

# CHAIRMAN'S MESSAGE

All personnel will join me in wishing Kevin Shea well in his challenging new role in heading up the Metropolitan Transit Authority, and in thanking him for contributing so much to the formation and work of the Authority.

I am confident that our functions will continue to be performed with the dedication, efficiency and effectiveness with which this Authority is identified and I look forward to your support and assistance.

The Road Traffic Authority's third budget approved by the Government and the Minister provides \$70 million for recurrent expenditure and \$56 million for capital expenditure.

The budget continues to place strong emphasis on road safety programs. \$50 million will be spent on the Authority's Traffic Facilities Program and \$6 million for on-going accommodation improvements, computer programs and road safety programs. Expenditure on the Black Spot Program is increased from \$3 million to \$6.5 million and this will enable improvements to approximately 175 sites this year. \$6.2 million will be spent on extending the SCRAM program to provide further benefits to motorists through traffic signal linking.

Recent initiatives in the learner permit and driver licence testing area will give benefits to all Victorians by improving the standard of new drivers.

The new Victorian Traffic Handbook is proving to be extremely popular. Many experienced drivers have purchased the book to brush up on their road law; it is recommended to those in the Authority who have not yet obtained a copy.

It seems that more and more people are taking advantage of our decentralised services as a result of awareness created by the photographic driver licence program and this is placing increasing pressure on staff and office space.

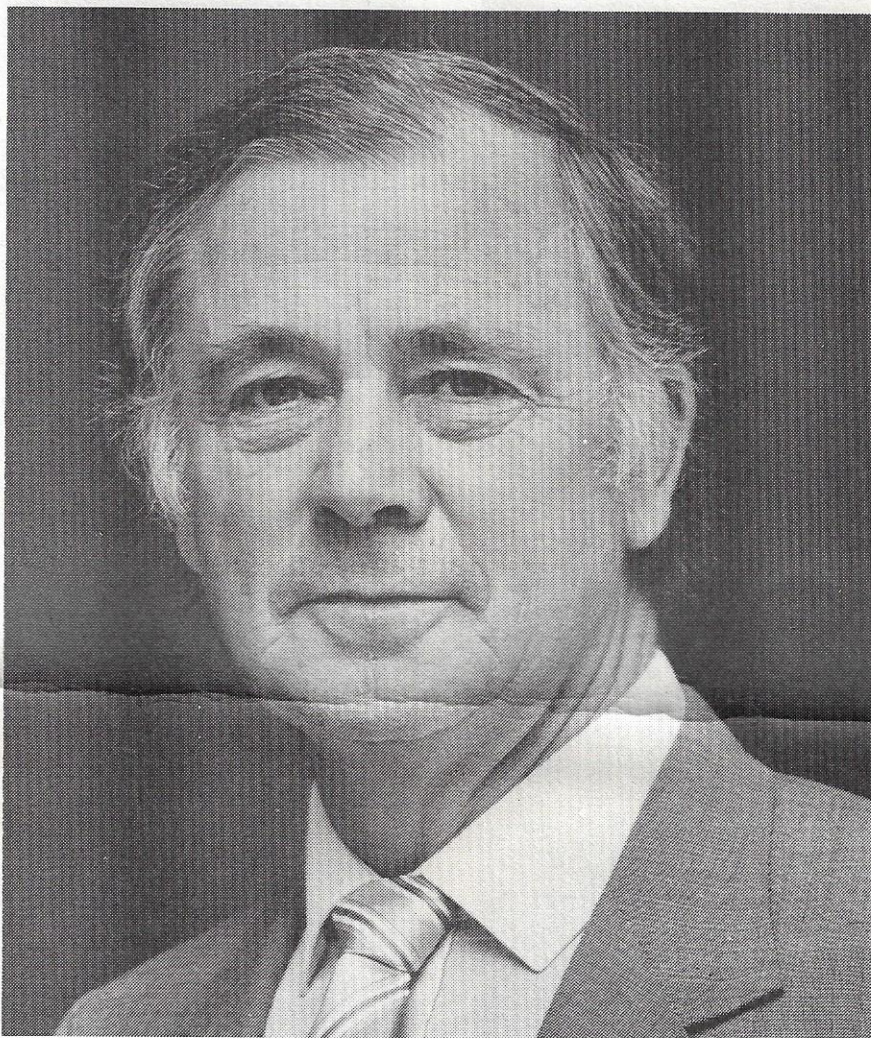
Much favourable comment has been received from the public, people in industry and Members of Parliament about the efficient and courteous service provided by the Authority. I know that the standard of service will continue to improve as accommodation standards are raised and computerisation is expanded.

I would like to take this opportunity to congratulate and thank all personnel for the contribution they are making to the work of the Authority.

- ★ With Christmas holidays approaching many staff will be planning trips to get away from it all and to charge up their batteries for another year.
- ★ Round+about offers a few practical hints to help your planning and which could avert a tragic end to your holiday.
- ★ Before driving any long distance, plan your route, plan to stop every couple of hours for a break — passengers and drivers both need a rest — and stock up on kiddie-quieteners to cut down on everybody's frayed nerves.
- ★ Check your vehicle for tyre condition and pressure, check battery levels and clean the terminals, fill the windscreen washer tank and the petrol tank.
- ★ Plan to keep a minimum reserve for at least 100 km of petrol in your tank — some service stations keep office hours — and book accommodation well in advance unless you want to be motel-hopping for the evening.
- ★ Never drive wearing things as these can catch in foot pedals.
- ★ Before leaving home, cancel newspaper deliveries and arrange for



## VIN TAKES OVER



Vin Smith took over as Chairman and Managing Director of the Authority on the departure of Kevin Shea on 11 October.

*Vin had been Deputy Managing Director and Chief General Manager — Registration and Regulation. His*

*many years with the present and previous Authorities have gained him many friends and the respect and confidence of all. Round + about on behalf of all staff offer Vin their congratulations and best wishes for the future.*



### Kevin's farewell

*I recently advised all Road Traffic Authority staff that I have resigned as Chairman and Managing Director of the Authority to take up an appointment as Chairman and Managing Director of the Metropolitan Transit Authority.*

*Since I have been associated with the RTA and its predecessors I have made many friends and regret that I will not have very much time to say my farewells. I have greatly valued your friendship and support and move on with a touch of regret.*

*While the challenges of the MTA will be significant, I will closely watch the development of the RTA with keen interest. Together we have all achieved a great deal, achievements which would not have been possible without such a band of dedicated and closely knit personnel. I thank you all most sincerely.*

*In the next few weeks I shall return to the RTA and try to get to see as many staff as possible to pass on my gratitude personally.*

*My every good wish to you for the future.*  
K P Shea

- ★ somebody to empty the mailbox regularly and to do anything else that keeps your home from inviting the burglars.
- ★ Regulate your recreational activities — your holiday is to rest and relax you, not to burn you out.
- ★ The sun can burn you twice as fast when reflected from water, even if there is a cooling breeze; and heat can dehydrate and exhaust you almost without being noticed.
- ★ Have plenty to drink available at all times, but take it easy on alcohol, which actually promotes dehydration as well as increasing the risk of accidents.
- ★ Don't drink and drive; and don't drink and sail; you are ten times more likely to win first prize in Tatt's than of being attacked by a shark, but most drownings are caused by incompetent boating or boat drinkers sessions.
- ★ On a less lethal note, and to pay for exposing yourself to all the risks listed above, you can collect your pay for the holiday period in advance by making an early arrangement with the Pay Office. Happy Holiday.

## Once Upon a Time

MELBOURNE, 30 January, 1950.

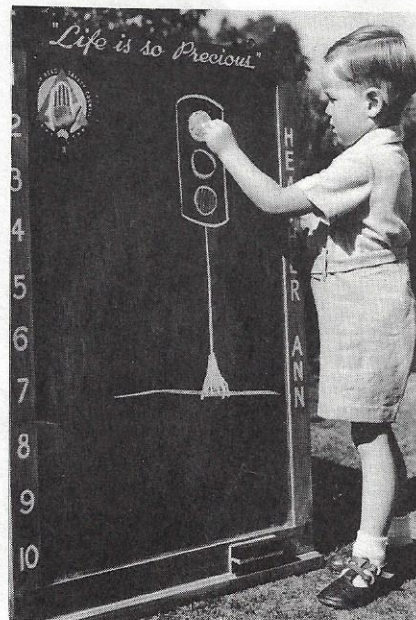
Today little Howard Brown gave his first lesson in road safety.

Round+About's photographer was there to capture the action as Howard, armed with coloured chalks and other modern teaching aids, warned:

"Watch out for FJ's and my puppy. His name is Ben." He then produced a remarkable facsimile of a standard set of traffic signals, as shown in our photo.

It was obvious to the Australian Road Safety Council's Chairman, Mr Tom Patterson (whose garden was classroom for the day) that the lad was destined for greater heights in traffic safety education.

Turn to page 5 for more revealing photos, and a glimpse into the future.





## LUCKY NUMBERS

The recent State Government sale of special 150th Anniversary number plates has raised \$149,000 for African famine relief.

Revenue from sales of the plates with their distinctive blue and green 150th logo costing \$500 a set brought the total Victorian Government contribution to the International Disaster Emergency Committee to a quarter of a million dollars.

**"Victoria is a fortunate community and it is important that we should assist those in need as we celebrate our progress", Mr Roper said.**

The Authority is now involved in other special plate issues - plates with slogans "Victoria - Nuclear Free State" or simply "Victoria" are

available as well as the current "Victoria Garden State" at no extra cost to drivers other than the standard \$10 plate replacement fee.

Custom number plates are now available for vehicles and motor bikes.

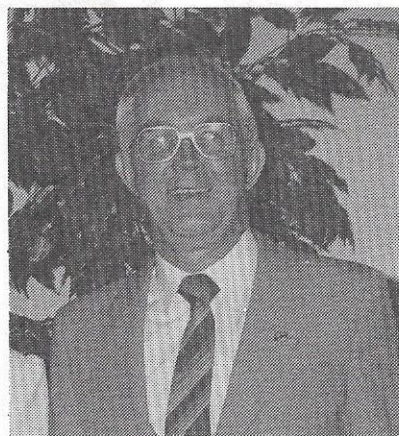
The plates carry such character combinations as "ROLLS" or "JAGUAR" and many were sold at the recent auction which raised about a quarter of a million dollars for various Road Safety projects.

**Our photograph shows Minister Tom Roper presenting the cheque for famine relief to Michael Henry, Victorian Director of Community Aid Abroad.**

## EXECUTIVE CHANGES



*Peter Vulcan, now Chief General Manager — Road Safety, Regulation and Vehicle Engineering*



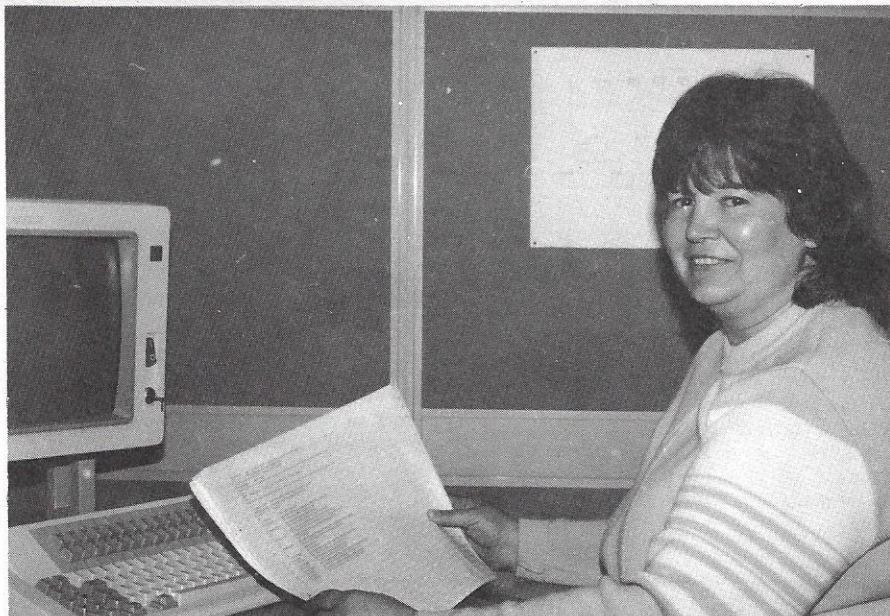
*Gerry Kelly, now General Manager — Special Projects*



*Peter Golden, now General Manager — Operations*

*The above executives are Members of the Corporate Management Group along with Vin Smith, Les Wilks, Rod McDonald, Margaret Douglas and Ernie Atkinson.*

## COMPUTER ANALYSIS



*Joan Whistance*

The Authority has millions of dollars invested in computing power - in computer hardware such as the big IBM mainframe computers used for Driver Licensing, the Burroughs computer used for the Vehicles Registration, and the Digital VAX computers used in the Metropolitan Control Room, in the numerous terminals now in many offices; and in software, which is the "recipe" by which the hardware "cooks" the data in its memories to produce the desired information for the user.

The computer hardware is useless without software, and the writing of software is now a multi-billion dollar industry worldwide.

When any organisation, including the Authority, buys a package of software from an outside supplier, it still needs modification to produce the desired manipulation of data.

The modification of such packages and their programs is performed by a systems analyst/programmer, a person

who studies the existing program and figures how to bring the results it produces closer to the results required.

**Joan Whistance** of EDP is such a systems analyst/programmer working on the Driver Licence computer systems running on the IBM computers in Carlton.

Joan studied Information Processing at the Gordon Institute of Technology (now Deakin University) at Geelong.

**She worked for two years in Cars and for two years in Drivers before being promoted to the EDP section to work on the Points Demerits system on the Burroughs machine in the Government Computer Service.**

"Last week I finished writing and testing a new facility for Cashiers that allows them to use their User Identification (ID) to log into the Drivers' data base", Joan told Round+About.

"It is a very secure data system to which only the Regional offices and certain officers in Carlton had access to update before."

Another modification written by Joan allows Vehicle Enquiries section to call up vehicle records by engine number.

**"Analyst/Programmers like myself are the link between the users of the systems and the computer; we have to establish user needs and relate them to the facilities of the IBM machine.**

"This means that we must know how existing office systems operate, have analytical and programming skills, and have experience with this particular IBM computer - it is a combination of elements I have due to having worked in both Cars and Drivers sections.

I am currently working as an analyst/programmer in the Drivers Team. There are two other Teams of Analyst/Programmers like myself working on the Vehicles System and on Small Systems which include Vehicles Security Register, Taxis and Prosecutions systems."

Away from the office, Joan's activities are as far removed from computing as they could be.

When she is not busy renovating her weatherboard home in Little River and landscaping the garden, Joan is racing yachts.

"A few years back I helped build a 10 metre yacht which we raced, and then another 12 metre one.

"I am now crewing on a 15 metre yacht which was named favourite in the Portsea-Devonport race following a third over the line result in last year's Cock of the Bay race.

Next Boxing Day I hope to be the first from my club — the Royal Geelong — to complete in the Sydney-Hobart race, crewing on Casablanca.

## Recipe Roundup

or

### POTTISIE'S PALATE PLEASERS by George Potts

This recipe comes direct to avid readers from the Highlands of Scotland via my in-laws.

It is a genuine century-old recipe handed down through five generations and is delicious, especially when served with one or all of the following:

- whipped cream
- custard with lashings of brandy
- brandy butter

Note: If using coins in the pud they should go in just before serving and should be pre-decimal silver coins of the Realm.

### CHRISTMAS PUDDING

- 180g Flour
- 180g Brown sugar
- 180g Breadcrumbs
- 120g Mixed peel
- 250g Beef suet
- 10g Spice
- 250g Sultanas
- 1 teaspoon Salt
- 250g Currants
- ½ teaspoon Cinnamon
- 250g Raisins
- Grated rind and juice of 1 Lemon
- 60g Almonds
- 1 grated Carrot
- 6 Eggs

Shred suet and rub it into flour, add breadcrumbs and fruits properly prepared and cleaned. Add spice, sugar, grated lemon rind and grated carrot. Beat eggs and pour into dry ingredients, add lemon juice and mix well. Cook in floured cloth or greased basin for four hours. Lift out, hang in cool place until required (will keep for six weeks). Then boil a further two hours and serve hot with sauce.

# The Golden Eagles

Between regular staff, part timers, casuals, Authority members and Tribunal members, each fortnight the Pay Office has to assemble, check and distribute 2,244 paychecks.

With a workforce of seven including himself, this makes life for Payroll Supervisor Joe Leonardis ... interesting.

"We are totally reliant on information coming down the line to us - the last thing we profess to be are psychics, and we can't make payments without their proper authorised documentation.

"We operate on an exception system which means that each individual pay will be the same for each period except for the variations which we put into the system".

"We have four main sources of such information - Personnel Services who tell us of new staff and staff leaving, holiday pay or higher duty loadings, pay in advance, promotions and increments, and line management who authorise overtime and personal expenses payments".

"There are also certain self-generated items such as superannuation, and standard deductions, generated by the individual, such as union fee or credit co-op payments.

"Every pay period we prepare over 2,000 keying sheets of variations which have to be with Mayne Nickless, our computer bureau, on the Monday of pay week".

Because of the sheer volume of variations to be entered on the keying sheets the section has specialised into various areas.

Abdul Elmaghaby handles superannuation and higher duties, Bev McBain organises personal expenses and payroll deductions, Chris Karopoulos is the overtime processor and Ann Morris is responsible for leave related matters and workers compensation.

Adrian Cox manages the subsidised rail tickets and other general functions as well as the distribution of pay envelopes and Bev Haymes is clerical backup to the whole team.

"Apart from my role as supervisor", Joe said "I also look after promotions and new starters".

The enveloped cheques and pay advices are returned by the bureau on Tuesday of the pay week, and distribution begins immediately while the payroll summary is being checked for reconciliation by the staff responsible for each area.

"For example, we check overtime totals by hours and higher duties payments by dollar value", Joe said.

"It's not an easy job since this checking is critical to ensure that everybody gets their correct pay".

There has never been a serious hiccup in the pay office system since he became supervisor, Joe told Round+About with justifiable pride in his team.

"Not so long ago the bureau missed a whole batch of keying sheets - they simply neglected to enter the data on their computer.

"The result was that they had to reprocess that series of pay records but we were able to warn all concerned of the situation and we had the adjustment cheques being distributed by lunchtime on payday.

"Tuesday and Wednesday we spend checking and distributing, Thursday we spend answering the inevitable barrage of enquiries, and Friday we do not rest either.

"Most staff who are finishing up leave on a Friday, and with Flexitime we don't know how much they are due until that evening, so Fridays are quite busy enough for us, calculating termination pay, super refund, pay in lieu of leave due and so forth.

"We are somewhat different to other geographically spread-out organisations in that we have only one pay office - other organisations tend to have a number of pay offices spread around the place, and I'm not sure that is not a good thing.

"Sure we have problems - a person joining on pay week can't possibly be put on-line to get paid that week.

"But we commit ourselves to this - any notifications we receive by Wednesday morning of off-pay week will be processed in time for the next payday!"



Chris Karopoulos and Adrian Cox



Bev McBain and Abdul Elmaghaby

# Blossom Bride



Pictured under the Spring blossoms of St. Andrews Uniting Church in Pascoe Vale are Patricia Turner of Cashiers and her new husband John Mongan.

The happy couple were married on 24 August and had their reception for 120 friends and relations at the Robbie Burns. They honeymooned in South Australia for a week before returning to their home in Greensborough.

## MAIL ROOM — SOUTH

by Rob Fuller

The average weekly mail received in the South Building is about 24,000 single envelopes packed in bags of various sizes and weights. The average maximum bag holds about 1500 letters.

The mail arrives at 7.30am and two people are allocated to collect the mail from the station wagon.

It is then loaded onto the trolley and taken by lift to the seventh floor and put near the sorting table.

Each bag is lifted on to the table and letters sorted in bundles of 50 according to the size of envelopes.

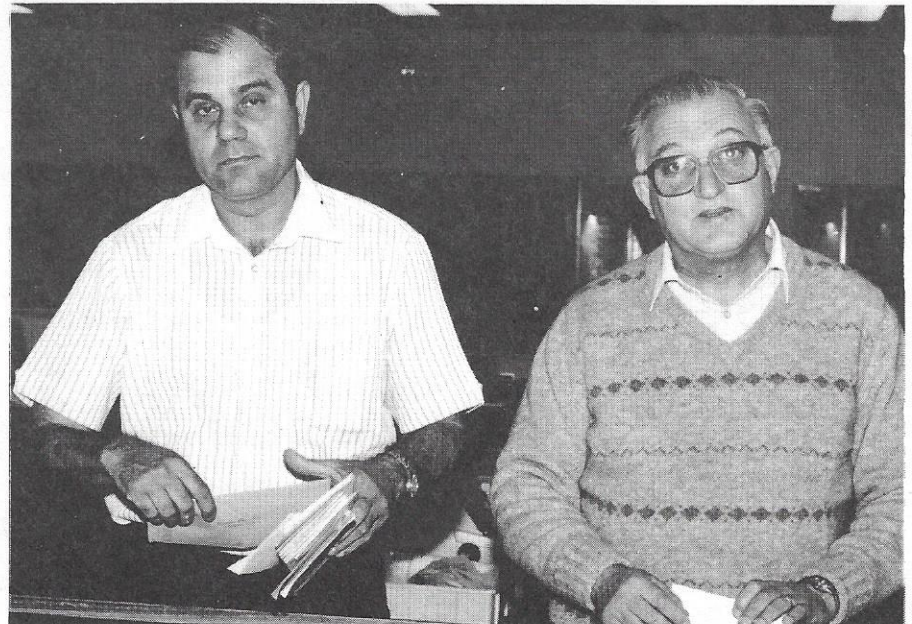
The sorting takes three to four hours according to the quantity received, with two or three men allocated to the job.

There are about twelve people involved daily in the collecting and sorting of mail in the South building.

After sorting and bundling, the letters are placed on the slitting table, where the slitting machine opens the top part of the envelope leaving both sides to be slit manually. The slitting machine only opens about half of the mail, due to odd envelope sizes.

The rest is done by the clerical officer who spends 7.6 hours a day, opening, slitting, stamping and sorting documents into their respective pigeon holes to be distributed to various departments.

The work of the mailroom in pre-sorting, batching and streamlining all incoming mail greatly facilitates the functions of the various areas of the Authority which it services.



Robert Wilson and Robert Fuller at the sorting table

## SECTION LEADERS LUNCHEON

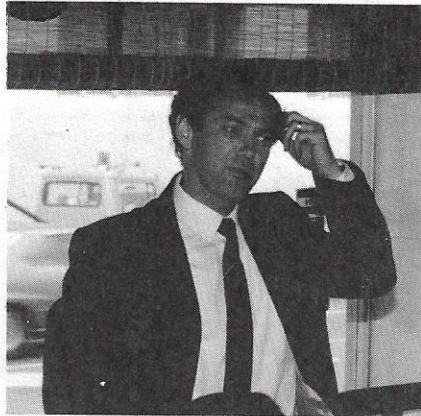
Middle Managers in Traffic Management Division had their annual Section Leader's luncheon at Colombar's Restaurant on Wednesday 18 September 1985. The luncheon was arranged to allow Section Leaders meet socially and have a break from the every day routine.

The social interaction is seen as a valuable means by which Section Leaders can improve communications and understanding of the Divisions' activities.

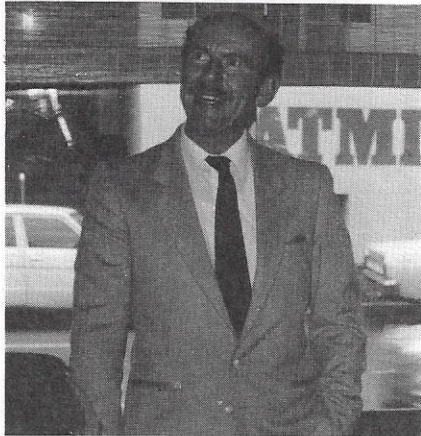
Guest speaker Inspector David Axup from the Traffic Operations Group in his speech "Is there life after fairways?" wittily outlined his perceptions of traffic dynamics loosely referred to as the AXUP THEOREMS OF TRAFFIC FLOW.

Graeme Hodge and Phil Cornwell entertained their colleagues with a musical treat in which various Managers did not escape a mention.

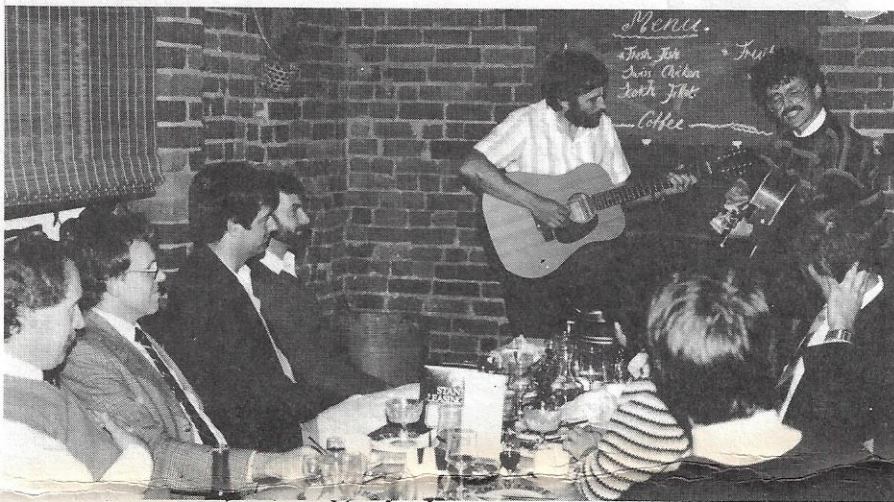
A good time was had by all and the calls for "more, more", rang to the rafters.



George Giunamarra introducing



David Axup waxing lyrical



Phil Cornwall and Graeme Hodge entertaining

## SAFETY FIRST



Back Row Geoff Kloot, Jim Mathieson, Trevor Prowse, John Niksic, John Smith.

Front Row Gordon Burvill, Lisa Aarons, Geoff Masterton, Adrian Beynon.

The first Industrial Safety Committee in the Authority was initiated by Traffic Signals Installation and Maintenance Sub-Group in mid 1984.

The Committee's objectives were to encourage safe working practices, to investigate on-the-job accidents and to look at new equipment and work methods that would improve the safety of staff and of the public.

"The combination of 240 volts and working in among fast moving traffic can be quite lethal", according to Sub-Group Manager Geoff Kloot.

The Committee has up to ten members of whom four are permanent including Geoff as Convenor, representatives of the Electrical and Civil staffs, and the

Occupational Health and Safety Officer John Smith.

The other places are filled by rotation from the Field and Workshop Electrical staff the Civil staff and the Store staff.

The results of the Committee's work has been so successful that details of its operation were sought by Rod McDonald of Personnel and Employee Relations as similar Safety Committees are being established throughout the Authority.

The Committee has been very successful and so it is proposed that it continue in its present form when the more formal committees are established to satisfy the requirements of the Occupational Health and Safe Act.

## Accident Investigators

Vehicle maintenance defects seem to cause less than six per cent of motor vehicle on-road accidents. However this six per cent accident rate is significant and efforts should be made to reduce it.

Also very little is known about the effect of vehicle construction or performance on the cause of accidents, or on their severity, in terms of injury and damage.

The Authority investigates selected crashes to determine what does happen to vehicles in accidents.

Ron Smith's Vehicle Standards and Investigations Branch of the Vehicle Engineering Group has this task. Charles Ackerman and Mike Bishop do most of the investigative work, often assisted by John Grasso.

The Authority's stated aim for the team's work is to determine how the design, construction or state of maintenance of a vehicle may have contributed to the cause or severity of an accident, and to use this information to improve standards of vehicle design, construction, maintenance and repair. There is no intention or attempt to establish responsibility or blame for an accident - that is the role of others such as the Police.

Obviously the team can only look at very few accidents - the tip of the iceberg, perhaps.

Accidents which have a high profile are given a high priority.

For example, trucks have a high potential for causing serious injury and damage.

Results of investigations are applied in practice by taking up design and construction problems with vehicle manufacturers and maintenance and repair problems with operators and repairers.

Findings can also be published in motoring and trade magazines to inform the public of problems and, if warranted, new regulations can be introduced in Victoria or proposed nationally.

The Authority is the only regulatory body in Australia with a continuing program of examination of vehicles involved in accidents. The team feels it will be able to contribute valuable information to the rest of the country from its work. Recognizing that investigation of accidents generally relates to only part of the road safety problem, Charles suggests an interesting analogy.

"When doctors come up against a sickness they can't cure, they concentrate on treating the recognizable symptoms to give the body its best chance of healing itself.

"Perhaps poor driver behaviour or performance is the main symptom of the road safety sickness. The Authority and others treat this by using all sorts of publicity to make people THINK and APPLY safety measures on the roads at all times.

"We could consider poor or inappropriate standards of vehicle construction as another recognizable symptom, perhaps a minor one. One way to treat this is by identifying and attempting to eliminate specific problems with vehicles.

"I feel that by doing this we also make a significant but largely unrecognized contribution to the treatment of the main symptom by re-inforcing the efforts to make vehicle operators THINK and APPLY road safety measures".

Charles recently addressed the Victorian Centre of the Institute of Road Transport Engineers on the Authority's accident investigation role and achievements to date.

Arrangements are also being made for Ron Smith to present a paper on this subject at the Society of Automotive Engineers Pacific Conference on Automotive Engineering in Jakarta later this year.



## Christmas Raffle



Pat Carrol and David McKeown with the giant \$150 Christmas Stocking which the Social Club are raffling this month.

# How Now - Brown & Co.

Traffic safety education is alive and well in Victorian schools ... thanks to Howard Brown and the other members of the seconded teacher team in RTA's Educational Services Section at Hawthorn.

New members of the team were introduced in the April edition of Round+About.

Since then the three consultant teams — in the Roadwork, Bike-Ed and Post-Primary areas — have been busy promoting traffic safety curriculum units in schools.

Their methods are vastly different to those employed by Howard Brown years ago.



These days, high priority is given to providing teachers with support in the development and implementation of traffic safety programs in their classrooms. To do this our seconded teachers provide information and practical in-service programs for other teachers either within their schools or at Education Department Regional Centres.

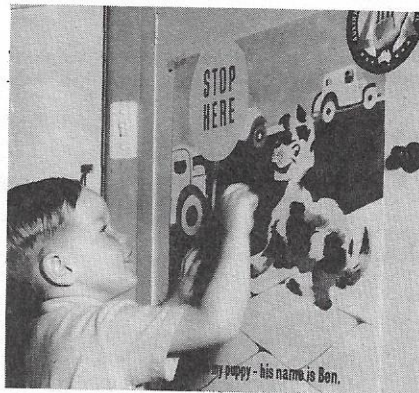
Apart from routine consultancy (which seems to keep the teachers out of the office and away from the lens of Round+About's camera), the teacher team members are working on several interesting projects.

Vicky Hayward and Linda Ivett are currently writing material to help teachers make the best use of the Roadwork pedestrian safety kit which is now in all primary schools.

Barring unforeseen calamities, this material will be available early next year.

A recently completed Bike-Ed promotional video has kept consultant John Hazlett creatively occupied. The video will be used to promote the Bike-Ed program to teacher and parent groups.

John has joined forces with fellow consultant Peter Mark in the production of a "T.V. Ed" program on Bike Ed and cycling safety. The program is screened by Channel 7 for primary school children. The "John and Peter Show" went to air on September 19.

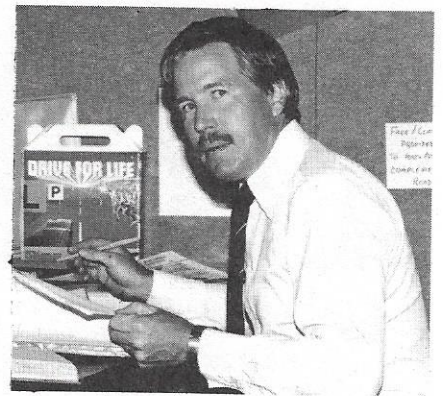


Howard then ....

More "T.V. Ed." programs are on the drawing board. The next production will star our other Bike-Ed team members Ben Cannamela and Keith Owen.

The Post-Primary duo, Angela Ryan and Chris Nolan are also currently involved in production of a promotional video. It will be shown to teacher groups, parent groups and school councils to heighten awareness of traffic safety issues and availability of RTA produced post-primary units.

The units, which include "Teenagers,

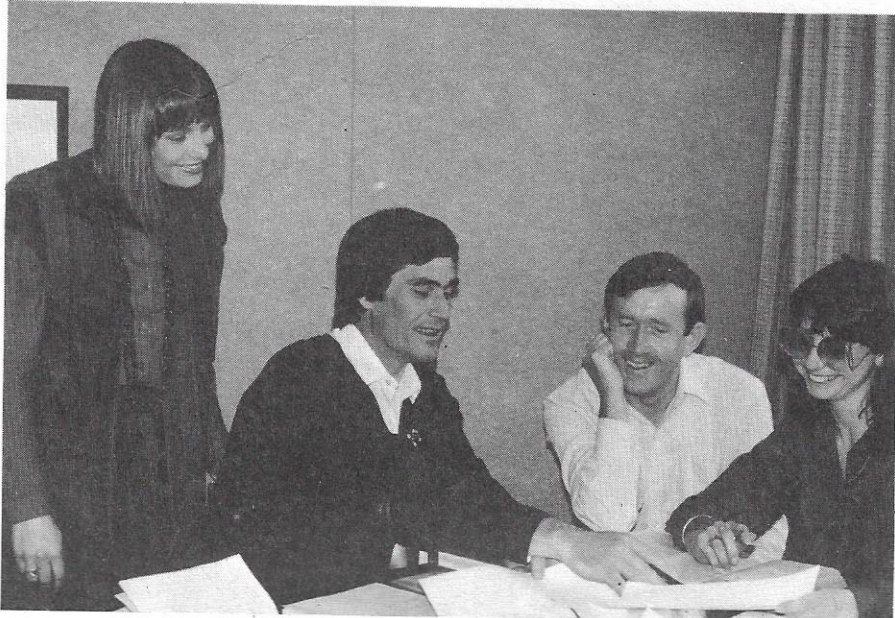


..... and now

Alcohol and Road Safety", "Roads and Traffic", "Science and the Road" and "Surveys", cover several subject areas. So what's Howard Brown doing these days?

He is third member of the Post-Primary team and is following through the final production stages of a further curriculum unit, "Survival Trails".

(Ed. The character "Ben" as seen in the poster pictured on this page is an imaginative character, and bears no resemblance to any member of the Bike-Ed team.)



Linda Ivett, Ray Taylor, Denis Addicoat and Vikki Hayward



Chris Nolan and Angela Ryan

## Recruitment

One experience that every employee of the Authority has in common is the process of recruitment by which they were selected as members of staff.

We have all responded to a "Position Vacant" advertisement, been interviewed and selected; but what goes on behind the scenes is far more complex than this, as Grace D'Agostino of Recruitment Section explained.

Grace, 22, from Coburg, has been with us since 1981, was promoted from Records section to Assistant Training Officer in May 1984 and has since recently been working in the Recruitment Section.

"Recruitment is the process of selecting staff to fill vacancies", Grace said.

"Manpower Planning, which is responsible for the organisation structure of the Authority, reviews vacated positions and produces a duty statement in consultation with the line manager.

"The line manager defines the objectives and functions of the position, the duties involved, and the qualifications and experience required on the Position Description form.

"Using a Points Factor Evaluation System, Manpower Planning determine the value or classification of a particular job from the Position Description on the basis of factors relating to job requirements".

Recruitment section participation begins with advertising of the position internally and/or externally, as appropriate.



Grace d'Agostino and Steve Marsden

"Steve Marsden, Fay Gibson and Cheryl Watt prepare the ads based on details in the Position Description, and place them as appropriate. Peter Scott is presently on holidays in Europe and Ines Ferraro has recently joined the section under the Youth Guarantee Scheme.

"Responses to the advertisements are sent to line managers for shortlisting and subsequently checked by Recruitment; the objective is to compare each applicant with the Key Selection Criteria.

"Recruitment sets up the interview panel of line manager, associated management representative and a representative from Personnel.

"If there is a female applicant to be interviewed, there is generally a female representative on the panel. The Personnel representative has a responsibility to ensure candidates are treated equitably.

"The panel pre-reads the shortlisted applications, elects a chairperson and decides who will cover which areas with the interviewees.

"Basically their task is to judge candidates against the selection criteria and to pick the one who comes closest to these criteria.

"After the interviews the panel produces a report of who was interviewed, when and where, and provide reasons for selection and non-selection of all candidates.

"The panel report goes to the General Manager-Personnel and Employee Relations, or his nominee, who ratifies the selection of the chosen applicant; the panel does not appoint the candidate, just recommends his or her selection.

"Notice of provisional appointment is advised in the weekly Personnel Notices to allow any interested parties to lodge appeals against the appointment; Maria Gregory, Secretary of the Appeals Committee, is responsible for dealing with such appeals.

"If, after two weeks no appeals have been lodged, notice of confirmation of the appointment is posted in the Personnel Notices.

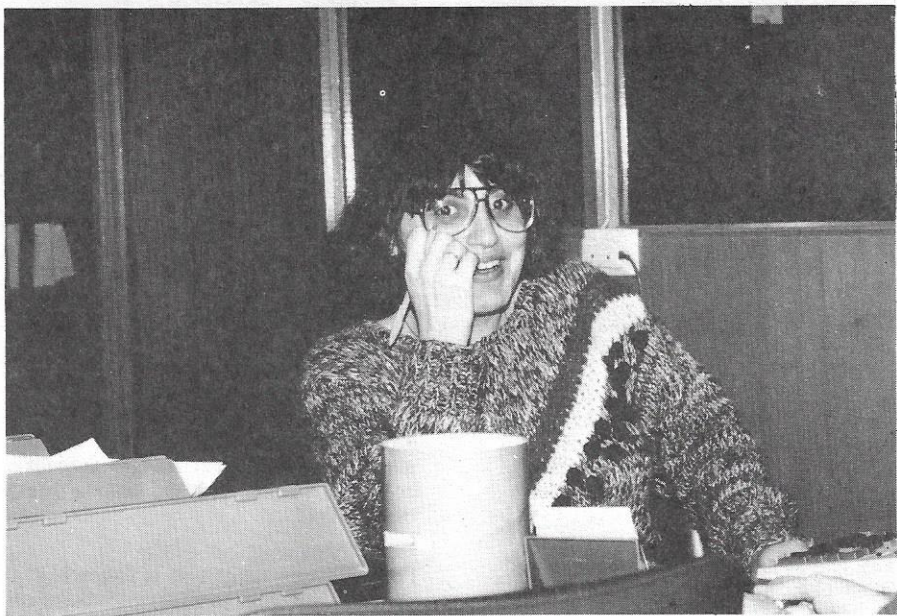
"If the appointee is from outside of the Authority, Recruitment organises the written offer of employment and negotiates starting date, induction and so forth".

Grace's personal interests include aerobics, social gatherings, cooking and dressmaking.

"I like to go to movies and plays and discos - I take life as it comes and try to enjoy every day.

Another of Grace's interests is travel - she hopes to travel to Europe next year when she will also visit Abbuzzo in Italy to see her many relations still there.

**GREENSBOROUGH**

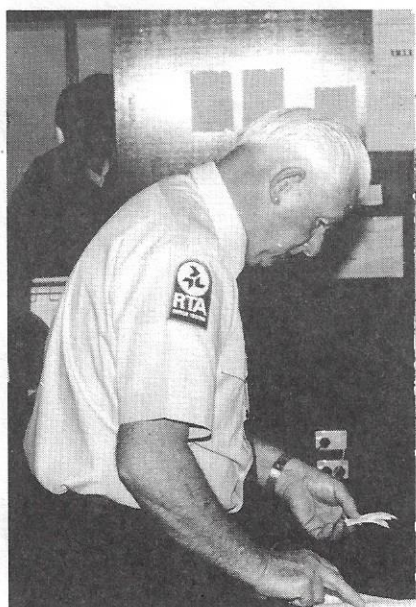


*Lucy Fragapani*

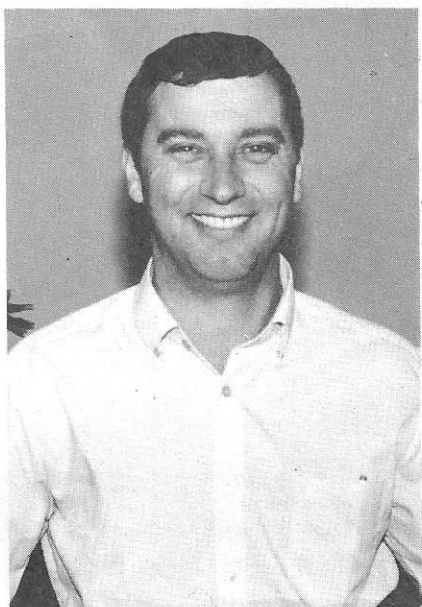


*Wally Prentice and Angela Kellerman*

**round+  
about** the suburbs



*Charlie Webber*



*Alan Jackson*



*Leanne Wilson*



*Chris Armstead*

**BRAYBROOK**



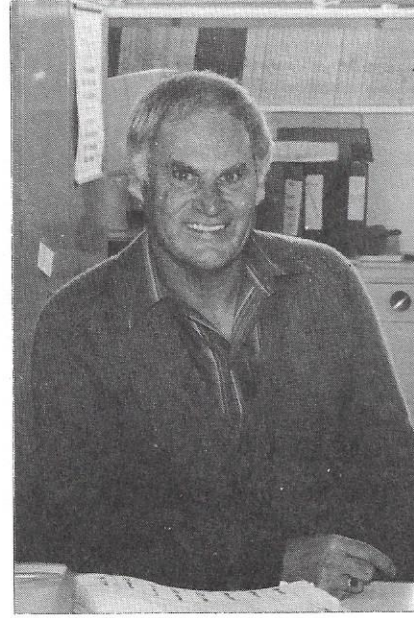
*Sharon Baily*



*Phillip Kolmus and Anna Prato.*



*The Braybrook Boys — Joe Rizzo, Jim Duff, George Grech and Ian Salter.*



*Bill Whitmore*

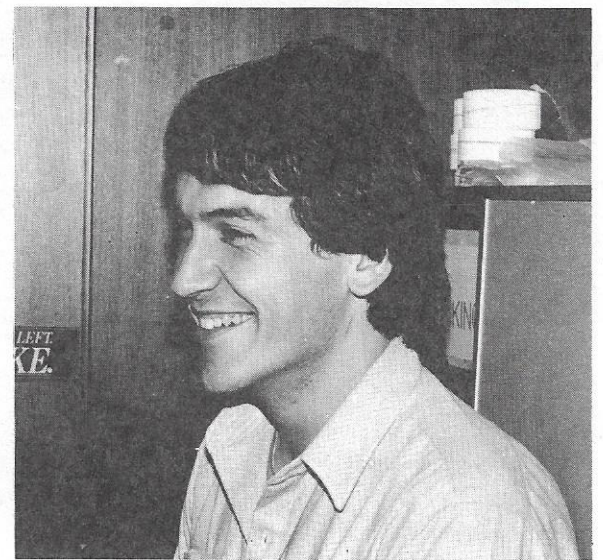
**FERNTREE GULLY**



*Laurie Lyons*



*Arpy Racky*



*Sandro Zimmari*



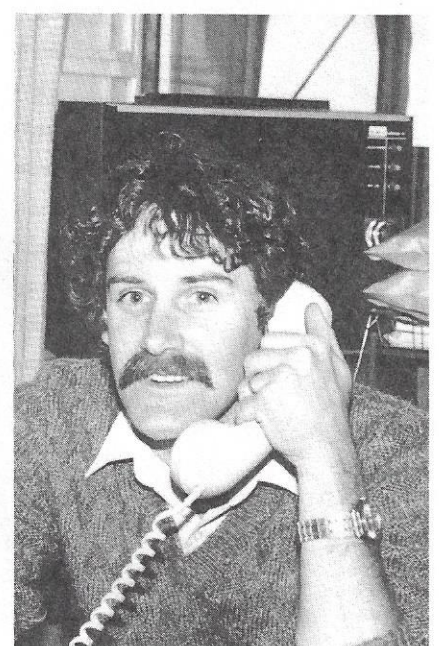
*Trevor McDonald*



*Jenette Adams*



*Michelle Wearne*

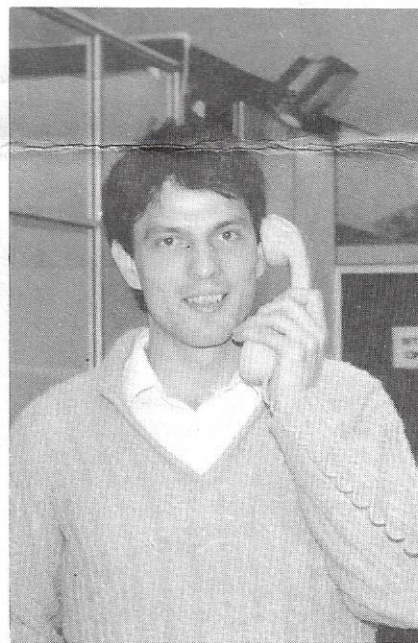


*Chris Coutts*

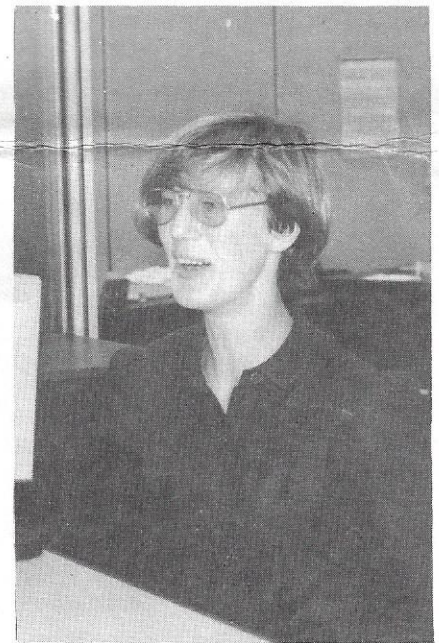
**PASCOE VALE**



*John Britec and Frank Swithinbank*



*Vic Bellic*



*Maria Karpic*



*Laura Kalinowski*



*Sue Lightbody*

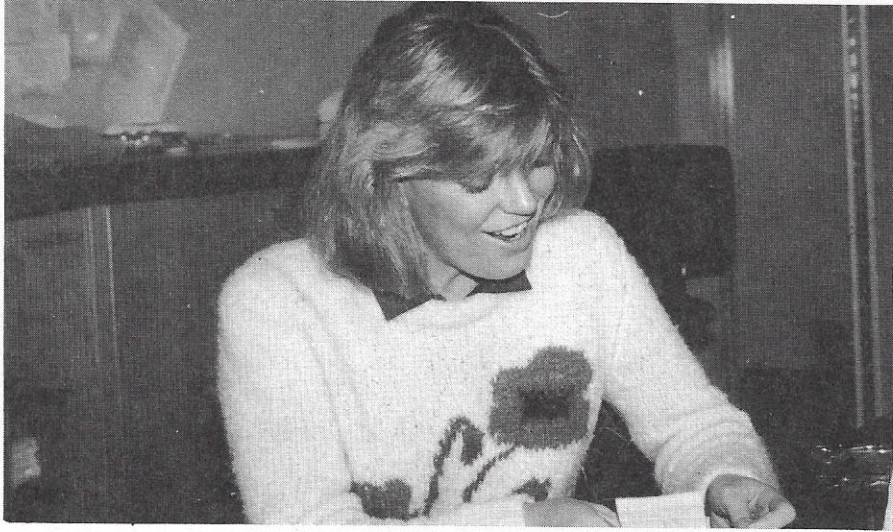


*Ken Swift*

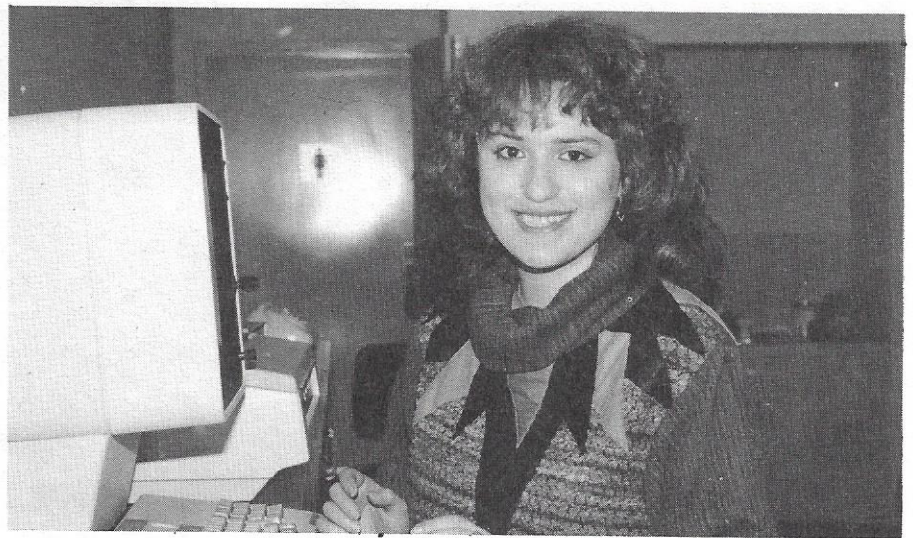


*Ken Evans*

## CAMBERWELL



Anne-Marie Rodwell



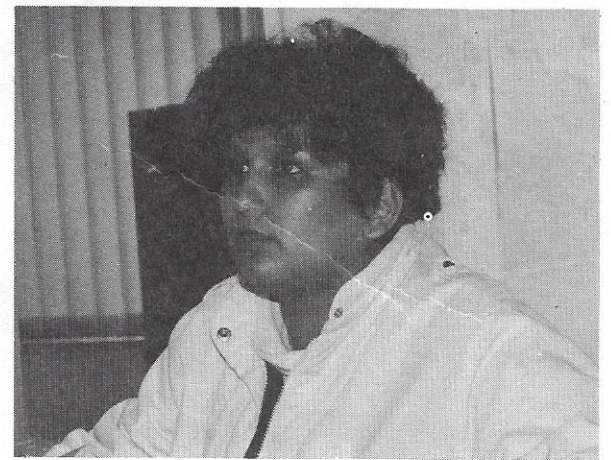
Yas Christides



Patrick Daniels and Alan Barkley



Val Gilmour



Cheryl Varney

## BLACK SPOTS

The Third National Local Government Engineering Conference held recently in Melbourne University covered a range of subjects including municipal management, water supply treatment, traffic management, environmental engineering and waste disposal.

Delegates to the conference came from all over Australia. Various members of the Traffic Management Division attended the conference and reported worthwhile discussions and contacts made with a number of delegates.

Three papers were presented at the conference by members of Traffic Design Group.

"A Program for Improving the Safety of the Road Environment" by Bruce Corben and Trevor Miller described various aspects of the Accident 'Black Spot' Program being undertaken by the Authority in conjunction with Municipalities and other Authorities.

A 'Black Spot' is a site with a high incidence of road accidents. Once identified the site is investigated to establish what measures can be taken to improve the safety at that site.

To date over \$5 million has been spent to improve safety at almost 300 sites throughout Victoria. In 1985/86 over \$6.5 million has been allocated to the Program to treat approximately 175 Accident Black Spot sites.

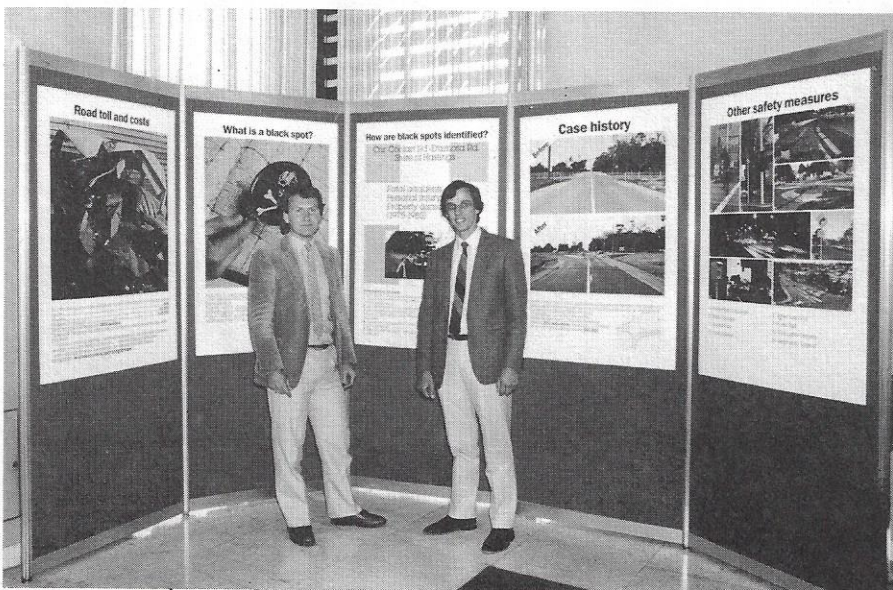


"Pedestrians and Cyclists at Roundabouts" by Philip Jordan presented the results of two accident studies carried out to examine the safety of pedestrians and cyclists at roundabouts.

"Application of New Technology in Traffic Studies" by George Giummarra discussed how the use of personal computers has enabled a more efficient means by which traffic data can be collected in the field.

An Accident Black Spot display was prepared specially for the conference by Greg Rowe of Public Relations and George Giummarra.

The display highlighted the high cost of road accidents, the selection of sites with high incidences of accidents and the investigative process to establish the most appropriate treatment. It also showed a sample site before and after treatment, as well as other measures that can be used to improve road safety.



Bruce Corben and Trevor Miller with display

## Top Towns Awards

Municipalities and Police Districts with the best road safety records in 1984 were recognised by the State Government on 18 November last.

The Transport Minister, Mr Tom Roper, and the Minister for Police and Emergency Services, Mr Race Mathews, jointly presented the annual Road Safety Achievement Awards.

Mr Roper presented the awards to the Shire of Newstead and the City of Maryborough.

The ceremony was part of the launch of "Operation Countdown", the Police campaign aimed at reducing the road toll.

Mr Mathews presented the awards to the Police District winners, Melbourne and Corangamite.

"Melbourne Police District A, supported by Nos 2 and 4 Division Traffic Operations Groups, covering Port Melbourne, South Melbourne and parts of Melbourne City, achieved a 39 per cent reduction in fatal accidents", Mr Mathews said.

"Corangamite Police District K, supported by the No 1 Region Traffic Operations Group at Geelong, achieved a 47 per cent reduction".

Mr Roper said that Maryborough City, with a 51 per cent reduction in reported casualty accidents, won the award for Top City.

"Newstead Shire, which achieved an 88 per cent decrease, won the award in the classification of Shire, Borough or Town.

"The awards are made on the basis of a percentage decrease in reported casualty accidents for the year compared with the average number of accidents over the preceding three years".

Mr Roper said that the awards acknowledged the vital contribution of the local managers of road safety in reducing the road toll.

He said that municipalities and police helped the Government to identify hazardous locations which require improvements, as well as dangerous road behaviour.

Their co-operation was essential to the success of legislative, engineering or educational measures taken to remedy the problems, he said.

The Government is determined to reinforce measures to hit at speeding, drinking, inconsiderate and dangerous drivers.



Cr. Graeme Frecker, President of The Municipal Association of Victoria, Cr. Alan Iskov of Newstead, Cr. Bruce Thornhill of Maryborough, Mr. Race Mathews and Mr. Tom Roper at the award ceremonies.



## Carmel cares



Carmel Fichera, 22, is one of the nine permanent and temporary staffers that keep the Vehicle Securities Register operating.

In the VSR office on the Lower Ground, Carlton north building, Carmel told Round+About that she had had some temporary jobs since leaving school, but had been unemployed before she joined the Authority.

"I really like working here", Carmel said.

"It's a small section and everybody pulls their weight.

"And don't tell them I said so but they are a great group of girls!"

Carmel explained how the Register operated.

"We receive forms by mail from finance houses to register interests in vehicles and to cancel them, which we enter on the computer.

"This means that when somebody is buying a car - a dealer or a private person - he can phone us to find out if there is a financial interest owned by someone else in that car.

"A private buyer can get for \$2 a clear certificate from us on a car which will stand up in court - dealers have to pay \$3 but their certificates are good for 60 days.

"Without the certificate, a car sold with a financial interest still belongs to the finance house, and can be towed away and sold - the buyer has no legal protection".

Work rotation also made the work more varied and enjoyable, according to Carmel.

"We have one girl on the counter, one delivering computer tapes between this office and the south building, and one on 'first phone' - hers is the one that rings first.

"We swap jobs around every week so nobody gets bored and we can all do each others' jobs".

When the phone rings, Carmel explained that she is usually keying in new data onto the computerised Register.

"I change screens, ask for the registration number and then confirm it in phonetic code - you know, Tango Alpha Bravo - before keying in.

"The information comes up instantly and I can say either 'no interest' or else give some information on the existing interest.

"I find working here very satisfying because I am really helping the public and protecting them.

"I like to feel that we give a little more when it is needed - if someone phones in with very poor English, I will help out by contacting the finance house to get the information the buyer needs and will call the buyer back".

The Vehicle Securities Register was established in April 1984 and now has over 250,000 interests on record; last financial year it answered 201,324 enquiries and issued 37,400 certificates.

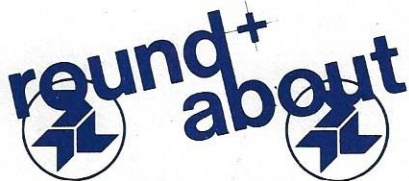
"Tony Powell is the manager of the section", Carmel said, "and Barb Canning is the supervisor.

"The other girls working here are Lyn O'Connell, Marge Aked, Liz Parker, Jan Crooks, Annette Loxton, Mara Mattinzo and Mirella Tozzi".

Carmel's interests include skiing with her brother at Mt Baw Baw as often as possible, knitting, cooking ("but I'm not very good!"), horseback riding and travel.

"I like discos and Italian music - no, not folk, modern Italian music.

"And I hate Heavy Metal!"



## RIDER TRAINING

Motorcycle training seems to have really taken off in the Latrobe Valley. During September, 75% of motorcycle learner permit applicants opted to get their permit via the RTA Motorcycle Learner Permit Course. Considering that only about 23% of motorcycle learner permit applicants throughout the State took the training course in that period. This is a tremendous achievement.

The six hour motorcycle learner permit course, booked through RTA offices and some TAFE colleges, is conducted

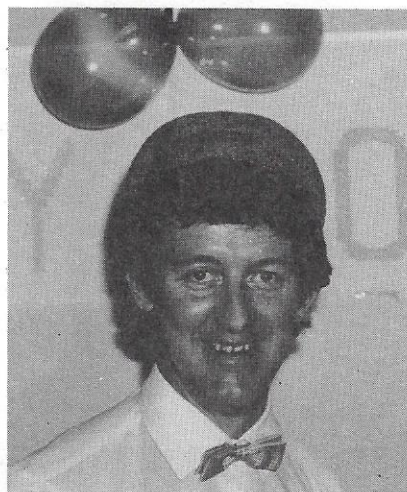
on weekends by specially trained RTA instructors. It not only teaches new riders basic riding skills and defensive riding techniques, but also includes all required written and practical tests by themselves — pretty good value. There's even a three hour preliminary course for people who have never ridden a motorcycle before — again this only costs \$10.

Let's hope Robert Greening, Office Manager, Sue Koolens and the rest of the team at Morwell encouraged by Regional Manager Denis Quinn, can keep up the good work.

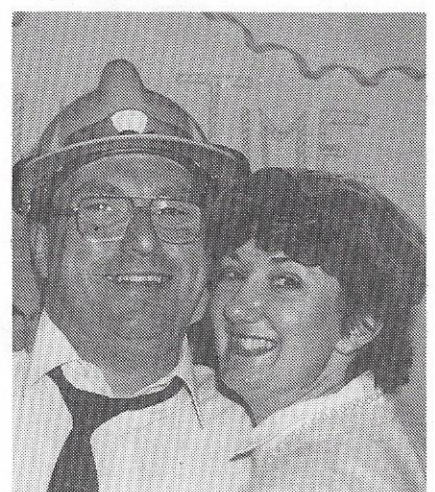
## HAT PARTY IN COMPUTERS

In September, the EDP section organised a "Hat Party" to bring members of their section closer together in a social environment.

The results below may be judged on their merits . . .



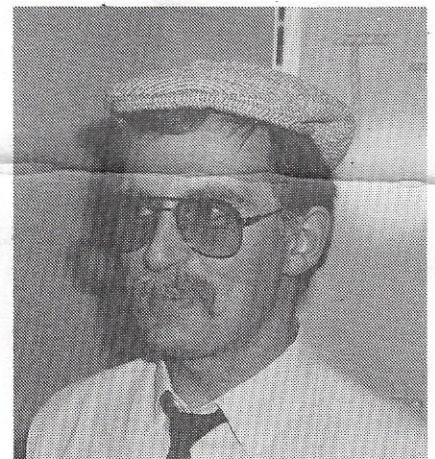
Jack Raleigh



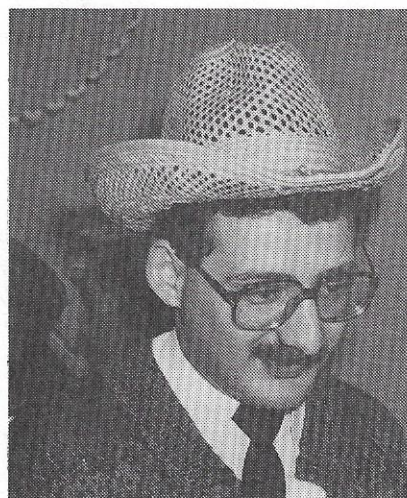
Phil Boug and Sue Pickens.



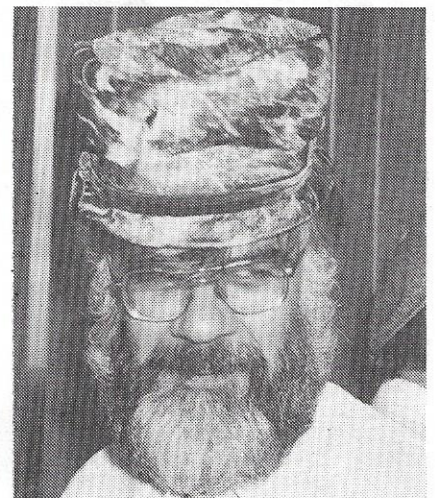
Zita Prasmutas



Mike Ryan



Georges Cascales



Bruce Owen



## ROYAL SHOW

Twenty staff from many areas of the Authority enlightened the public as to R.T.A. activities at this years Royal Agricultural Show exhibit.

Our display consisted of a facsimile of the SCRAM Metropolitan Control room and a smaller area promoting road law knowledge and the Victorian Traffic Handbook.

Judging by the many people who had trouble with the road law questions

the Victorian Traffic Handbook is sure to remain a best seller.

The staff who attended the stand were:

A. Fabris, P. Grima, D. Smith, S. Kouroumalis, V. Cavaliere, K. Treverton, S. Fox, D. Wilson, R. Sinni, G. Higgins, M. Cai, P. Minter, T. La Rocca, A. Santococo, S. Stewart, A. Carr, G. Boltwood, A. Zovi, B. Duketis and L. Petrucelli.

# FERRET

His search for knowledge has brought FERRET into contact with many of the diverse functional areas of the Authority, but perhaps none more interesting than the Regulation and Enforcement Section of General Manager Bob Gardner.

Assistant Chief Inspector - Enforcement Michael McQuillen patiently explained the purpose and functioning of the section to FERRET with the assistance of Highway Enforcement Inspector John Brentnall.

**FERRET:** What is the purpose of Regulation and Enforcement section?

**Michael:** In general we protect the State's roads and road users from each other by discouraging unsafe road practices principally in relation to commercial vehicles.

**FERRET:** What are unsafe road practices?

**Michael:** Basically any matter in breach of the traffic code. The area of involvement would encompass such matters as speed, hours of driving, weight, insecure loading of vehicles and many other safety aspects.

We are also concerned with driver conduct, vehicle inspection and levels of service provided by passenger vehicles.

But don't get me wrong - we are not here simply to penalise the wrongdoer, but rather, by keeping a high profile, to prevent the driver from infringing the road codes by reminding him of the risk he runs of detection.

We perceive our role as one of education and deterrence but obviously within that role, punitive measures are required to effect compliance.

**FERRET:** What are the main offences which you detect?

**Michael:** The greatest number are road safety offences - excess driving hours in the log book, speeding, mass and dimension and load security, and general infringement of road codes.

**FERRET:** Do you deal only with trucks?

**Michael:** No, we are also responsible for passenger vehicles - buses, taxis and hire cars and tow trucks although it is true that trucks do command more of our attention simply because of their relative numbers.

**FERRET:** How many field staff have you?

**Michael:** We have 61 in the metro area and 46 in the country, including Vehicle Examiners. In addition to these we have five clerical support staff and two permanently seconded warrant execution officers from the Victoria Police. Country officers tend to be more generalist compared with the metro officers, whose work is of a more specialist nature.

**FERRET:** What sort of work do your officers do?

**Michael:** Just about everything - passenger officers inspect taxis and buses for cleanliness, condition,



Mike McQuillen, Arlette Nasralla and Christine Stavridis

driver certification and meter seals and tariff lights in taxis. Driver dress is also inspected although the old directive that drivers wear clothes "of a sober hue" no longer applies.

They investigate complaints from the public about the industry in general, misconduct of drivers, late or non-arrival of booked taxis, overcharging, not taking the most direct route, refusal of fares and charging of incorrect tariffs.

There is considerable industry contact where officers display important public relations skills for the Authority. The image of the Authority is enhanced by this personal contact.

We examine vehicle safety through the Vehicle Examiner network. We also investigate complaints about

Steve Lawrence measures height



Rob Carboon checks a log book



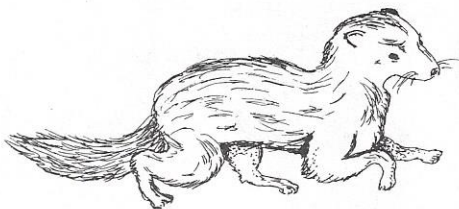
buses and tow trucks. Highway Enforcement officers cover the safety matters I have already explained.

**FERRET:** Have our officers got any special powers?

**Michael:** They have the same authority as the Police in relation to traffic matters with the exception of the power of arrest.

**FERRET:** How are they equipped?

**Michael:** Our marked cars are the best equipped emergency vehicles in the State - five litre V-8 Commodores with two CB radios, an AWA 2-way radio, TARA phone system, a very sophisticated electronic stop watch/odometer for speed and distance measurement called an Electrotector, the Kustom Falcon hand held radar speed gun, a portable



Steve and Rob measure length while George Olsen talks to the driver and owner



Rob pointing out an unacceptable tyre tread - the broken indicator was also noted



weighing device, tape measure, height stick, reflective clothing, flares, yelp and wail sirens and PA system.

**FERRET:** Why is all that equipment needed?

**Michael:** Because not only is a good officer constantly alert for any type of road code offence, by any sort of vehicle, but we have several additional functions.

The Authority is responsible for the safety of school buses in bushfire and other danger periods - in February our people called on every school in the state that used school buses in fire risk areas to ensure that new teachers in particular were familiar with fire procedures. Our officers liaise with the Police, the SES, the MMFB, the CFA, local councils and the Department of Education on DISPLAN.

Our officers are responsible for checking vehicles and drivers of buses which enter the snow resorts to determine whether the vehicle has been authorised to enter the hazardous area and further that the driver has undergone the appropriate training to enable him to safely convey passengers in snow conditions. It is a very important safety role carried out by the Authority.

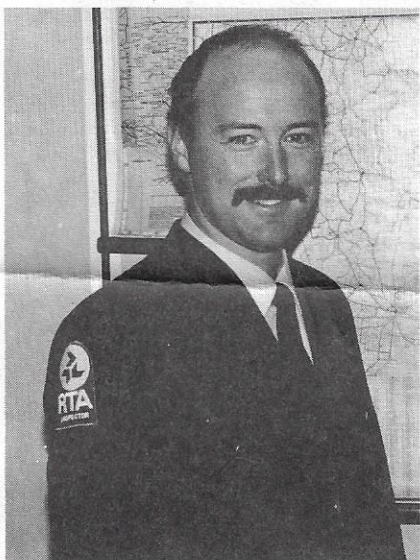
We can be called on to supervise overdimensional loads by the Mass and Dimension section and spend one day travelling at 10kmh in front of a 600 tonne low loader with our light bubbles flashing; the next day we could be performing duties of a completely different nature involving prosecuting a contentious case in court.



Frank Melville



Andrew Douglas, Bruce Steele and Rob get stuck into the eternal paperwork



Colin Warren



Asta Walker



STAR OF THE SEA  
PRESENTATION CONVENT  
BRICKWOOD ST.,  
GARDENVALE 3185

Dear Mr Shea,

This letter is meant to thank you and the girls working in the offices for dealing so kindly with my request re taxi half fares. I am very grateful for the concession.

There is no need for me to tell you that I will be sitting in a taxi very rarely indeed; but there are the very special occasions as were stated on my application when there would be the genuine need to call one. You see, now that I have discontinued school teaching and have some free time (before complete immobility sets in) I help here, there and everywhere, when the need screams.

The ones I most enjoy helping are the alcoholics who feel the great need to stop drinking. The recovering alcoholics are just beautiful people and when genuinely sincere in their efforts to recover they mount to as great heights of happiness as the depths of dejection to which they sank when drinking out of control. In your careful handling of my application you too helped in this great work as we all help those less well-off than ourselves.

Again I thank you and will keep you all in my prayers.

Gratefully yours in Christ

Sister Mary Lua

**FERRET:** Is much of the work like that?

**Michael:** It is a very interesting job with many diverse aspects - we do route surveys for heavy loads, we address the Victorian Farmers and Graziers Association meetings on grain loadings and farm equipment on roads, we investigate bus schedules and taxi licence applications - its not exactly Starsky and Hutch! But it has a great deal of variety. It is very difficult to succinctly describe all our responsibilities in a general sense. The area of coverage is large.

**FERRET:** What sorts of problems face our officers?

**Michael:** The main problem is one of public recognition of the authority of our officers - many of the public do not know of our powers. If we get a recalcitrant driver we call in our seconded policemen or the local Traffic Operations Group of the Police because they are more likely to understand traffic matters.

But in the main our officers handle the on-road difficulties or confrontation themselves. They need to be skilled in communication and display a high level of tact and discretion.

I think our officers do a very good job in difficult public contact areas in particular.



George Olsen recording axle loads

**FERRET:** Are there any particular character traits that you look for in job applicants for Enforcement positions?

**Michael:** No, although our officers have got very definite character strengths. These strengths are developed by working either alone or with a partner in situations where tact and discretion are essential.

The principal strengths that our officers develop are those of self reliance and initiative. Another learned trait is that of assertiveness, and again there is the tact to deal with what can sometimes be an explosive situation - the truckie who is behind time, has possibly had trouble with his rig and who already has enough problems on his plate can easily take his frustrations out on an enforcement officer he regards as harassing him.

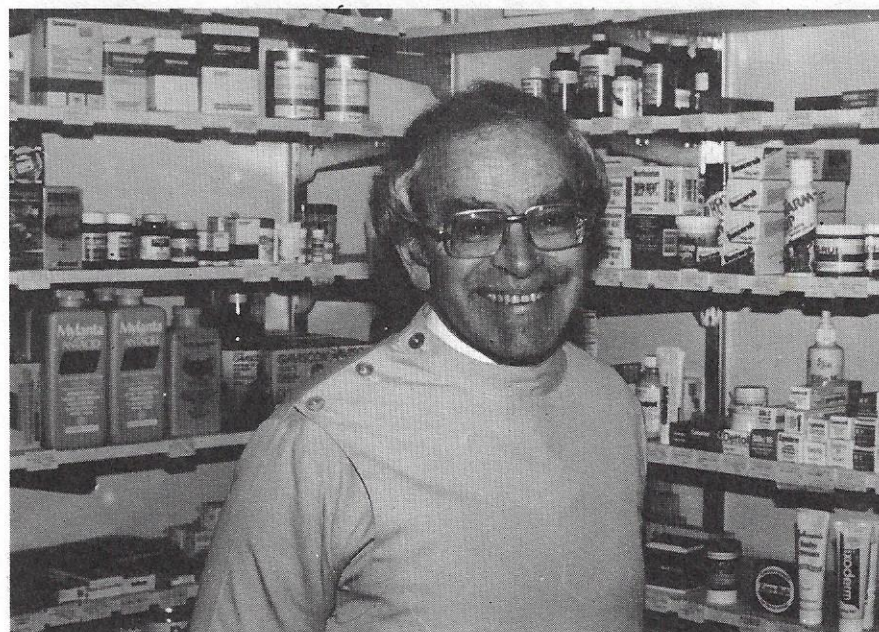
The Enforcement Branch is an area I am proud to be part of. The officers act in a professional manner both in conduct and driving skills.

The Branch is undergoing change, like most areas of the Authority. I believe we are adapting well to those changes and hope other members of the organisation perceive the Branch fulfilling an important role in the Authority.



Peter Moncrief

## Good Medicine For RTA



**Cr Bob White** joined the Authority as a representative of Local Government just one year ago. Bob, a pharmacist of 25 years standing, lives in West Brunswick with wife Elisabeth, who is a nursing sister at Western General, and children Natalie, 13, and Brendan, 12.

He is also a member of the Executive of the Municipal Association of Victoria, and sits on the MAV Roads and Transport Committee.

Bob's interest in traffic matters was developed on the Technical Services Committee of Brunswick Council, which was heavily involved in traffic management.

"As a councillor in an inner suburban area my main interest is in making life more tolerable for inner suburban dwellers", Bob said.

# Sports page

## SNOW

by Silvan Pettirosso

It was 4.45am Sunday, 8th September. We had two buses, full tanks of fuel, it was cold and everyone was wearing dark sunglasses.

No it wasn't the Blues Brothers! It was the R.T.A. social club snow trip to Mt Buller.

Ninety workers and friends from the Registration and Licence Divisions of the R.T.A. gathered in the car park of Lygon Street offices.

There they were greeted with an early morning "cuppa" with freshly baked buns and croissants to prepare them for the long bus trip which lay ahead.

By 5.45am it was time to hit the road and despite having to travel for five hours, the people found plenty to occupy themselves on the buses with talent quests (or lack of), singing, joke telling and funny tricks with bananas.



Tony Ziegelaar, Albert Zapparratta, Lou Petrocelli and Vivienne Gubana with winning snow person

The hiring of the ski gear was done at Mansfield just out of Buller, so that once we hit the mountain it was all systems go.

The few experienced and brave inexperienced skiers tried their hand at skiing Buller's slopes while the majority of people opted for the more placid activities of snow ball fights, sight seeing and exercising their arms at the Arlberg Lodge.

Barbecue facilities were provided by the bus company for lunch and this preceded the wonderful snowman making competition which pitted Cashiers Division against Drivers Division.

Cashiers won the keenly fought contest, taking the trophy in a split decision.

Most of the decent snowman makers from Drivers were skiing at the time of the contest.

Unfortunately, such an enjoyable event had to end after waiting for a few of the more eager skiers to return (or not to return) we departed the mountain at 4.00pm.

Much of the fun and mayhem which accompanied us on the trip up continued on the bus trip home, with footy and soap making up most of the conversation.

After a short stop for tea in Yea we arrived back in Melbourne at 9.00pm, a little tired and sore but all agreeing that it was a most successful day.

Credit and thanks must go to the very enthusiastic trip organizers Pat Carroll and Evelyn Papadopoulos.



Liz Morley, Maz Lawrence, Martess Camilleri, Pat Carrol and Angelo Herft all not skiing

## AEROBICS



Evelyn Papadopoulos with her aerobics class

**Monday, Wednesday, Friday,**  
From half past twelve to one  
A dozen girls gyrating  
Losing grammes and having fun.

Aerobics classes are held three times each week on the ninth floor of the north building under the direction of instructor Evelyn Papadopoulos.

Usually about a dozen girls turn up, and sometimes as many as four guys if the weather has not allowed them to go for their usual midday jog.

"It's very good for the heart and lungs" says aerobics fan Liz Morley

"It keeps you fit, tones up your muscles and helps to keep you relaxed all day at work".

Liz has been going to the aerobics classes since Evelyn took them over three months ago.

Liz and Evelyn share another sport - they are both Marathon runners.

Evelyn has her first full marathon coming up in October - the Big M run from Frankston to the Arts Centre which she hopes to complete in three and half hours.

Liz is a veteran of three Big M's and of another marathon sponsored by Avon from Manley Beach to Sydney.

"My ambition at the moment is to run in Honolulu - it would make for a beautiful change of course, and the air fares are half price for competitors.

"But to get back to aerobics, it is a great help for someone in a sedentary job.

"Many people don't know how just jumping about gives you a younger view of life and keeps you looking young.

"If you eat right and wear the right shoes you can come to no harm in aerobics.

"And it doesn't just keep you looking good, you feel good as well!"

## VOLLEY BALL

by Graeme Hodge

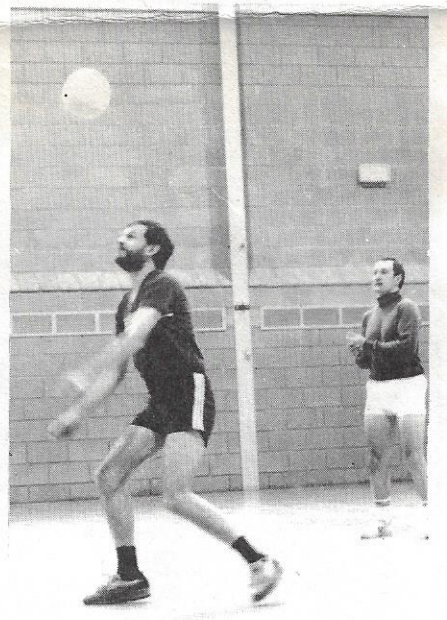
Once upon a time there was only one volleyball team representing the Traffic Management area.

Now, a few years later, there are no fewer than seven RTA teams playing volleyball during lunchtimes at the Hawthorn Recreation Centre.

These teams revel in such names as Whinges, Zaks, Playmates and Mongrels.

Despite the names, the sport is a great social and team building one, and many find that the lunchtime exercise also clears the head for Authority work!

New players are welcome and should contact Frank Wollard on 810 2568.



Clive Mottram goes for the ball as John Cleeland looks on



"Do you give up now?" Graeme Hodge asks downed opponent from Hawthorn City Council