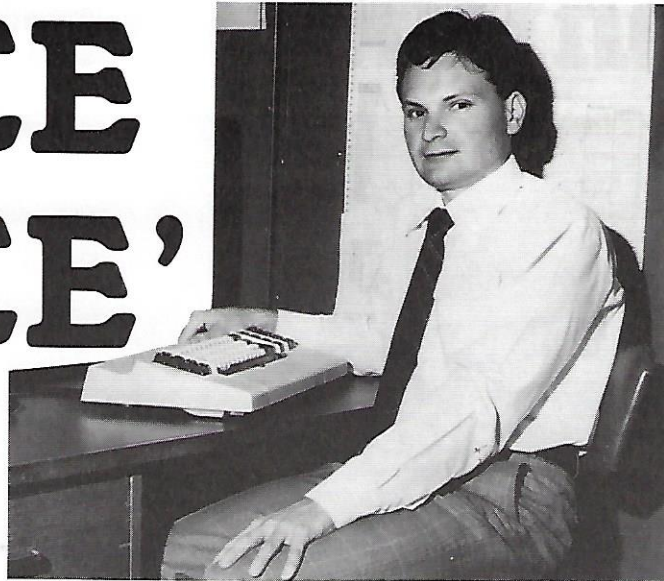
Group Manager — Technical & General Services
Mr PETER HOSKING (Enforcement Officer, Regulations Enforcement Section)

According to Matthew James, Australia has:

'A PLACE IN SPACE'

Matthew L James feels very strongly about what he calls 'Australia's scattered space programs' and the country's future involvement in space.

So much so that he's recently embarked upon a world tour to find out how we can make some sort of headway in the space business.



Matthew L James

Matthew, an engineer in Road Planning's EDP section, is a Councillor with the Space Association of Australia Inc., a public space advocacy body based in Melbourne. He is currently conducting a study into the future of Australia's space technology for Monash University's Engineering Faculty.

The study, being sponsored by the University, will take him to aerospace agencies in the United States, Canada, Japan, Western Europe and the Soviet Union.

Matthew has already visited many government bodies, academic institutions and industry representatives around Australia. He is compiling a report on the present and potential utilization of space technology in Australia. Prior to his overseas trip he is attending the first National Space Symposium in Sydney.

"Australia should be using its advanced technology capabilities to reap the economic benefits of space applications," says Matthew. And when he talks about 'space applications', he isn't necessarily referring to space shuttles, rocket launchings or moon walks.

Leader

"Australia leads the world in remote sensing. There is an economic benefit to be made through communications and meteorology and we are skilled in areas of microwave receivers, signal processing and antennae design...these areas can be developed into an export industry."

Matthew says that research carried out by his association shows that Australia has some very worthwhile space programs but 'they are very scattered'.

What is needed, he says, is a supervisory space organisation to

co-ordinate these fragmented programs and one of the objectives of the overseas visit is to study space centres in other countries. He is hopeful that the visits will help determine what sort of organisation would be most beneficial to Australia.

What is also needed, says Matthew, is a national space program to define objectives and maintain public support. "There is no space policy or long-term commitment to space related technologies here," adds Matthew.

He explains that it isn't only the Soviet Union or the United States which is involved in this field of science.

"The Canadians have a committed program for space development. The Remote Manipulator System, or mechanical arm, on the United States Space Shuttle was built in Canada. India, too, has been launching its own test launchers and satellites, and Indonesia has had its own communications satellite for some years.

"The latter sharply contrasts with our domestic communications system."

Space Age

Matthew and the Association are confident, however, that Australia can move into the space age. In a big way!

As mentioned earlier, Australia is already out front in certain fields. The University of NSW has recently commenced a program involving sophisticated radar, while an Adelaide firm is attempting to produce a cost effective image analysis system.

The Australian National University leads the world in research into the aerocapture of spacecraft (put in simple, Star Trek terms, it is a means

of slowing down spacecraft approaching planets by grazing the atmosphere, as opposed to the traditional method of using retro rockets).

The research is the work of mechanical engineer, Professor Raymond Stalker, now at the University of Queensland.

Interestingly, satellite data is already being used by NSW, Queensland and Western Australian road authorities in such diverse areas as road planning, soil analysis, locating mineral deposits, and investigating flood conditions. Matthew will be visiting several transport departments in the US 'to see what they are doing in the field of satellite data utilisation'.

His travels will also take him to industry consortiums, research laboratories, technology transfer organisations and, of course, space agencies such as NASA.

1985 could be a big year for space.

Monash University plans to hold a Space Scientific Conference in Melbourne during August to coincide with the ANZAAS Congress, a well known scientific conference, and the World Science Fiction Convention. And you never know, Matthew's world trip may lead to an exciting new national space program.

The Space Association of Australia Incorporated is a non-government body which holds regular public meetings and displays. It is also involved in scientific publications, research studies and technical projects. Matthew James joined the RCA in February 1982 and is also interested in many terrestrial diversions including running, sailing and travelling.



Things didn't run all that smoothly when the Minister of Transport, Mr Steve Crabb, joined RCA, MMBW and media people to witness the 'first turn of the sod' on the South Eastern-Mulgrave arterial road link. The tea urn in the project office capitulated to years of use and abuse and refused to boil. Fortunately a quick-thinking—and no doubt tea addicted—engineer, Bob Woodhouse, managed to borrow a small jug from a nearby garage...resourceful people, these engineers!

The most uncomfortable job in the RCA must belong to that West Gate Project engineer who reported at a recent coordination meeting: "Most of my time has been spent on light poles".

Names That Fit Their Jobs Club

Mr R Vines was recently appointed as HORTICULTURAL officer at Benalla.

Mr Vines joins other members of the exclusive Names That Fit Their Jobs Club which includes Mr I Drew, a TECHNICAL ILLUSTRATOR at Glen Waverley, Mr D TRACE, the Supervising DRAFTSMAN at Road Planning and Mr R PAGE, a PRINTER at Head Office.

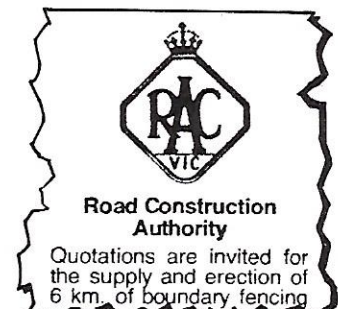
Three recently appointed engineers to Bridge Sub-Branch probably have lofty ambitions in their new jobs. Chris Daniels, Kevin Walsh and Warren Smith are, respectively, 6'6", 6'4" and 6'2". Lucky guys...if they don't pass their probationary they can always get positions as bridge supports!

If your mother-in-law is a notorious back seat driver, you won't be too pleased about a report in the ARRB newsletter, 'Roadsides'. It claims that a British lawyer has patented a revolutionary new braking system—which can be used by passengers!

Radio Ga-Gaffe

Heard on the airwaves at Warrnambool Division:

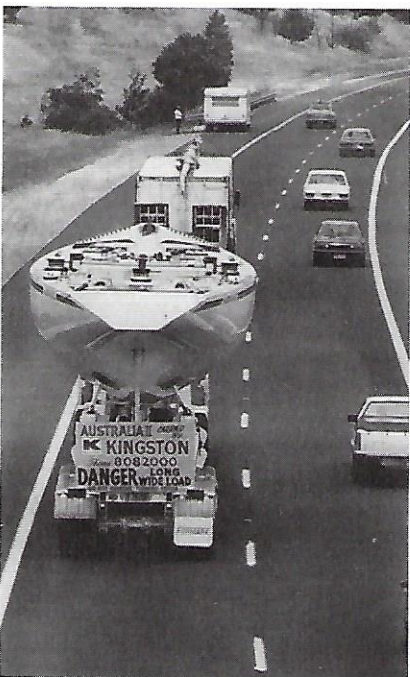
"Warrnambool Base calling 618."
"Yes, Tom..."
"Hello Tom, this is Tiger...I mean...Hello Tiger, this is Tom..."



Quotations are invited for the supply and erection of 6 km. of boundary fencing. As you can see from this classified advertisement from a country newspaper, people are still a bit confused over our organization's name change.

A British magistrate has admonished a 91 year old Sussex woman because she drove too slow. Miss Lillian Sloman was criticised for 'pottering along at 24 kmh on the A-359', a section of highway with a 96 kmh speed limit. The lady, who has had a 70 year clean driving record, was banned from driving for life.

What a load!



Above: Melbourne-bound on the Hume Freeway: motorists give Australia 2 a wide berth as she cruises toward the Exhibition Buildings for public viewing. Photo: Herald/Sun

Between them Mike Farmer and Des Hare have been issuing over dimensional traffic permits in Benalla Division for a total of 30 years, but no load has attracted as much attention as Australia 2.

The yacht, with its world famous winged keel, was on a low loader bound for the Exhibition Buildings in Melbourne for public viewing in February.

Contractors hauling the valuable cargo had to call in at Benalla Division for an OD permit (fortunately it passed). The America's Cup-winning yacht stopped in Benalla for about an hour for its inspection, and to be viewed by locals.

Mike says he has issued thousands of permits since being involved with them in 1965.

"Loads have been in all shapes and sizes, ranging from huge dozers, houses, fabricated steel for Bass Strait drilling platforms and Loy Yang...even aeroplanes."

But he stresses that this was his most famous client.

Benalla's population came out in their masses to see the yacht after hearing about its travel on radio and TV.

In Memoriam

It is with regret we report the tragic death on Friday 23 March of William Henry Einsporn, a bitumen tanker driver with Benalla Division. William died in an accident while working on the Omeo Highway near Lightning Creek, south of Mitta Mitta.

Known as 'Bogie Bill' from Strathbogie, William was camped at Yackandandah while working on the Omeo Highway.

He lived in Tungamah, south of Yarrawonga, for about 20 years and is survived by his wife and five children.

'Bogie Bill' had nearly thirty years of service with the RCA. We extend our sympathy to his family and friends.

Highways Reunion

A reunion is to be held on Friday, 29th June, 1984, of all ex-staff of the Highways Division of the Planning and Highways Branch of the MMBW. The Highways Division operated for about 18 years from 1956 until the 30th June 1974.

Contact: Geoff Martin (MMBW telephone: 615 4646), John Williams or Geoff Spring (RTA telephone: 818 0421), or Bruce Faulk (RCA Ext: 2719) for details on costs, etc.

Flaggie on Tour

Photogrammetry is a part of Survey Division in Head Office. Flaggie met the four man team in this section recently and here is his report...

Flaggie: Hi, it's Flaggie here, on location in Photogrammetry Section, talking to Surveyor Peter Coxon and his crew: surveyor Mike McLean and Draftsmen Alfred Hankus and Sean McCallion. Tell me, what do you guys do in this section?

Photogrammetry: Basically map production, from aerial photographs, for road design purposes.

F: Oh, you get to fly in planes all day taking photographs. That sounds like a top job!

P: We don't do the flying, Flaggie. The actual aerial photography is done by the Department of Conservation, Forest & Lands which supplies us with the photographs.

F: They must have rather sophisticated equipment, I guess. Zoom lenses, good tripods...

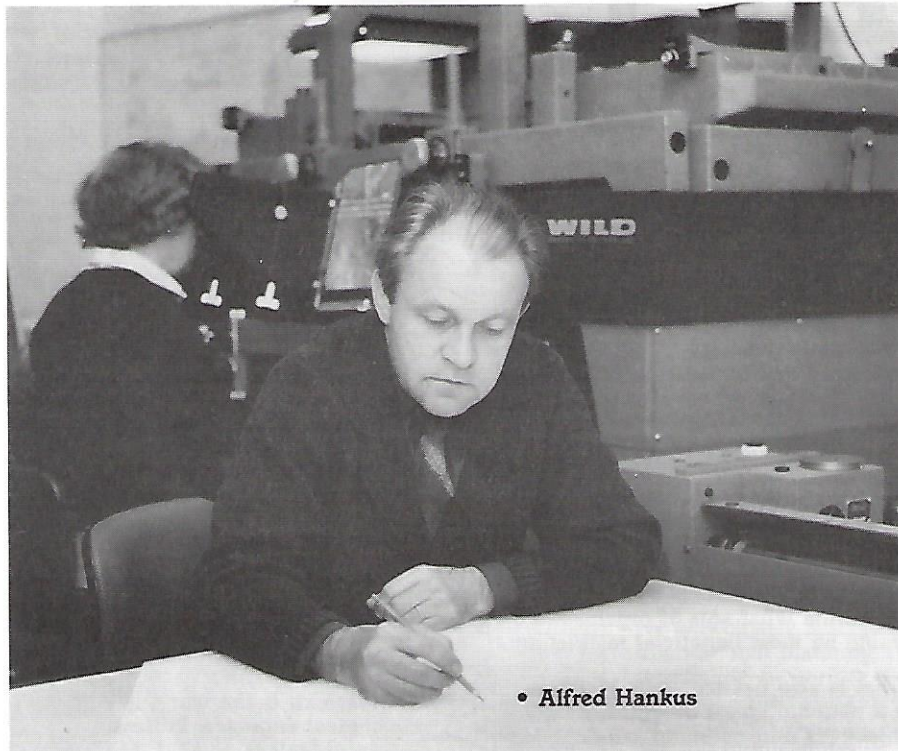
P: It is sophisticated, Flaggie, but the photographic equipment is actually built into the base of the plane. The camera automatically takes photographs over assigned distances so that the prints actually overlap. This is important when we use the photographs on our stereoplotters.

F: Ah, your boss lets you have music when you work?

P: Stereoplotters, Flaggie, produce a scaled three-dimensional image of an area. From these 'stereo photos' we produce contour or relief maps. Two of our stereo plotters are controlled by computers, and the third has a computer link to assist in certain types of plotting work.



• Mike McClean



• Alfred Hankus

F: It sounds like computers play a big role in this section.

P: Well there are four of us in this section, and four computers.

F: That's some ratio. Has it sped up the work output?

P: Well, today we can produce a map in a few hours. With previous equipment it took two to three days. And ten years ago it probably took a surveyor four or five weeks.

F: Tell us about your latest acquisition. That big green thing with the little screen.

P: Oh, that's one of our two BC 1 analytical stereoplotters, which we obtained just before Christmas. It not only produces high quality contour maps, but also stores data in its computer so that the operator can re-plot a map, at a later date, on a different scale.

F: Say, that's quite novel.

P: In the field of photogrammetry, it's as modern as you'll get anywhere in the world. The latest in Swiss technology.

F: Do Road Planning or Road Design have one?

P: No, Flaggie. In fact, with only six in Australia, we've got 33% of them.

F: It looks easy to use?

P: On the contrary, it takes a few months to become conversant with the techniques. And you need to have a lot of skill in judging terrain and operating the plotter so that for example, you don't put an off-ramp in the middle of a river!

F: So, in the overall road building process, it is you guys who virtually get the ball rolling?

P: Well, after the traffic counts. Firstly, we may produce maps of a broad area on a 1:5000 scale which are used by Road Planning. Once the preliminary planning is completed, and a route is decided, we may be asked to produce more detailed mapping on a 1:1000 scale, for Road Design.



• Sean McCallion

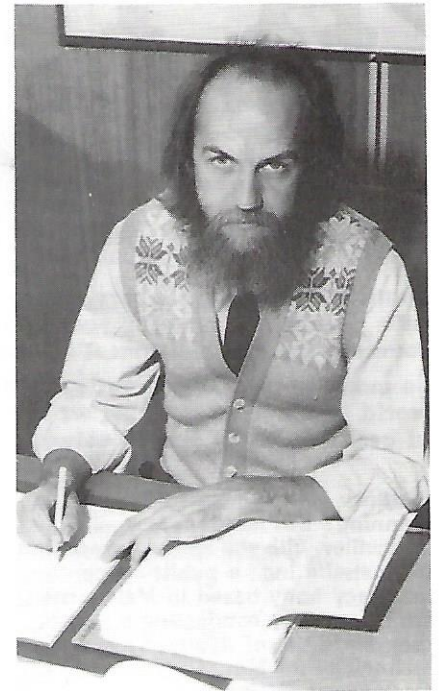
F: Do you work with normal surveyors?

P: Well, if you mean field surveyors, the answer is 'all the time'. Once we receive our aerial photographs from the Lands Department, we have to 'relate' them to the actual terrain. This is where the ground survey parties are involved, co-ordinating points that we can identify from the photographs, to be used as control points.

F: What if a regional Division wanted to bypass a town or build a roundabout or something? Would they approach you?

P: It all depends on the size of the assignment. If it is only a small job, then a ground survey party would be approached. We become involved if it is a large scale project, in conjunction with Road Planning and Road Design.

F: What are all those other items around here? It reminds me of HAL in '2001'.



• Peter Coxon

P: That's our digitizing table and computer hardware. We've developed this system for converting a graphical map into a digital form which can be used by the RCA's main IBM computer. There is a big demand for information in a digital form these days.

F: So, your main clients are...?

P: Road Planning and Road Design. Occasionally we are approached directly by the Divisions.

F: Thank you chaps for your tour and filling us in on Photogrammetry... even if I didn't get a freebie air ride. Goodbye till next issue.

Engineers get Transitioned

About 18 engineers attended this year's first 'transition programme' in Head Office recently.

If 'transition programme' sounds a bit George Orwellish, perhaps you're more familiar with the phrase 'induction course'.

"Fundamentally that's what our transition programme is," says John Gunson, Training and Development Officer, "an induction course for engineers."

"We normally hold it at the end of the academic year after a full intake of graduates. This year, however, we had a number of experienced engineers who joined us from other organisations."

During the two day course, held from February 29 until March 2, course members were shown various engineering aspects of the Computer Section, Materials Division and the Bridge Pre-cast yard at Glen Waverley, as well as a number of road projects in Dandenong Division.

The engineers were from projects and divisions from all over the State.

(A second programme was held by Personnel between 13 and 15 March).

nostalgia

Induction 18 years ago

Recognise anybody here?

A friend? A colleague? Yourself maybe?

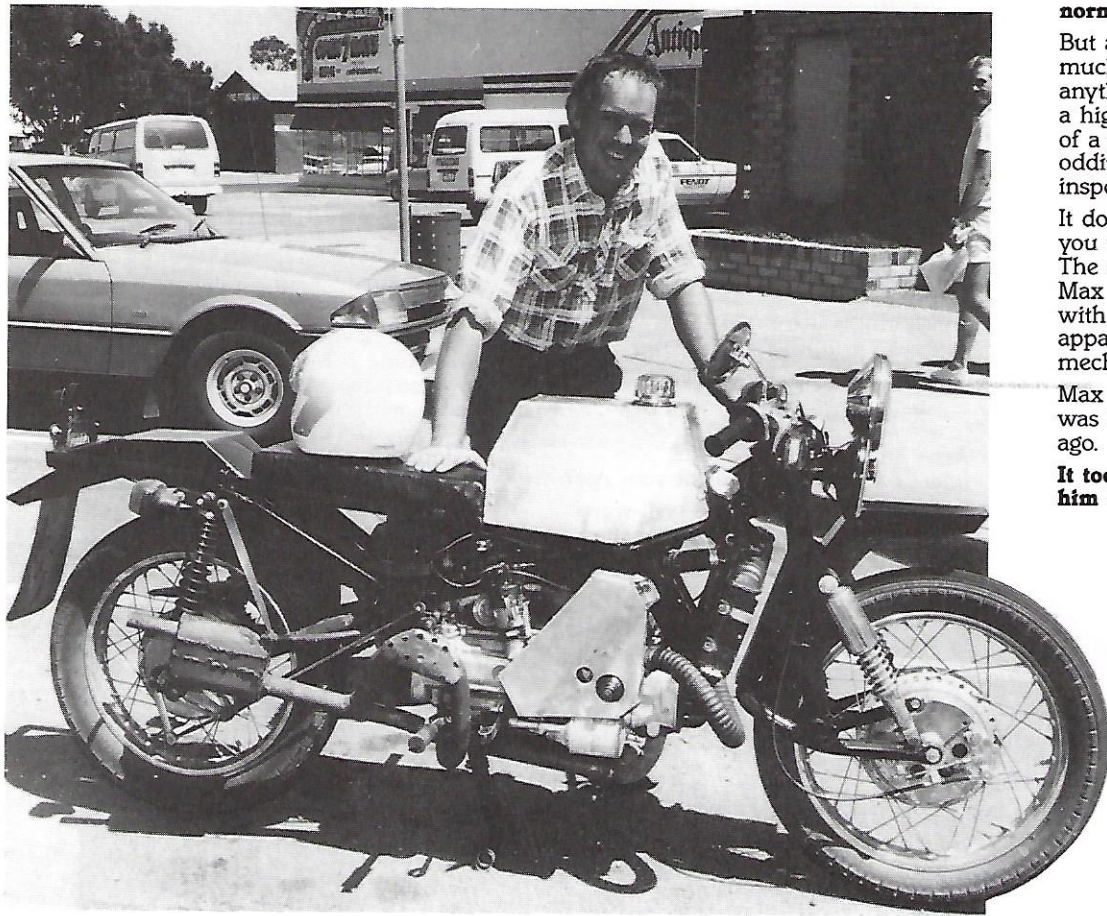
These fashion conscious office workers were photographed at a Head Office induction course in November, 1966.

Courses in the 1960s included both clerical and engineering staff. These days, however, they are conducted separately, as Personnel now hold transition programmes for newly appointed engineers (see story this page).

Staff members we did identify in the photograph are, coincidentally, all in the back row: Mr Peter McCullough, General Manager-Administration (2nd from right); Dr Jim Holden, Research Engineer, Materials (2nd from left); Alex Johnson, Bridge Inspecting Engineer, Bridge (3rd from left); and Wally Holtrop, Engineer, Asphalt (4th from left).



Max's Mean Machine



At first glance it just looks like a normal motor-cycle.

But a second look puts one in a much better perspective: the bike is anything but normal. Angular guards, a high-sitting petrol tank, the absence of a manufacturer's name and other oddities prompts one to have a closer inspection of this machine.

It doesn't possess a name because you won't find it in any showroom. The motor-cycle is the creation of Max Wilkinson, a traffic controller with Horsham Division—who apparently is a bit of a whiz with mechanics.

Max built the motor-cycle when he was living in Mildura some two years ago.

It took him about 12 months and cost him \$1500.

'Easy'

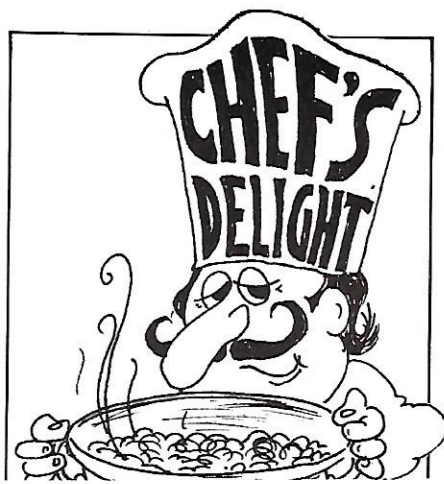
The mechanical side, which included building a hand-made frame, was the easy part, he says.

"The actual design and planning were the major obstacles, and plans had to be completed and given to the Traffic Regulations Board for approval."

The motor-cycle was given the 'all clear' in February last year, and since then Max and his machine have been a common sight on roads in the Wimmera area (he moved to Horsham last year).

And if you happen to see Max cruising the Western or the Henty highways one of these days, and find it hard to keep up with him, don't despair. His machine is powered by a Subaru 1600 cc car engine!

• Photo: Max and his home grown product in Horsham recently.



HOT CROSS BUNS

500 g plain flour, 1 teaspoon salt, 30 g compressed yeast, 1 cup warm milk, ½ cup sultanas, ½ cup currants, 60 g butter, ¼ cup sugar, 1 egg, ½ teaspoon mixed spice, ½ teaspoon cinnamon,

Paste for Cross: ½ cup plain flour

Glaze: 1 tablespoon sugar, 1 teaspoon gelatine, 1 tablespoon hot water

Crumble yeast into basin, mix with 1 teaspoon each of flour and sugar; mix in warm milk. Stand in warm place 15 minutes or until mixture is spongy. Sift flour, salt and spices into large basin. Rub in butter, add sugar and fruit. Beat egg, add it to yeast and milk mixture. Add this to flour mixture, make into soft dough. Cover with clean cloth, stand in warm place 40 minutes; at the end of this time dough should have doubled in bulk. Turn on to lightly floured board. Knead well, turning outside edges of dough into centre. Knead until dough is smooth and elastic. Cut into 15 or 16 even sized pieces. Knead each piece into a round. Place in greased 28 cm x 18 cm lamington tin. Again set in warm place 10 to 15 minutes.

Make paste for cross by mixing sifted flour to very soft paste with water. Using small plain tube, pipe cross on each bun. Bake in hot oven 15 to 20 minutes. Remove from oven, brush with glaze made by dissolving sugar and gelatine in hot water. Cool on wire rack.

Are Drugs Taking Their Toll?

Everybody knows the problems that the drinking driver causes to the community: the road roll speaks for that.

But what about drugs and driving? What percentage of accidents are caused by drivers under the influence of marijuana?

We may soon know the answer: the Federal Government has launched the world's most comprehensive study into the combined effects of marijuana and alcohol on driving performance.

"The study will examine the effects of marijuana and alcohol, on the performance of skills related to driving," the Federal Minister for Transport, Mr Peter Morris, says.

"Alcohol is one of society's most widely-used drugs, and is associated with up to 50% of road fatalities.

Accident Risk

"We know that cannabis also has effects on some driving-related skills

and that its use increases the risk of accidents." Hence the study.

Mr Morris says the study will tell how much marijuana is needed to produce effects equivalent to blood alcohol concentrations of .05 and .08. It will also reveal what the interaction between the two drugs is at various dosage levels.

"This has never been attempted before, either here or overseas," Mr Morris says.

The study team will use 'special marijuana cigarettes' imported under Federal Government licence from the National Institute on Drug Abuse in the USA.

The tests, to be carried out by the University of Sydney, will involve 350 people and should be completed by the end of the year.

"The results will be of major significance and value in Australia and overseas," Mr Morris says.

"The role of drugs in road crashes has been overlooked for too long."

Grace's Winning Grin

It's not very often Grace Liciardo is speechless, but she certainly found herself lost for words recently.

Grace, the chatty Senior Cafeteria Attendant at High Street Annexe, won \$10,000 in a Tattersall 'Lucky Strike'.

Her reticence is understandable: after all, when you go out to buy the family groceries...and come back home with a \$10,000 bonus—what can you say?

Grace says she bought the winning ticket in The Plaza, Box Hill, when she went shopping on a rostered day off with her husband, Vince.

"I had to sit down straight away because I couldn't find my legs," she said.

• Grace and the winning cheque: she's invested the money in property



Advertisement

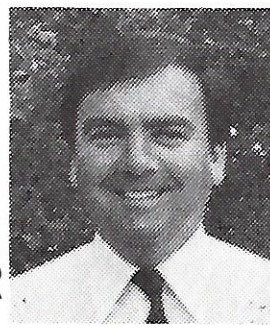
A BETTER DEAL ON A NEW FORD OR A GREAT USED CAR IS CLOSER THAN YOU THINK.

STILLWELL FORD

94 Cotham Rd. Kew. 861 9123.
"YOUR LOCAL DEALER"

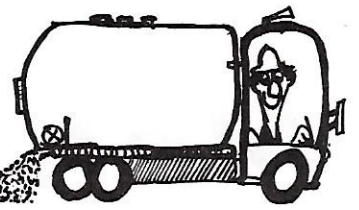


NEW FORDS SEE DAVID KELLY FOR A BETTER DEAL



USED CARS SEE DAVID COX FOR A BETTER DEAL

That Seals It!



'Sealing work is rewarding because you can see that you've achieved something every hour'

- Paul Donovan, Overseer.

Below: Paul Donovan supervising a sealing crew on Stud Road



The man in the Kingswood was a bit tense. He had only been waiting in the traffic queue on Stud Road for about two minutes, but nonetheless, he was tense.

"Why are you sealing this road?" he asks. "It looks okay to me."

"Why do you paint your house?" replies Overseer Paul Donovan in his typical, unflappable style.

The motorist was satisfied with the answer; it was the perfect comparison.

After all, why do you paint your house? Why do you polish your car? It all revolves around the well-worn but apt cliché: 'prevention is better than cure'.

Paul Donovan has been with the RCA for 16 years: of that, eight have been as Overseer in charge of the spraying crews.

"It's a very enjoyable job...I like it. You're at a different place every day," he says.

Paul and his 25 man crew were doing a final seal on the busy Stud Road in Rowville, one of Melbourne's outer south eastern suburbs. It's about 25 km from the GPO, but with the heavy traffic it could easily have been St Kilda Road or Punt Road.

Every day about 29,000 vehicles roar up and down Stud Road—and that's only a 12 hour count. You can imagine what happens when a road crew come along.

But the job has to be done, and as far as Paul is concerned, he couldn't wish for a better crew.

They were carrying out the sealing job for the City of Knox, and the demanding assignment suited Paul to the ground. He's developed a faultless affinity with his crew, a colourful collection of guys with such appropriate tags as Billy Goat, Kojak, Straw and Rover. Indeed, BS Engineer Richard Warwick calls them 'the happiest crew he knows'.

CLOSE CREW

And how has Paul moulded this closely knit crew?

"To be successful you've got to know what you're about," he says. "You've got to be a bit of a psychiatrist, a mind reader...know everyone's likes and dislikes and how to achieve the best out of them. You've also got to be a bit of a mechanic in case something goes wrong. And it helps if you know first aid!"

Because with this work, accidents do happen, no matter how many precautions are observed. Paul says it is the low trafficked sections of road which are dangerous: weekdays on the Bass Highway, for instance. That's where motorists ignore the traffic cones and warning signs; on busy roads they have no option but to travel slowly.

But another problem on the quieter roads is that the guys sometimes 'get a bit blasé...they take chances'.

Unfortunately, not too many people understand the intricacies of resurfacing work. They don't understand there's more to it than putting bitumen and stone on a road surface.

Paul's day starts at 4.00 a.m. to the shrill of his alarm clock. By 5.30 a.m. he has left his Frankston home and at 7.00 a.m. he is preparing the day's work from the depot in Koo-wee-rup. Paul has to have job sheets ready, know the location and type of aggregate he'll be using that day, how much he'll be using, what equipment to have ready. On a busy day, he may not return to the depot until 7.00 p.m. And then it's down to the paperwork.

But it's all a challenge which Paul finds exciting.

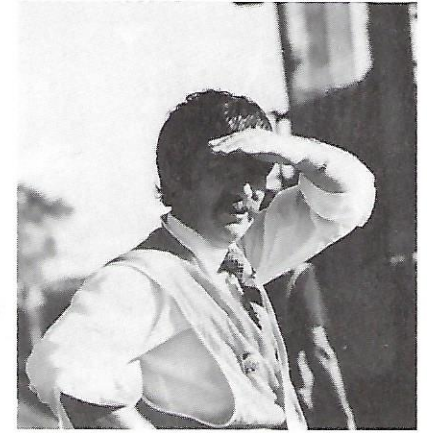
'FRUSTRATING'

In the winter, the crews are involved in construction work, which Paul says he finds 'frustrating'.

"Sealing work is rewarding because you can see that you've achieved something every hour," he explains.

It's a rewarding job that has long hours. Fortunately Paul says he is lucky to have an 'understanding wife'.

That's one reason why he refuses to work on Sundays: he wants at least some time to devote to his family and domestic chores. Like going to the beach with the kids, or relaxing watching the telly...or maybe even painting the house.



Above: BS Engineer, Richard Warwick

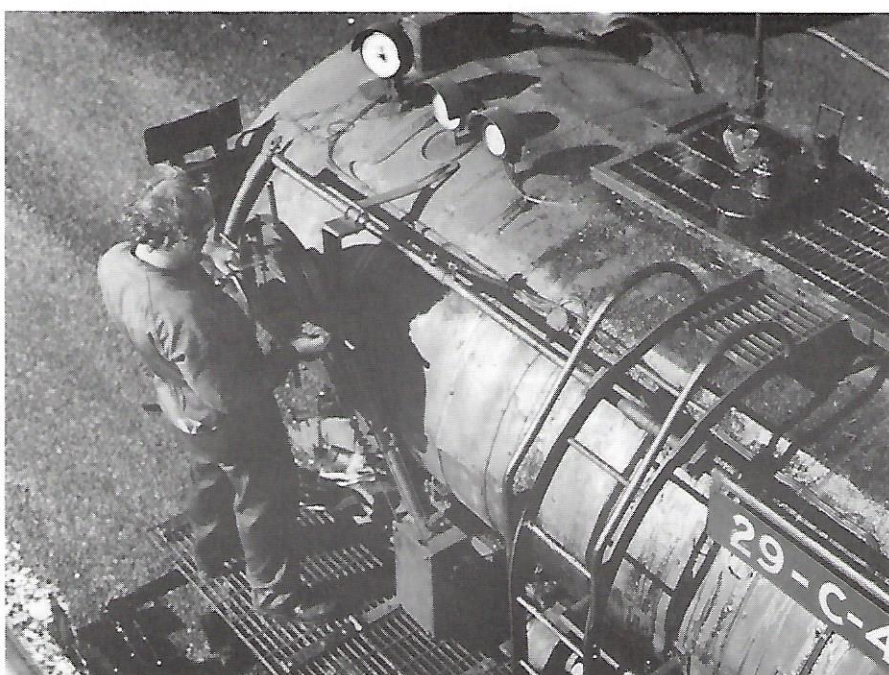
Richard Warwick is Dandenong's Bituminous Surfacing Engineer, supervising the Division's entire sealing and asphalt projects. He is based in the divisional office where his "right-hand" man is located, Cost Clerk Wayne Hall.

Paul Donovan is Overseer in charge of direct labour sealing works, and has three helpers — Assistant Overseers Rod Spencer and Jack Ingram and Trainee Construction worker Bruce Waixel. Jim Johnson, Clerk of Works, is in charge of contract sealing works, and Fred Alderson, Clerk of Works, supervises asphalt and sealing works.

About four weeks of the year, Dandenong crews, under Paul's supervision, can be found sealing busy roads for Metropolitan Division.



Some of Paul's 'closely knit spray crew' at work on Stud Road, Rowville. Above Left: Sprayer driver, Les Doak, uses the hand lance on a section of road. Above Right: Traffic Controller, Merv Ross, on the job. Below: Sprayer Operator, Ernie Hade, adjusts the controls on the sprayer in preparation for a spray run.



RAF

You could have been excused for thinking that the Kew Science Fiction Robots Convention was held in Kew recently.

For all around the Materials Division building were strange men in peculiar outfits not unlike something you'd see on the late night movie.

Actually it was all part of a special two day Rescue and Fire Fighting course, held in the Division by the

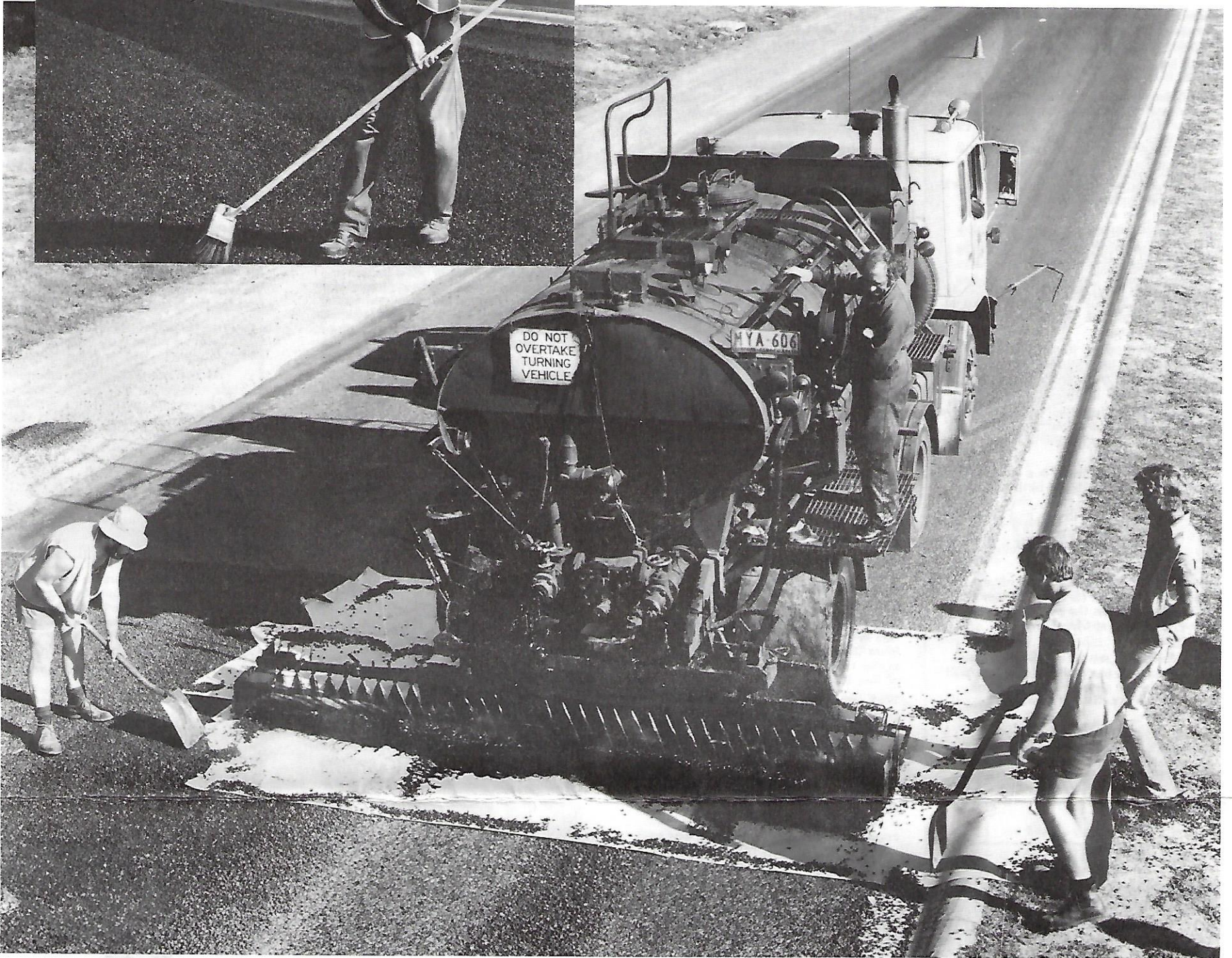


• RAFT: in action



Left: Making a clean sweep of things. Stan Moyle spreads excess aggregate to ensure an even distribution on the road surface. Below: The sprayer has just started its run as Sprayer Operator, Ernie 'Tube' Hade, releases the controls and bitumen is sprayed onto the road. Malcolm Sandy (left), Peter 'Kojak' Kaljouw and Peter 'Billygoat' Middleton prepare to remove the starting papers. Most of the crew have been bestowed with nicknames.

Cover picture: Vic Motta and Stan Moyle add the finishing touches to a job before rollers roll the aggregate into the surface.



T at work

National Safety Council of Australia.

Members of the Materials Division Emergency Control received training in the use of emergency breathing apparatus and search techniques in the Concrete Fog Room. The course also involved learning about the hazards of various gases, simulated rescues and 'finding Fred'. Fred, incidentally, was a dummy victim used for emergency training.

"The Materials Rescue and Fire Fighting Team (RAFT) has been established as a strike rescue for the first minutes of any emergency," says Metallurgist, Andrew Walker. "We have to operate while the emergency professionals are on their way."

"Hopefully RAFT will not be called to a real life rescue...but if needed, the team members have the ability and confidence to effect a rescue."



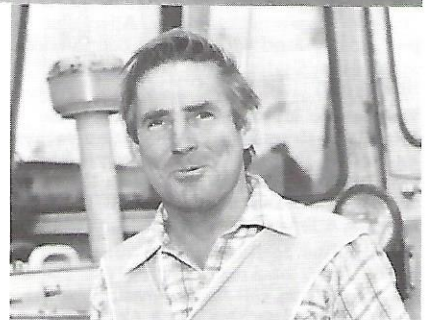
• The Men From RAFT from left - standing: Keith Barrasford, Tony Burns, Jeff Hannington, Andrew Walker, Mark Knudsen, Ken Sproat and Cliff Parfitt, with Bob Brockley and Garry Mansfield from the National Safety Council. Kneeling: Glen Green, Mark Hughes and John Rowe.

On The Road...

A look at the crews and road gangs on the freeways and highways around the State...



Geelong Division has been involved on rerouting the Princes Highway through Werribee. Barry Perkins (right) was the Overseer on this \$1 million project which was completed recently. He is pictured here with some of the crew—standing: from left, Bob Stuart, Graham Roberts, Andrew Scott, Wayne Dwyer (Assistant Overseer), Charles Logue, Arthur Kennedy (Assistant Overseer), Nick Taranto, Doug Thomas and Kevin West. Up front are, from left, Gavin Robottom, Gary Mawson and Barry.



Glen Waverley

From Lyn Dowsett

Doug Watts (Running Repairs) is recovering well at home after a heart attack. We all send our best wishes Doug and hope we will see you soon.

Bruce Johnson from Workshop is also recovering at home after an accident in January. We hope you are well on the way to recovering.

Stork News...and Boy OH BOY HAS HE BEEN BUSY!!!

Ray Galea (Receiving Store) has become a father, and wife Vicky are proud parents of Michael Raymond, born on 2nd March at St. Georges. Michael is 7lb 5oz and 19 inches long.

The Wills Family is certainly expanding. Last Interchange we announced that Dick's (Workshop Supervisor) daughter-in-law gave birth to a son. Now his daughter Rhonda and husband Andrew presented him with a grand daughter, Sara Louise, on 18th Feb, in Darwin. Sara is 7lb 10oz and 20 inches long.

Mike McKeon (Pay) and wife Judy have a son, Stephen Michael, born on 2nd Feb, at Mitcham Private. He was 8lb 2½oz and 20½ inches long.

Phil Atkins (Running Repairs) and his wife, Margaret, have a daughter, Rebecca, born at the Mercy on 2nd December. She was 5lb 7oz and 19 inches long.

Ken Pinto (Workshop) and wife Olivia have a baby girl, Maxine Amanda. She was 6lb 13oz and 19 inches long, and was born on 28th Feb, at Cabrini.

Richard Palmer (Welding) is a proud Dad also. Wife Julie-Anne gave birth to a son at the Mercy on 3rd Feb. They have called him Luke and he is 7lb 3oz and 20 inches long.

Congratulations to all of you proud Mums & Dads.

Welcome to new Apprentice Gardener, Christina Robertson, (A Rose amongst a lot of Thorns). Pardon the pun. Hope you enjoy your time at Glen Waverley Christina.

Joyce Naismith leaves to go to Japan on 12th April and she and husband Ron will be away for 17 days. We are all green with envy Joyce. Have a wonderful holiday.

Another overseas traveller is Chris McConnell (Auto Electrical) who left to go on an extended holiday. His home base will be in Ireland for 12 months then he is going over to the continent for: who knows how long?

Bridge

From Julie Day

Welcome to Keith Moody as General Manager - Bridges.

Bridging Finance?

Rumour has it that while passing the Accounts office the other day, a victory yell of delight "It balances" could be heard as a member of the Accounts department did a war dance around the office. We trust that this is not an indication of the frequency of balancing the accounts!

The Typographical Error

Subject of the memo below was the proposed transfer of an engineer from Bridge Design to Bridge Construction. An extract from the memo read as follows:

"After being associated with the design of the ... bridge, Mr ... is not interested in construction experience on this project."

The mistake was rectified by deleting "not" and substituting "now".

Welcome to the newest member of the Bloumis household. Steve (Draftsman) is the proud owner of a new red Toyota "Sprinter". Father and baby both doing well.

Staff from Bridge Construction wish Peter Koziell well on his retirement. Peter left on 30 November 1983 without giving us a chance to say goodbye properly. However, I am sure that Peter will accept our best wishes for the future from all the gang.

We had sad news recently when we heard that former Materials Procurement Officer, Allen Wade, died at the Repat. Hospital on 21 February. Allen had been in poor health for some years and retired early in 1980. We will remember him for his dry humour, experiences and anecdotes from the early days in the CRB and the famous "Players" cigarettes of which Allen was particularly fond. Our sincere condolences go to Allen's wife, Betty, and children Phillip and Helen.

Welcome to Marilyn O'Connor who has joined Construction in the position vacated by Leith Wohlers. Marilyn's arrival has resulted in a dramatic change in the speech and manners of the staff. We wish Marilyn a long and happy time.

Former Pipe Testing Officer, "Uncle" Kevin Bush, who retired a few years ago, had decided to sell the caravan, pack the golf clubs and go west for a change of

ROUNDABOUT

news and photos from the divisions and projects

scenery. Kevin and wife, Lil, have bought a new home outside Perth and will be pointing the Commodore at the Nullabor. A few of the Construction staff had some farewell drinks with Uncle Kevin and we wish him and Lil all the best in the west. (But can you get Carlton Draught over there?)

A luncheon was held in January to say goodbye to Eddy Degen (Bridge Accountant) who has transferred to Traralgon as Divisional Accountant. We wish Eddy and family the best of luck in their new life in the country.

Bridge Construction welcomes three new Clerks of Work: Warren Barnes, Graham Talmage and John Blake. We wish them a long and happy association.

We welcome Ron Blackman to the Costing Section. We trust his stay will be a happy one, and say goodbye to Robert Ukovic who will transfer to the Audit Section. We also say farewell to Geoff Elston who has transferred to Advance Planning, and Don Bertram to Materials. Welcome to George Worotnicki who joins Bridge Design.

Alex Johnson is on 2 months recreation leave. We wish him a happy holiday.

Warrnambool

from Phil Cheslett

On the Trail ...

Warrnambool's model Div. Office was the scene of a mystery recently. Strange black and white tracks were discovered in the peaceful surrounds.

D.A. Bill McConnell was right onto it. Was this evidence of infiltration by the R.I.A.? Were there agents from the Shires lurking in the shadows of the dividers? The ghost of Ron Wearmouth? Were there any tapes?

With eye brows furrowed and magnifying glass polished the following scenario was uncovered.

White Spots

Wednesday the 7th March. Admin. Officer Phil Cheslett returns from hospital. Your correspondent was admitted for a torn ligament in the ankle, and discharged with a plaster growth on the leg. Being a novice cripple on crutches the said leg was seen to be resting on the bluestone paving thereby leaving a trail of white spots.

Black Spots

Found to be the trail of "Greastus Booti" a species of Safety Shoe known to be worn by Workshop Personnel.

One of these items was allegedly slopped through the carpet by a certain Plant Serviceman. Investigations have been scaled down.

This correspondent wishes to deny rumours that my recent disablement was sustained to avoid meeting fellow officer Alan McDowell in the 'B' Grade squash. This is not true. I did it to get out of playing against him in the Football Season.

Benalla

From Marj Jones

New arrivals: John and Chris Byrden have a new daughter, Erin Louise, born on 8 February. A first baby for Kerrie and Rob Lee was born on 29 February.

A different kind of arrival is Richard Vines, who commenced as Horticultural Officer. This new member of staff must be thought very highly of as he has been given the office formerly used by Bill Peyton and John Coles (the only office, apart from the DE's, ADE's and DA's, which has carpet).

Don't really think it is any reflection on Mike O'Dwyer, but his 'office' is in the corridor of the Engineers' room. Maybe he is just passing by?

We win some and lose some—Brad Willis from Accounts is leaving for Head Office where he will be in Claims.

Sophie Sharkie has been on leave at Merimbula. Must have thought the holiday bit was really good as after being back one week she took off again to see her daughter in Brisbane.

Patrolman Victor Vairogs (Wodonga) and Harvey Dennis (Porepunkah) have retired after being with the Board, oops, RCA for many years.

Once again Des Hare is being the new home builder—he is being kept very busy with the help of Joe Kolodziej and former employee Sam Hiller on his new residence back in town after sampling rural living for a few years.

Rural living must appeal to a number of staff. On the land we have John Bridges, Bryan Hensley, Bob Gardner, Gary Edwards, Helen Harker, Jenny Sinclair, Graeme McDonald, Arthur Myers, Jenny Elford, Monique Van Dyke and the latest to join the field is Ivan Haydon who has bought a property complete with tennis court, so perhaps a social game or two could be on in the future. We have Heather Schifferle who said "Well, I'm the daughter of a farmer and my boyfriend is a farmer", so she certainly has connections with the land. Finally there's Mal Sanders who heads out to his parents' farm quite often.



A very pretty bride was Kerrie McLean of Accounts who married Michael Bouwmeester on 3 March.

Sydney was missed out when making a 14 month journey around Australia, so Jenny and David Elford have left this week on their way to Sydney to complete the last leg of their round Australia trip.

Letter received at the office addressed to the Unusual Requests Department was from a lady living in house no. 131 in a Melbourne suburb asking if she could buy the 131 mile post on the Hume Highway. At the end of the letter was a PS: "Surely this must contravene metric conversion". and PPS "Be assured we won't come up one dark night and pinch it as this letter would make us prime suspects".

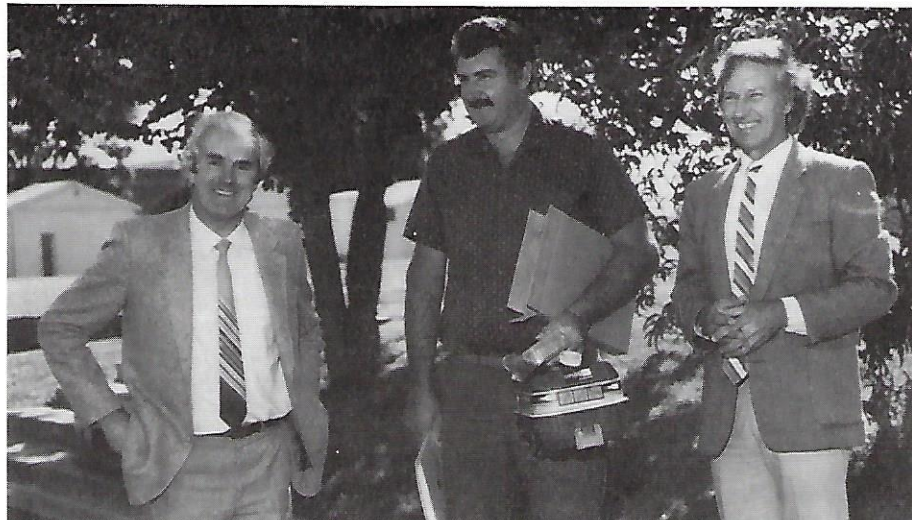
From Ewan at the Workshop:

Another addition to the baby population of Benalla is Kristin Elizabeth Heywood born on 14 January which is the same birthday date as her Mum.

Whilst talking about Alistair, I hear he has taken up mountain climbing recently and was presented with a rope and climbing pick by certain members of the Workshop.

Back at work after 3 months' long service leave is Barry Shuttleworth. Hopefully during his leave he had time to practice his tea making.

Heard recently that Fitters Trev Lewis and Pete De Silva really got "stuck into their work", but with determination they managed to drag themselves out of it. Pete De Silva has recently finished his apprenticeship and looks like a good addition to the fitters' ranks.



Bill Forti (centre), a plant operator at Geelong, receives prizes from Peter Ransom, Works Methods Engineer (right), after winning the Safe Ideas Contest in February. With them is Colin Roy, Geelong's Divisional Engineer.

At a recent party at the Trev and Carol Lewis homestead, Tony "Hagar" Martin was bested in a feat of strength by a "ring in". I've no doubt Tony will try again after a bit of a rest—poor old fellow!! The party by all accounts was a great success. Kevin Blyss was seen to be having a good night. The back gate was locked and all snow chains confiscated.

To all Depot Patrol and Workshop people at Benalla, please let Ewan know if you have any items to include in the Interchange.

Horsham

From Betty Sleep

A warm welcome is extended to Rob Solly, new Divisional Engineer, who commenced duties on 1st February, Peter Flavell, new Divisional Accountant, and Steve Wickes, Engineer 1,

We extend to them and their families a very happy stay in Horsham.

A presentation was made to Norm Butler, Assistant Divisional Engineer, at a farewell afternoon tea to wish him well in his new position as ADE, Ballarat.

We wish Norm, Sandra and family all the best for the future.

Dog Tale No. 1



Are Alsations, oops, German Shepherds more intelligent than some humans? Yes, says Betty—wife of Workshop Foreman Noel Janetzki—in a letter to the Wimmera Mail Times.

Apparently the workshop staff at Horsham agree; bad luck about losing your seat Noel.

Materials

From Lee 'Scoops' Scott

The two new Engineers in the Geotechnical Section are Rob Normand and Don Bertram, and the new smiling face replacing Russell Austen is John Wier.

If you wondered who the smooth faced hunk is strolling through MD lately, it is none other than our own Paul Billington minus 2 kilos of beard.

There seems to be a spate of marriages amongst MD personnel, 9 this year!

Jim Kemp has left the Admin Office and is now one floor down in the Asphalt Section. Best wishes Jim in your new position. Jim's replacement is David Manley from Works; welcome David to the craziest section in the RCA (You said it!—ED).

We had a Pancake Morning Tea on Shrove Tuesday, and the girls cooked over 100 pancakes in the dining room. Due to lack of advertising, the response was not large, but next year we expect a bigger turn-out and three times as many pancakes.

Approximately 50 people had lunch at the Clifton in February to celebrate Ilona's wedding to be. Ilona was presented with a beautiful pair of "Dartington" glass candlesticks as a wedding gift from her friends in MD.

Jeff Gerrish and workmates celebrated his forthcoming marriage at the Skinny Dog.

That's all folks.

West Gate Freeway

From Rob Gilpin

Staff at the Project now number more than 60 with lots of new faces arriving in recent months. We'd like to welcome Don Barnes, Fred Coutts, Ian Murray (Roadworks); Lindsay Shaw (Drafting); Ted Cowper (Safety Officer); Moritz Morando, Stan Lowe, Kris Kubicki, Allen Jackson, Rob Steel (Survey); Howard Hughes, Michael Labeille, Morris Lowe, Hans Porcervina, Ian Relph and Mike Verey (Bridgeworks) and Kristine Chirgwin (Tea Lady)

Engineer Greg Chambers married Julie Mortimer (RIA) on 2 March. The lucky couple are honeymooning on an island near Fiji. When Greg returns, he is to be transferred to a new job in the bridgeworks section along with another former roadworks engineer, Maurice Herzfeld.

Typist Diana de Silva has just returned from a long trip back to her homeland, Sri Lanka. Her husband, Johnny is a keen wildlife photographer and while staying on a game reserve in the country, they saw many wild animals including deer, bear, peacocks, elephants and even a leopard.

Roundabout

Bairnsdale

From Ian Ellis

Obituary

We were sorry to hear of the passing of retired CRB Patrolman (Cobungra) Alex Armstrong in late February. Alex, who commenced in 1955, retired in 1981. He was one of the original snow clearing operators using D6 Dozers and our sympathy is extended to his wife Emma and family.

Admin Officer Ian "Prawnless" Hedley really has got to get his act together when it comes to prawning. His venture began when he reversed over his new battery in his driveway. He hadn't travelled very far when he realised he had forgotten his nets and had to return home. After collecting his fishing partner, they boated to their destination—when Ian realised he had left the lights behind!!! Admin Officer Dave Overy, after tallying up expenses including punt, shells, refreshments etc., came up with the grand total of \$100/duck. I really hope they tasted nice.

Roadmaster Ray Taylor really ended up in the "pooh" recently when he ran into the local night cart while on its nightly patrol.

Some Errinundra Greenies had an unfortunate accident on the Bonang Highway awhile back. Fortunately, they only suffered minor lacerations. It was where they left their car which was a bit ironic—it was on a flora and fauna reserve!

A brief description of experiences by Jim Donald, Patrol Assistant—Cann River, who retired recently after 34 years of service, really shows that things are definitely easier these days. The early days saw wooden drays, the hand loading of trucks, and miles upon miles (sorry kilometres) of gravel roads with pot holes to be filled.

Good to see "Sherlock" Holmes filled in admirably as the DE's clerk.

Traralgon

From Sonia Delost

We welcome Mark Beech, engineer to the office.

Several people are going on extended leave, Wayne Briggs is going to Queensland for 2 months, Ken Barnhill is off to USA for 2 months and I am off to Europe for 4 months. As this will be my last interchange, I would like to thank everyone for their assistance over the last 2 years.

Traralgon Indoor Cricket Notes

The annual 'Humpy Back Lamas' presentation night, to be held at Humpy Back Ken 'Jack' Barnhill's home with senior Humpy Backs Tony 'I've hidden a cricket ball in my pants' Joyce (and he did) and Col 'Came!' Scammell supplying tea and biscuits for the boys.

Those favoured to do well in the Humpy Back of the year award are last years winner Mick 'Slasher' Hayes, Mike 'Billy' Kenealy, Graham 'Bionic' Rodgers and Bruce 'Classic Catch' Van Every. Results of this prestigious award will be presented in the next interchange.

The Humpy Back Lama's presently are in solid training under lights, at the R.S.L. and Ryans Hotel, for their first assault on the premiership.

West Gate

From Maureen Matthews

West Gate welcomes Julie Cerin, Receptionist and Helen Whitley, Clerical Assistant.

The West Gate Bridge Social Club held its Annual General Meeting on February 24, which was followed by a social gathering, including a BBQ and tennis. Neville Martin (Strongroom) provided entertainment on his organ, his music being especially appreciated by the children who were present.

The Social Club President, Allen Heriot, kindly donated a Shield to the Club which will record the annual table tennis tournament winners. The competition kicked off in 1983, the winner being Tom Delaney, an electrician in Maintenance Division. I'm sure Tom will be in there trying again this year and we look forward to seeing a strong challenge from last year's runner-up, Kit Leung, our Electronic/Systems Engineer.

The Shield has appropriately been called, "The Ian Marshall Memorial Trophy". Ian was a cleaner at West Gate who was respected and well liked by all. He lost his battle against cancer on August 31, 1983 and is missed by all his workmates.

On Wednesday, February 1929, we farewellled Graeme Comben, who has served West Gate for eighteen years. Staff presented him with a gold plated/brass nut cracker, bottle opener and money clip. Following the presentation at West Gate, those who could, joined in a farewell dinner at the Danish Club and danced the night away. Needless to say, there were a few headaches around the office on the following day, but no-one was complaining as a terrific time was had by all, including the G.M.

Bendigo

From Ross Furness

Retiring are Divisional Engineer's Clerk, Reg Marslen, after almost 33 years; Fitter Vic Donne after 30 years and Workshop Storeman, Lindsay Knox, who completed 12 years of service. Farewells were held to thank these men for their service and wish them well in their retirement.

Of the new starters, the Office and Precast Yard have fared well. Administrative Officer, Geoff Goldberg; Cost Clerk, John Locke; and Clerk of Works, Stan Borserio, have recently commenced at the Office. New faces at the Precast Yard are Tim Coor, Colin Grenfell and Neil Twigger. Other new starters are Bill Tracey and Leigh Sheperbottom who are both with Overseer Leigh Robertson's spray gang, Mark Falframan in construction and Jamie Ring, Michael Ewing and Wayne Badke who have commenced as patrol assistants. We are also pleased to welcome clerk of Works Graham Jones from Bridge.

The Division's sportsmen have been performing well. Workshop Foreman Col Turner recently won the "B" Grade Championship at his Bowling Club at Bendigo East and Cost Clerk Craig Bell has so far taken 8/30 out of nine wickets to fall in a local cricket grand final. Draftsman Bernie Jones and Depot Foreman Ross Furness are back training hard with the Football Umpires' Association and are both looking forward to a good injury free season.

It is obvious that Engineer Geoff Clemence is not too experienced in the garden. He recently attended a Roadside Development and Maintenance Course in Melbourne and while learning the finer points of tree grafting the knife he was using slipped and he cut his finger badly. Other than this incident, he reports the Course was well worth attending.

On a recent camping trip, Engineer Graham Searle judged the weather so well he has become our new weather prophet and is available for consultation. The story that gained him this new status goes as follows. After a couple days of really foul weather, Graham arrived at Eppalock on a Saturday morning to camp for the weekend. As he pitched his tent the sun came out and stayed out for the whole weekend. When he arrived home at the completion of his camping trip the sky opened up again and the foul weather returned.

I understand that the Engineers are finding it difficult to get the Draftsmen and Surveyors to put pen to paper since the computer terminal has been installed at the Office. I am not so sure that computer games cannot be modified to fit the equipment.

Overseer Leigh Robertson's spray gang are not too sure who they belong to any more. They have spent so much time in Metropolitan Division this season that they can be forgiven for thinking that they are on that Division's establishment.

Congratulations to Cost Clerk Craig Bell on the recent announcement of his engagement.

Dandenong

From Victor Lawther and Richard Warwick

Welcome to Karen McKenna (Drafting Assistant), Tom Gleeson (Surveyor) and Elizabeth Field (Clerical Assistant) who commenced with us during February. Geoff Hose has returned to the RCA after two years' secondment, spent mostly in Southeast Asia.

Extended overseas tours coming up in the near future for Divisional Engineer Stan Hodgson (America/Canada), Garnett Gibbs (Canada skiing/America) and Iva Day (Europe). Good luck for safe journeys.

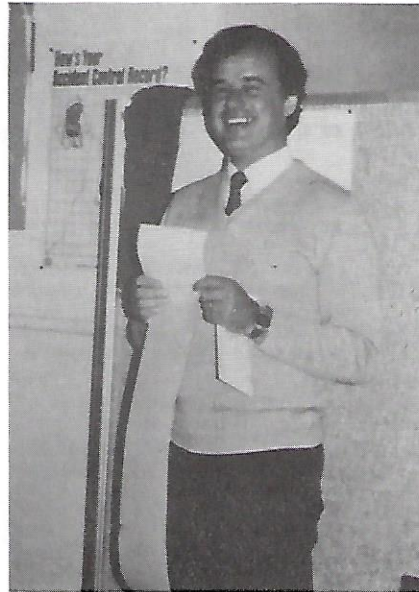
After 19 years in Dandenong Alan Lade transferred to Metropolitan Division at the end of February. Alan has taken a wealth of local knowledge and will be missed

GLEN WAVERLEY GETS IT TOGETHER

On Sunday 26th March the third annual reunion of 'Dads Army', namely the original field fitters of Glen Waverley Workshop was held at Maroondah Dam, Healesville.

This day brings back together the fitters and mechanics who were members of the original Field Service unit attached to Glen Waverley under the now workshop supervisor Dick Wilks. Dick, who retires in June this year was special guest of honour. Some of the people who attended were John Dobson and John Stratton now plant inspectors, Norm Brabazon now with the RTA, Fred Barker in sand quarrying business at Grantville, Roger Hughson gardener contracting for himself, Brian Doyle Workshop Foreman, Traralgon, Harold Walklate, Field Liaison

around the office. Before a large gathering of friends, Divisional Engineer Stan Hodgson paid tribute to the work Alan had performed and made a suitable presentation to him. A farewell presentation was also made to Hazel Ross before her departure to Glen Waverley following her promotion to Administrative Officer. Hazel was the recipient of a pendant and ear-rings, as she recently had her ears pierced for her birthday.

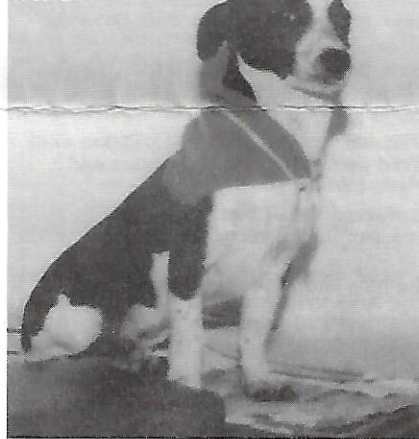


• Alan Lade reading from his farewell speech notes

Len "Yappy" Coventry recently had a boating accident at Glenmaggie Weir and ended up in Traralgon Hospital. Its good to have you back Len—even though our ears are ringing again!

On the cricket scene, its good to see Jack "Strokey" Ingram notch up all those centuries (?) for Koo-wee-rup. Even Cost Clerk Tad Kiszczak is getting in on the act by playing in the inter-divisional match recently. Poor Tad had to suffer the embarrassment of being run out by an engineer!

Dog Tale No. 2



Dromana Project is Dandenong Division's most safety conscious job as everyone in the project, no matter what their job, must wear a safety jacket. This even applies to the project's "Top Dog" Dick who has his own personalised vest, as shown above.

You know you're getting old when...

- You begin to outlive enthusiasm.
- You decide to procrastinate...but then never get around to it.
- A dripping tap causes an uncontrollable bladder urge.
- You know all the answers, but nobody asks you the questions.
- You walk with your head held high, trying to get used to your new glasses.
- You turn out the light for economic rather than romantic reasons.
- You regret all those mistakes you made resisting temptation.

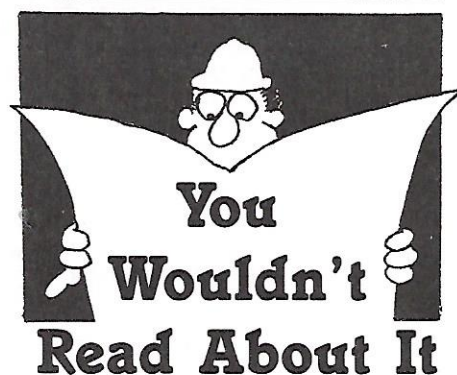
Zane: Concrete Studies Pay Off

Humes Limited, the giant concrete and steel corporation, recognises achievement.

Zane Streeter, an Experimental Officer with Benalla Division, is an achiever. In February he won the prestigious Humes Limited Award for an exceptional performance in his 1983 Concrete Technology examinations. Zane attained an impressive 93% result in the examination.

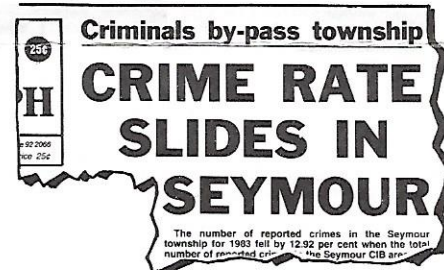
Several companies are involved in incentive awards of this nature, made in conjunction with a Study Network of TAFE (Technical and Further Education).

Each year several awards are presented to individuals who have made meritorious achievements in concrete and related areas. Zane joined Ballarat Division in 1970 and moved to Benalla about five years ago.



The RCA is doing its bit to help crime prevention. According to the CIB at Seymour, the decrease in crime at Seymour could be attributed to the opening of the Hume Freeway bypass.

News item courtesy Seymour 'Telegraph', dated January 10.



In the 1950s Sydney motorists may not have had to contend with today's frustrating traffic congestion...but nonetheless they did have their share of motoring hassles. This news item is from The Sun, dated Wednesday, May 8, 1957:



Now they're chickens if they 'fly'

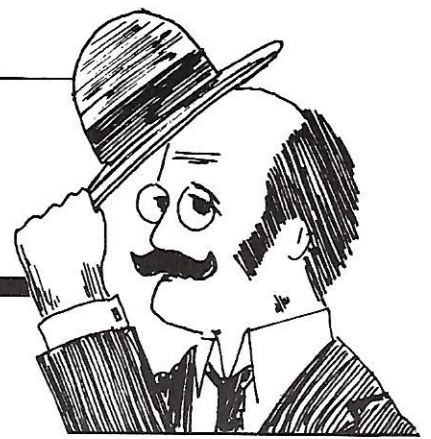
SYDNEY bodgies without motor cars have started a new type of "chicken" game.

The youths, dressed in Sinatra red pull-overs and black peg-bottom trousers, walk in front of moving cars in the suburb of Five Dock, with their backs to the traffic.

The first bodgie to usually play "pedestrian chicken" on Friday and Saturday nights. out of the way of an oncoming vehicle is branded "chicken." Sydney police have launched an all-out campaign against both car and pedestrian "chickens."

John retires

Calling It A Day



John Butcher was the second longest serving member of the Finance Branch when he retired on 2 March.

John, the Allocations and Expenditure Officer, retired after 38 years with the RCA/CRB.

"I joined the Claims Section of the Accounting branch as a Junior Clerk at the age of 19.

"That was on 21 July 1946!" he recalls.

Since then, John has spent most of his time in the accounting field—apart from a brief spell in 1951 as the DE's Clerk in Benalla.

In 1961 he joined the Allocations Section, then part of the secretarial/administration branch.

He became Assistant Allocations Officer in June 1964 and Allocations Officer (Municipal) in 1977.

"I'm the second longest serving member of Finance!" says John, adding that Ledgerkeeper Joan Tucker takes out the awards for the most seasoned member of the Branch.

So, what is he going to do in his retirement?

"Nothing!" comes a spontaneous reply.

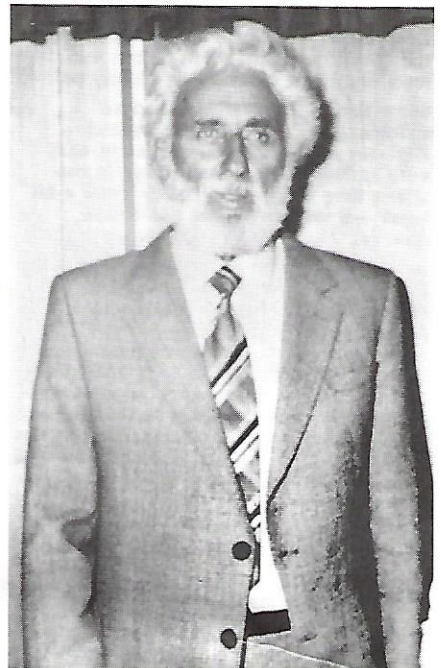
"Well, I've no specific plans at this stage apart from a flying visit to America with my wife, Pat."

John met his wife Pat in 1956—when she was ledger keeper with the then CRB when it was located in the Exhibition Buildings. They have three children, Glen, Judith and Warren (a plant operator with Metropolitan Division).

John was one of the most popular identities in Finance, if not Head Office, and was well known throughout the whole RCA.



TO Brian Departs



Brian Blowers, Traffic Officer, retired on the 10 February after 23 years of service, 21 years with Iraralgon Division.

Afternoon tea was held in the Divisional Office where Brian was joined by Divisional Office, field and Head Office staff and RTA officers. Brian was presented with a gold watch, a small model of an overdimensional load and several photographs. Brian and his wife will be staying in the Iraralgon area and he wishes to say "farewell to all and thank you".

Five Leave Ballarat

In Ballarat Division, William (Bill) Glasson, Maxwell (Max) Glasson, Harry Dieckmann, Dudley Lippelgoes and Kenneth (Ken) Wilson, all retired under the early retirement plan.

Brothers, Bill and Max Glasson retired within one week of each other: Bill on 25 November and Max on 30 November. Both had commenced with the RCA as owner truck drivers working a total of 43 years between them. In recognition of their services Max and Bill were given a retiring farewell by their workmates (see photo).

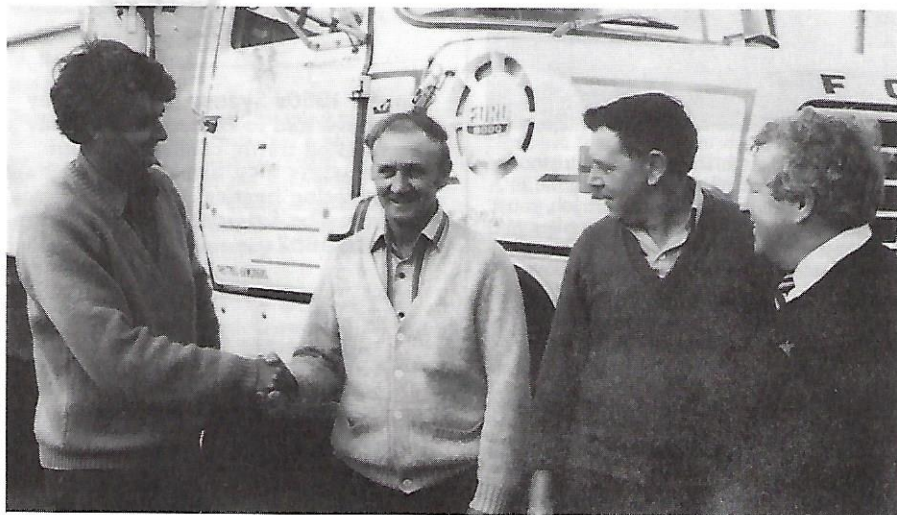
Harry Dieckmann was a valued member of the Divisional team who, during his 33 years of service, worked on the spraying, maintenance and construction gangs. He commenced his service as a leading heater hand on a spray gang and some years later received a roving commission painting roadside furniture throughout the Division. He then went on to construction as a water tanker driver—the position he held until his retirement on 5 December. Harry was farewelled by his workmates at a function at the Bulk Bitumen Depot in Ballarat.

Daylesford Patrol lost one of their valued members in Dudley Lippelgoes, who retired on 20 November. Dudley had completed 11 years as a patrol assistant working in the Daylesford area.

Kenneth Wilson commenced service as a bitumen worker. He occupied this position until his appointment as a patrolman with a Ballarat based patrol. He served 18 years and worked as a patrolman until his retirement on 15 November 1983.

Joe Waldron also retired from the RCA's service in November 1983 at the age of 65. He had 28 years of loyal and conscientious service as a patrolman, spending his entire career with the Beaufort patrol.

Ballarat Division would like to wish all concerned a long and happy retirement.



Overseer Kev Lavery (left) farewells brothers Bill (shaking hands) and Max Glasson who retired from Ballarat Division recently. Roadmaster Frank Dwyer (right) looks on.

Lloyd MacDonald Leaves



Benalla Project (Baddaginnie-Bowser) Office handyman Lloyd MacDonald retired from the RCA on 28 March after 12 years' service.

Lloyd has worked on three projects along the Hume Freeway corridor: Wallan-Broadford, Seymour-Euroa and Baddaginnie-Bowser.

A farewell afternoon tea, held at the Project Office on 27 March, was attended by project personnel and a number of Lloyd's friends who had previously retired from the RCA. The Project Engineer, Bruce Cochrane, spoke highly of Lloyd's efforts during his stint with us, highlighting his "willingness and co-operation in undertaking and fulfilling

many types of duties and requests, often under difficult working conditions". Lloyd was presented with a coffee table (to be used for beer purposes only) and a wallet containing many notes (also for beer purposes only).

Lloyd was renowned for his regular jaunts to local and district hotels to "sample the amber fluid" and he finally chose the Victoria Hotel, Benalla, to entertain all after the presentation. A very convivial evening was had with some wobbling to a local restaurant for a belated evening meal.

Lloyd certainly gained the respect and admiration of all during his time with the RCA and Benalla project staff wish him well in retirement—particularly with his bowls and intended holidays.

Closing date next issue for Classies: Fri 11 May

Classies

ENGAGEMENTS

COLLINS: Stephen (Ballarat) and Debbie McMaster. Congratulations and best wishes on your engagement on 3 February.

FORMICA: Sam (Bridge) to Frances Portia on 28 February. Congratulations to you both.

MAXWELL: Ros (Bridge) to Sean Hughes on 29 February. Best wishes.

MARRIAGES

BRADY/KNUDSEN: Leanne (Road Planning) to Mark (Materials) on 25 February.

GALL: Ashley (Bridge) to Rhonda Phillips on 28 April. Best wishes for a happy future.

GERRISH: Jeff (Materials) to Sylvia Rozitas on 3 March.

HASTIAS: Harry (Road Design) to Doreen on 4 February.

HILLBRICK: Ruth (Materials) to Denys Phillips on 24 March.

LIVINGSTONE/ESPOSITO: Annette (Road Design) to Brian (Road Design) on 17 March.

MCNEEL: Alison (Road Design) to John Robertson on 24 February.

SEVELLA: Iona (Materials) to Laszlo Teleky on 11 February.

STRANGE: Alan (Ballarat) married Ann-Maree Creati in St Paul's Anglican Church on 11 December 1983. After a touring honeymoon, the couple settled in Ballarat.

YOUREN: Tony (Road Design) married Mary Roberts on 14 April. Congratulations and best wishes from Iraralgon Division.

BIRTHS

CARTLEDGE: Greg (Ballarat) and Kerry welcome with love a daughter, Molly Adele. Born 6 January.

HOOPER: Allan (Ballarat) and Marg welcome with love a son, James Thomas. Born 21 December 1983.

KALJOUW: To Peter "Kojak" (Dandenong) and Bev, a daughter, Rebecca.

KNIGHT: Phillip (Dandenong) and Patricia welcome with love a daughter, Robyn Lee, born on 17 February.

MIRABELLA: Marco (Iraralgon) and Sharon, a daughter Rachel Page, 10½ lb.

MORGAN: Gary (Ballarat) and Jenny welcome with love a son, Robert William. Born 10 December 1983.

PARKER: Phillip (Ballarat) and Joy welcome with love a son, Samuel Levi, born on 3 March.

SANDY: To Mal "Rocky" (Dandenong) and Diane, a son, Clinton Russell Scott.

SEIDEL: Julian (Materials) and Julie are the proud parents of Annika Fleur, born 18 February.

DEATHS

BURROWS: Margaret (Ballarat). Employed as Margaret Stewart in the Accounting Office for some years until her resignation in 1973. Her death was brought about by a tragic tree felling accident. Sincere sympathy to her family from Ballarat Division.

LIVERY: Laurie (Ballarat). Retired from the RCA in 1976 having reached the age of 60. Laurie devoted 25 years to the RCA, working his final years as a Clerk of Works on bridge works (Western Freeway). Although enjoying a happy retirement, he was not in the best of

health and had spent the last month or two recovering from a recent operation. Sincere condolences to his family from staff at Ballarat Division.

MCCLURE: Robert (Ballarat). Retired from the RCA service in 1975 having reached the age of 65 years, Robert served 20 years as a Ganger on many construction jobs. Since his retirement he did not enjoy the best of health. Sincere sympathy to his family from staff at Ballarat Division.

MILLER: Les (Veterans' Association, Glen Waverley) passed away recently. Glen Waverley staff would like to extend their sincere condolences to his family.

BEST WISHES

SCOTT: Tom (ex-Photographer, member of Retired Persons Association). Best wishes to Tom who is now relaxing at home after surgery at Alandale Private Hospital, Hawthorn. Wishing you a speedy recovery.

PUBLIC NOTICES

HOUSE: Lake Eildon-Howqua, 14 bed house, available throughout the year. Close to Mt Buller. Roy Fisher ext. 2624, a.h. 818 7172.

Sportsdesk

golf

On Sunday 26 February, 54 members of the RCA "golfing force" met at the Traralgon Golf Club to compete for the Interdivisional Golf Trophy. David Anderson, from Traralgon Division, filed this report:

Materials Win!

Areas represented this year included Traralgon, Bairnsdale, Dandenong, Head Office, Plant Sub-Branch and Materials—this year's winning team.

Weeks of inter-office discussion regarding handicaps culminated in a shotgun start at 8.15 a.m. and approximately 4½ hours later all adjourned to the barbecue area of the Divisional Depot. Here the participants' families were subjected to the usual array of descriptive nonsense intended to explain why scores were not better.

Traralgon's Divisional Engineer, Ian Gardner, then presented the trophies to the lucky winners, taking the opportunity to pass judgement on the organizers, the golf course, and the sportsmanship of his golfing opponent, Neil Jephcott. The winning trophy will be held by the triumphant Materials Division until the next Interdivisional Golf Day—planned for 1985.

Results

Interdivisional Trophy: Materials Division (B Gidley, S Bisignano, J Scrivens)

Club Handicap: Winner - B Gidley, Materials, 46 pts
Runner Up - S Bisignano, Materials, 44 pts

Social Handicap: Winner - M Kenealy, Traralgon, 41 pts
Runner Up - P Aalbers, Traralgon, 38 pts

Best Associate: June Wales, Bairnsdale, 37 pts

Nearest the Pin: 5th - J Arnott, Glen Waverley
15th Hole - B Gidley, Materials

Longest Drive: 299,998 mm (head wind) - J Waddell, Traralgon

Secret 9: G House, Traralgon



TASMANIAN VISIT '84

The morning of Monday 6 February saw the RCA's intrepid adventurers to Tasmania preparing for some intense golf and cricket with the Department of Main Roads. By Friday afternoon's flight home they were anything but intrepid, and in no frame of mind to be adventurous after a torrid week of engagements in Launceston.

The RCA cricketers wrapped up their two day match, bundling the opposition out for 196 runs, 71 runs short of our score of 267. The DMR at one stage reached 5/177—just a handful of runs short of panic stations on our part. Our golfers won by 15 points overall after a tight struggle. Overall golf score: RCA 713—DMR 698.

The presentation dinner on Thursday night started with a few hitches:-

- The F F Ford Memorial Trophy for the winning cricket team had been left home once again!, prompting calls such as "New York Yacht Club".
- The Paul Nettlefold Trophy for the man of the match was left at the motel—one trip back to pick it up.
- The Peter Vorwerg Memorial Trophy for champion golfer had also been left at the motel—second trip back to pick it up.

In the traditional boat race on Tuesday, our crew won the day. The crew from stroke to bow was: Alan Baker, Andrew Scott, Brian Fitts, Steven Day, Ernie Mensforth, Mick O'Brien, Brian Tindall and Howard Ellis.

Trophy winners were:-

F F Ford Memorial Trophy (the winning cricket team) - RCA; **Paul Nettlefold Trophy** (Man of the Match) - Steven Clifford (DMR); **Maurice Johnson Memorial Trophy** (cricket) - David Keam (RCA); **Frank West Perpetual Shield** (winning golf team) - RCA; **Peter Vorwerg Memorial Trophy** (golf) - Max McKay (DMR); **The Boat Race Shield** - RCA.

As always, new competitors are being sought to ensure this important sporting event continues. If you are interested in participating in either the cricket or the golf (but especially the cricket) enquire by phoning Alan Baker in Road Design on ext. 2387. The organizers are still keen to include lawn bowls in the competition, so lawn bowlers unite, make enquiries NOW and start the bowls rolling for February 1985.

Cricket

RTA defeat RCA

The inaugural cricket match between the RCA (duly represented by Dandenong Division) and the RTA (represented by a mixture of RTA, RCA seconded and RCA players) was held at the East Burwood Reserve on Sunday 19 February in trying conditions.

After losing the toss and being sent in to bat, the RCA managed to knock up a brisk 147 runs off just 30 overs at a run-rate that would put even the Australian eleven to shame.

Openers—Dennis Maxwell and David Vimpani weathered the RTA's pace attack managing to put on 29 runs. The going became easier for the middle order batsmen when the slower bowlers were introduced, and once the shine had worn off the ball, Warwick Peel decided it would be

safe to bat. The innings concluded when Harry Chudasko was clean bowled for four, leaving the RTA to score 148 runs off 30 overs to win (for the benefit of Channel 9 fans, that is a run-rate of 4.933).

Charlie Broadhurst and Warwick Peel opened with the new ball and looked set to tip through the RTA line up when Brian Negus was bowled for two. However, the RTA recovered and were seemingly cruising to an easy victory when two inspirational catches spurred the RCA on and lifted morale which had been slowly melting in the heat. When Ken Hall was bowled with the score at seven for 129, a tight finish was assured.

The RTA eventually overhauled the 148 runs required with only a few deliveries to spare. Finals scores: RCA - 11/147; RTA - 13/160.

TRIATHLON

A very good tri

Two linemarkers from Warrnambool recently completed the "newest fad" in fitness: the inaugural Warrnambool Triathlon. The event consisted of an 800 metres swim across the Lady Bay, a 37 kilometre bike ride around the local district and concluded with a 14 kilometre run.

John Medley, 35, and Murray Rantall, 39, both did exceptionally well, finished 11th and 14th respectively in a field of 104. John just squeezed into the Veteran category and in doing so had the honour of being first veteran home.

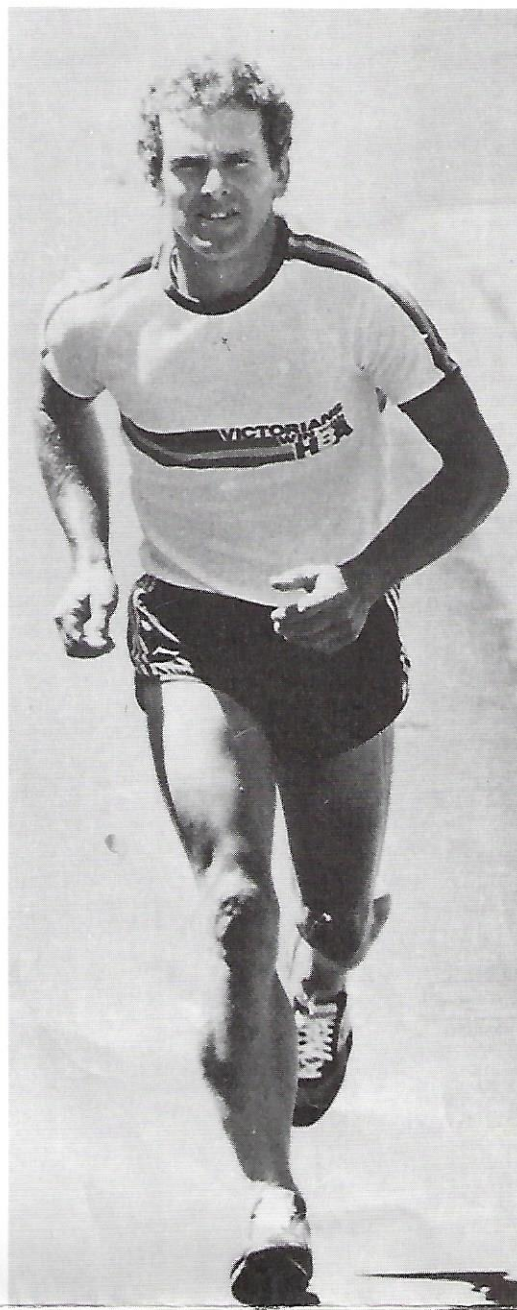
Training for such an event is time consuming and gruelling, and both men trained for several months leading up to the day.

The swimming leg was John's major concern as he only took up swimming 3 months beforehand, but he and Murray have both ridden in the Melbourne to Warrnambool bike race (John 7 times and Murray 4 times), so they made up ground in this section. Murray handled the swim and bike ride well, but found the run exhausting in fairly warm conditions.

The two men are keen to compete in such races again and John entered the Australian Triathlon held at Frankston. More endurance is required in this event as all legs are longer (2 km swim, 80 km bike ride and 21 km run). By the time this gets to print, this will be completed, so all the best John.

I'll let you know next issue how he goes. As for me...I'll stick to a social jog and leave the hard stuff to the fitter people in life.

From Alan McDowell
(Warrnambool Div)



John Medley in training for the Triathlon.

Workshop Shine

Sunday, 19 February, may have been a scorcher, but the oppressive heat didn't worry a gathering of enthused cricketers at the Lewis Road Reserve in Knox.

After all, it was the Glen Waverley World Series between the Line-markers and the Workshop—and some masterly batting and bowling was expected from the expert lineup.

Some of the biggest names in Glen Waverley cricket were appearing: Stewart Carter, Richard Palmer, Russell Butler, Phil Atkins, Cameron McCullagh, Robert O'Dea, Robert Austin, Wayne McCurdy...the list seemed infinite.

In the end, however, it was a sweeping victory to the Workshop. Final score (for 25 overs each): Workshop 141 to Linemarkers 136.

Said one spectator: "The day was hot but a lot of enthusiasm was shown—especially by the Eskies..."

Soccer

HO KO in RCA Soccer

Sun 1 Apr, Monash University: Despite an enthusiastic line-up of players and a vocal cheer squad, Road Planning only managed one goal in the 1984 RCA Soccer Championship.

RP, Head Office and Materials participated in the three-way tournament.

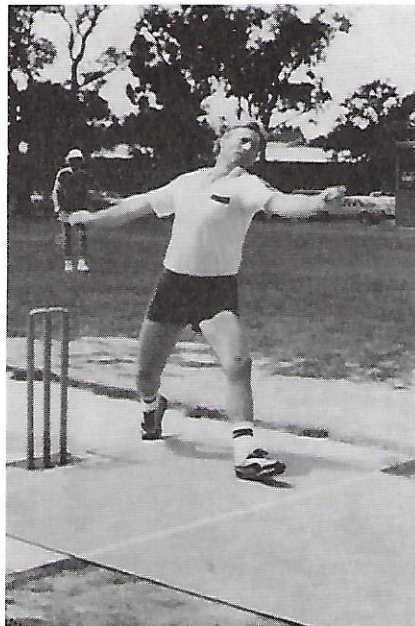
Head Office had a convincing win in the first match over RP, despite tenacious efforts by female players Melissa Weeks, Patricia Philips and Sharon Webb (fiancee of RP draftsman Phil Mathieson). Score: HO 8 : RP: nil.

Materials were also too strong for RP during the second match with skilful play from Maurice Delmonte and Keith Barrasford. A rare lapse of concentration from Materials players did, however, result in a lone goal for RP (who kicked it is disputable). Score: Materials 9 : RP 1.

Head Office was the winner in the final match with a score of HO 5 : Materials nil. The scoreboard isn't an indication of the games as the standard was very high, with noticeable performances from John Gugliandola, Stevie Day and Dave Males. John Rowe, himself a professional soccer player, donated his services as referee that day.

It should be stressed that RP players were not greatly distressed by the final results. Said Melissa Weeks: "We had a good time...they were all too serious".

• Congratulations to Graeme Kennedy (Glen Waverley) who recently competed in the Hong Kong International Marathon ... and WON! Graeme ran against 1000 other runners from all over the globe.



The RTA in action

Profile:

Inspecting work at the Myers Pit are Arun Kumar (right), Materials Engineer, and Ted Beattie, Clerk of Works.

Arun Kumar

From New Delhi to Melton

Arun Kumar joined the former CRB as an Engineer with Materials Division in November, 1982, and has been Project Materials Engineer with the Melton Bypass since October, 1983.

There is a vast difference between Melton—population 19,000, and his birthplace, New Delhi—population seven million, but it's a difference that he's easily adapted to.

Arun was born and raised in India's bustling capital city, but decided to shift to Australia 18 months ago. It is a move he hasn't regretted.

"I love the lifestyle in Australia," he says, "people are colourful and relaxed here."

Arun is in a good position to make comparisons—he's not only lived in India, but also spent 5 years in the USA.

Four of those years were spent at the Purdue University, Indiana, where he received his Masters and Doctorate in Highway Engineering.

After travelling around Europe, and then gaining further work experience in USA and India, Arun decided to set his sights Down Under.

In late 1982 he made his first visit to Australia where he was impressed with "the variety of work, people, wide open spaces and relaxed attitude to life. More so than in the States". He decided to stay, and made arrangements early last year for his family—wife Madhu, son Manish and daughter Anuja—to join him. They now live in North Balwyn.

Arun can make interesting comparisons between the three

different countries he has lived in.

One example is in road building: "American road technology is totally mechanised," he says, "with Autograde machinery doing most of the work. Australia is not far behind in this regard. However, roadworks in India are primarily labour intensive.

"Asphalt is used far more liberally in the USA than in Australia," Arun says, "but sprayed seal surfacing, pioneered by Australians, is very cost effective and is suited for most Australian conditions." (Sprayed seal is also referred to as 'chip seal surfacing' overseas).

What else appeals to Arun in his new country?

"Australian beer followed by Australian barbecues," he says.

Next year Arun plans to take Australian citizenship. He also hopes to further his studies: "not just for the sake of learning...I would like to study economics or law. These could be quite helpful in civil engineering."

His interests are palmistry and bonsai but he says he would also like to try out some Australian pastimes, including water sports, hiking and bushwalking. In other words, some Getting-Away-From-It-All diversions.



We have plans for Myers Pit

A quarry in the middle of a State Park?

That's equivalent to building a drive-in bottle shop in the front of historic Como House! But before you go grabbing for your protest banners—take heed! There are a few points you should know about Myers Pit.

Located on the west side of Bacchus Marsh, 65 km from Melbourne, it nestles inside the 207 hectare Werribee Gorge State Park. The Gorge was placed under National Parks management in 1975.

The sand stone quarry's history, however, dates back to the very early



Above and below: Starting the day off with a bang. Blasting for material at the quarry. The material is being used for sub-base on the Western Freeway bypass of Melton.

1970s, when material was extracted for various Western Freeway projects.

Myers Pit was closed in the mid 1970s, but the construction of the Western Freeway bypass of Melton meant that the pavement material from the quarry was again in demand. Following negotiations with the National Parks Service, agreement was reached for Myers Pit to be re-opened for extraction of material for use on the Bypass.

The pit was re-opened in June 1983 and extraction will be completed in about four months' time. Approximately 200,000 cubic metres of crushed rock is to be obtained from the pit at an estimated cost of \$1.5 million.

"The sandstone is being used for sub-base on the bypass of Melton" says Arun Kumar, the Materials Engineer on the project.

• Arun Kumar, right, inspects a model of the quarry's proposed redevelopment scheme with Jack Myers, from the National Parks Service. The quarry, located in the Werribee Gorge State Park, was named after Jack.

"The quarry will then be completely landscaped by the RCA in conjunction with National Parks Service requirements," he adds.

Planned for the redevelopment scheme are a small lake, trees and shrubs, waterfall and a parking area. Already the area has an easily accessible creek.

An existing attraction of the park is a walking track leading through the Gorge along an ancient aqueduct. The walk provides spectacular views and the opportunity to see echidnas, koalas and even the occasional elusive platypus.

The Werribee Gorge State Park will take on a new dimension when the Myers Pit undergoes its facelift. With its rugged terrain and unusual geological features, the park is in complete contrast to the Melton area most people know—flat, open plains with wide grazing areas.

The redevelopment is expected to begin in mid 1984, and should be completed in 1986—the same year as the opening of the \$30 million bypass of Melton.