

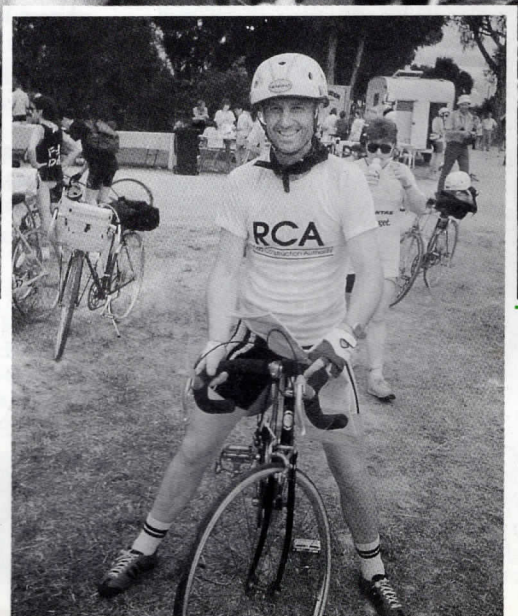
Interchange

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Tel 2584, 2160, 2551

The Great Wet Victorian Bike Ride – page 7



Also inside: Ned's Last Stand At
Glenrowan – page 3.

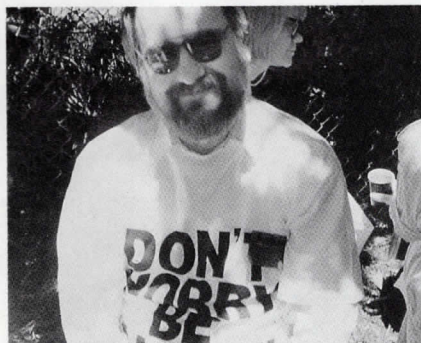
Winners of our Interchange/Age
Good Food Guide – back page

Cover:



The RCA was a major sponsor of the 1988 Great Victorian Bike Ride. Our cover shot shows a somewhat damp Steve Fyffe (Program Development) and Kevin Fox (Corporate Affairs) battling the elements during a downpour early in the ride. The fifth annual cycling event was also the wettest ever - but who could complain, it WAS called the "River to River" bike ride. Inset: Part of the RCA contingent, Jim Morse from Metro. Full story, page 7.

What, me worry?



Not looking at all worried is a happy Gary Fraser (Information Services) at the Head Office Christmas party. More shots on page 19.

Who's who at Interchange?

Interchange is the staff magazine of the Road Construction Authority in Victoria and is produced by the Corporate Affairs Section, Head Office, 60 Denmark Street.

Editorial team consists of John Allison (2584) and Kevin Fox (2160).

Contributions:

We accept both colour and black and white prints and prefer them to negatives. Please make sure all photographs have captions and a return contact.

Contributors should appreciate that the editorial staff may have to edit material for reasons of clarity or space. Interchange is printed by the RCA Graphic Services at Head Office. Typesetting and final layout: Jan Davey, Kim Edmonds and Jurgen Heselschwerdt; photographers: Barry Sawyer, Bill Jansen, Theo Anagnostopoulos.

Got something for Diversions? Ring the Humour Line: 2160!

Diversions

Where to from here?



Confusion at a road junction in Wellington, New Zealand. Pix courtesy 'North & South' magazine.

* * *

Jim Jacobs and Bob McPherson, both Experimental Officers in Materials, bit off more than they could drink on the recent Caltex Bike Ride.

Seem the pedalpushing pair decided that the best way to tolerate the aching limbs on the bike ride would be to visit each of the pubs on the route: a rather mean feat considering they were freewheeling between Sydney and Melbourne. When one work colleague saw the duo arrive after their hectic, non-stop riding/imbibing ordeal, it prompted him to ask the organisers if they should consider renaming the event: The Caltex Pub Crawl.

* * *

There's never a camera around when you want it.

Yuppie farmers have apparently infiltrated the normally conservative agricultural district around Merideth, northwest of Geelong. Louise Winchester from Corporate Affairs was travelling along the normally tranquil Midland Highway when she and her husband noticed an obviously well-heeled settler rounding up his flock in a nearby paddock—a normally routine mustering job being performed with the aid of his turbo charged Porsche 944.

* * *

"I could never understand how my missus was getting five kilometres to the gallon... whinged the guy from the Depot. "...until one day I saw her pull the choke right out—and hang her handbag on it."

* * *

This definition of a 'consultant' comes from Ian Inglis in Central Gippsland: "that;s somebody who borrows your watch to tell you the time".

* * *

Some of these senior polties in New Guinea certainly take themselves seriously. One Mr Paul Saii, Secretary of Agriculture and Livestock, solemnly inserted the advertisement below in the department's staff journal (and reprinted in the respected Far Eastern Economic Review):

"It is becoming a common practice amongst all and sundry to address and acknowledge as Departmental Head by my first name at the work place. When this is practised by my subordinates, then I consider it disrespectful. If the Prime Minister can address me with either the title of my office or my surname prefixed by "Mr", I do not expect less from my subordinates. If you are not sure how you should address me then the following would be considered adequate:

Secretary
Mr Saii
Sir
Boss
Namba wan
Tau bada
Big man
Select whichever you feel comfortable with—but not my first name.
Paul J Saii
Secretary
Department of Agriculture and Livestock."
Well folks, it does come from Paul... sorry, Namba wan!

* * *

The new digital phones are causing a few headaches in certain isolated pockets of the office in Bairnsdale. Centre to the problem, it appears, is Ian Hedley who keeps his calculator and phone side by side on his desk. One day last month he did some complex calculations on the calculator and-before he knew it—he had inadvertently dialled two police cars, an ambulance and one hamburger with the lot.

* * *

From the Holt & Associates glossary of management terms: "pilfering"—theft by an employee; "fringe benefit"—theft by an executive.

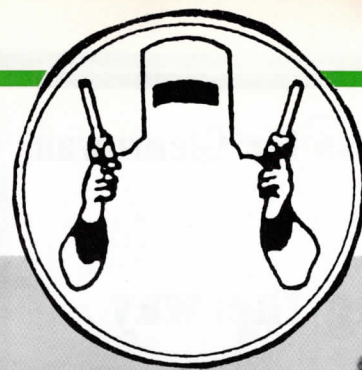
* * *

Financial Review reports that bureaucratic verbiage is alive and well in the US Immigration Service. The government authority recently described a proposed trench to be dug on the US-Mexico border as a "dual purpose border security enhancement project".

Continued on Page 6



Such is life



Ned makes a guest appearance at Glenrowan



At the official opening of the Glenrowan Bypass in December, Ned Kelly didn't steal any gold but he certainly stole the show.

Dressed to thrill in his traditional armour, Australia's most infamous outlaw and his associates made a noisy guest appearance at the opening of the 12km free-way section which bypasses the historic town.

Complete duplication of the Hume from Melbourne to Wodonga moved one step closer on December 20 with the official opening by Federal Minister for Transport and Communications, Ralph Willis and Victorian Transport Minister, Jim Kennan.

The Kelly "ambush" was all part of the colourful ceremony which attracted a lot of locals, as well as RCA staff and members of Parliament.

The bypass extends from Glenrowan West to the south of Wangaratta, and fol-

Under the watchful eye of Mr Kelly and gang, Jim Kennan, Ralph Willis and Helen Allen (from Baddaginnie-Bowser) cut the ribbon

lows a route immediately to the south of the township.

Snow-bound?

The bypass links with the Benalla-Winton section of the Hume which was opened in 1987. A half-diamond interchange at Glenrowan-Milawa Road (Snow Road) will serve traffic bound for the snow-fields and wineries, and an interchange at Taminick Gap Road will provide access to Wangaratta.

The section of the Hume offers magnificent views of the Great Dividing Range, including Mt Hotham, Mt Buffalo and Mt Buller.

Work began in late 1985 and has been completed at a cost of \$31.5 million.



Project Manager, Bill Peyton.

Page 4: Shoot-out at Glenrowan; Glenrowan today; paving the way in the record stakes

A bypass for Glenrowan

from page 3

Paving the way in the records stakes

In the past 12 months more than one record was broken by the hardworking Baddaginnie-Bowser team.

The \$2.8 million paving contract on the Glenrowan project was the biggest single contract let to the RCA.

The contract required placing 332,500 tonnes of wet mixed crushed rock in 21 weeks—between July and December. To the credit of Overseer, Geoff Allen, and his Autograde crews under Overseer Frank Thomson, the job was completed four days ahead of schedule.

"It was a great achievement," says Richard Bush, an engineer on the project. "There was an average of 3,685 tonnes of crushed rock placed every available working day." Richard says that as the weather got better, so did the output.

"Very high and consistent outputs were achieved towards the end of the job, and on November 18, the record was broken for the highest tonnage placed in a day."

The crew made the record books after placing 6,248 tonnes of crushed rock on a 2 km section of the Hume in one day. And to top it off—they were finished by the 6 o'clock news!

"This record, completed with the help of subcontractor, Moreverk Pty Ltd, broke the previous best time carried out on the Seymour Bypass in 1982," says Richard.

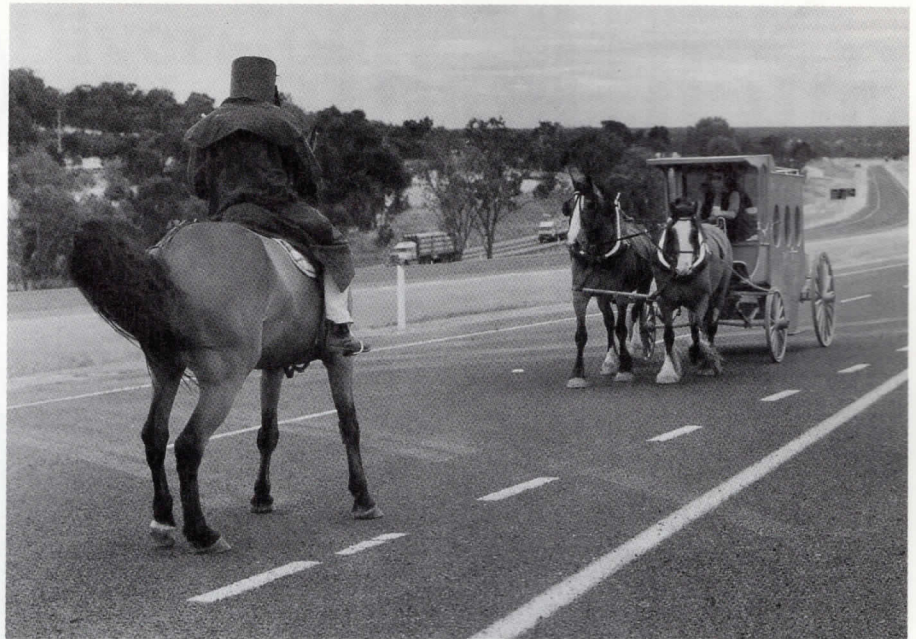
When it rains . . .

Despite more than 170 mm of rain falling in the three weeks before the December opening, the project was fully completed due to the combined efforts of a tenacious team.

Geoff Allen was able backed up by Clerk of Works Richard Baulch, Geoff Morris, Fred Schepis, Terry Grossman and Kevin Hore, plus crew and contractors. North Eastern Region's Bitumen sealing gangs, under Overseers Barry Sleep and Kevin Cooper, carried out priming and sealing under contract to the project.

"They made substantial contributions to the overall effort that enabled us to meet the target date-set three years ago," says Richard.

So, "well done" to everybody involved—and with persevering crews like that around, who knows what the future holds for the Hume? The Wangaratta Bypass opened by Easter, perhaps??



The official coach gets bailed up by Ned's marauding gang on the new section of the Hume

June 1880 – and Ned puts Glenrowan on the map

"... it was the most extraordinary sight I ever saw... I felt fairly spellbound with wonder and I could not speak."

They were the words of a startled witness when he first saw Ned Kelly in armour at the infamous siege at Glenrowan in the early hours of Monday 28 June, 1880.

A shoot-out between police and the notorious Kelly Gang resulted in the capture of Ned and the deaths of his gang members.

Determined to bring the bushrangers to justice, the Victorian Government had earlier sent a contingent of police to the north-east by train.

Kelly legend lives on

Today Glenrowan, 219 km from Melbourne, is an agricultural township with an extensive tourist development based on the Kelly legend.

A popular stopping off point for tourists is the Glenrowan Tourist Centre on the Hume Highway where a giant replica of Ned greets visitors. Highlight of the Centre, however, is a live theatre where you actually can observe a vivid re-enactment of Kelly's last stand. The program presents both the police point of view on the infamous incident as well as the Kelly's story, and is held every 30

Ned and his gang planned to confront the police and ripped up the rail tracks at Glenrowan before holding the townspeople hostage in the local hotel.

Tipped off about his audacious plan before arriving in Glenrowan, the police managed to surround the hotel and carried out a surprise ambush.

In the ensuing battle, Dan Kelly, Steve Hart and Joe Byrne were killed along with a railway worker and the son of the hotel owner. Ned was injured but lived to be tried before a jury for "feloniously and wilfully" murdering a policeman in 1878.

He was hanged at the Melbourne Jail on 11 November with his final words allegedly being: "Such is life".

minutes between 10 am and 4 pm.

You can also buy a comprehensive collection of Kelly relics and souvenirs.

Also on the highway is Kate's Cottage, a replica of the original Kelly family homestead.

Situated on the western slopes of the Warby Ranges, 8km north of Glenrowan, is Baileys, a vineyard founded in 1870 which still has some of the original buildings in existence. A must for field naturalists and picnickers is the Warby Range State Park which provides spectacular views of Lake Makoan and the plains.

About 3km north of the town on the highway is Carr's Wildlife Sanctuary, open daily, which is home to native birds and animals.

Glenrowan has a Motel and a Caravan Park on the Hume Highway.

Spread the word!

by Gerry Turner

There's an old saying "There is nothing surer in life than death, taxes and having to give public speech". Unfortunately, some people have greater fear of the latter. Standing in front of an audience is often seen as one of the more disquieting things in life. And actually speaking in front of an audience is regarded as a daunting task of nightmarish proportions.

Whether it is a wedding speech, an official function or being called on to speak as an expert in a particular field, you can employ a number of techniques that will make you interesting, confident and authoritative. There has been a lot of interest for some time in the RCA about forming a Public Speaking Club. Staff members who, in the past year, attended specialist presentation courses at Westgate have felt they lacked the opportunity or forum to gain practice and consolidate the techniques that they had acquired.

All that was needed was for somebody to get a Club "up and running". Not surprising then, over 50 responses were received to notices placed in the Personnel Notices recently. The feedback was encouraging and it is pleasing to see that a very good cross-section of staff from all levels in the organisation are involved. It is also pleasing to see that 30% of the members are women who identify that they have equal needs to develop their public speaking skills.

A successful inaugural meeting was held on 7th February to form the Club and establish meeting dates and venues. Actual

Club activities are planned to commence on 1 March.

The Club has been divided into two sections—a lunchtime group and an after work group. Initially, both will meet on Wednesdays on a fortnightly basis. The basic aim of the Club is to further develop public speaking techniques which will lead to greater self confidence and self esteem.

You will learn how to project prose rather than prattle.

It will provide a forum for people to practice and gain experience in a variety of aspects of public speaking. Activities in the coming year will cover all facets of delivery and communication.

With public speaking, some people anticipate results too soon and give up with frustration if the skills are not quickly forthcoming. Nobody expects to become a tennis star overnight if they have never picked up a racquet before. Instead, they accept that they will need plenty of coaching and plenty of practice before they develop confidence on the courts. The same is true with public speaking. The aim is not necessarily to become a great orator, but rather to reach a level where you feel relaxed and comfortable and give a confident, polished presentation.

Activities to be covered over the coming year include:

- Impromptu speeches with 10 minutes notice of a subject (a general topic—it won't be on sub-surface drainage installation or soil classification. Work related issues will be introduced later);
- Presentations;
- Chaining Meetings;
- Toasting activities: Introducing speakers; proposing toasts; congratulating the Bride and Groom without using cliches, etc;



- Speech presentation;
- Reading to audiences (expressively);
- Role playing—short plays (no acting experience necessary);
- Debates (nothing too controversial);
- Telling personal anecdotes, tall stories and jokes—and getting the right response from a captive audience;
- Asking questions in public where you don't sound foolish; and
- Relaxation techniques—overcoming stage fright (it even affected Bing Crosby on his first night in the theatre).

We will definitely have some fun with the planned activities as well as develop the skills necessary to successfully present in public. Spread the word.

Staff wishing to enquire about the Public Speaking Club can do so by contacting Gerry Turner on extension 2249 (or if you don't like speaking on telephones, call in to see him in Corporate Planning on 4th floor).

They're available

Are you aware that members of the RCA Occupational Health and Safety unit will travel to any region to discuss current health issues? Some Regions have already taken the opportunity to further their knowledge on subjects such as health care risk factors, skin cancer and AIDS. As AIDS is a vital health concern for everybody, we recommend that you use this service so you can gain insight into this deadly disease. For more details, contact Christina Harvey or Cheryl De Zilwa at Head Office on 2011.

1989 . . . plan now!

The RCA's Corporate Affairs Section has plenty of 1989 Year Planners still available. This year's theme is "Get on your Bike" and lists all of the major cycling events of the year, plus phone numbers of Victoria's bike clubs. For your free copy ring 860 2430.



Sounds like a winner!



RCA Chairman and Managing Director, Ian Stoney, and BTR Nilex Manager, Barry Jackson, put pen to paper to make official the joint agreement for sale of the innovative sound barrier system.

Chairman and Managing Director, Ian Stoney, had reason to smile on December 15, when he sat down with BTR Nilex Ltd Manager, Barry Jackson, to sign a joint marketing agreement for a new sound fence system.

The joining agreement is expected to open up major markets within Australia and overseas for the revolutionary noise barrier fences.

The fence system was developed over a three-year period by the RCA, in association with an ACI subsidiary company, GRC Composites.

(Mr Jackson's company, BTR Nilex Ltd, is parent company to ACI).

Transport Minister Jim Kennan, said he was confident the system had enormous potential for national and international sales.

"They also offer potential in areas other than traffic noise reduction and already many sections of industry have expressed interest in the possible adaption of this technology," Mr Kennan said.

"These barriers are comparable in their effectiveness to anything available overseas and they offer significant advantages including cost and durability," he said.

The RCA and ACI separately hold patent rights over the various absorption, dispersive and reflective panels which make up the fence system.

The agreement provides that the RCA will be paid a percentage commission on the sale of panels by ACI in return for marketing and technical support by the RCA.

The signing took place following a lunch at Head Office, attended by representatives of BTR Nilex, ACI, GRC, Industry and RCA management and staff involved in development of the system.

Mr Stoney thanked all those who had contributed to this fine achievement and said he looked forward to a rewarding association with ACI in marketing the product.

Mr Kennan said he commended the RCA for its initiative in development of the barriers.

"Their use in key areas on many Victorian freeways, highways and major roads will be a welcome benefit to both residents and road users alike," Mr Kennan said.

Help! My Hard Disc Has Gone Floppy!



It's late, you're rushing to meet a deadline, your adrenalin is flowing—and your trusty IBM PC has suddenly cashed in its chips. Your mouse is lifeless. Your monitor is defunct. For the untrained user, the most logical tactic now would be to panic.

For the rational person, however, there are several alternative steps to consider before even considering hitting the panic button.

And the number one isn't necessarily to call the Head Office "help desk".

Before reporting any problems, check that there is power to the equipment, says the latest issue of 'Bits 'N PC's', the newsletter from Information Services.

"If no power lights are on, you can test the power point by trying another piece of equipment. Check that all connections at the back of the PC, and in the power point, are attached

firmly and in the correct sockets.

"See if any other work stations in your area are suffering from the same problem.

"If there is still a problem, THEN call the "Help Desk " on 2705."

Callers should be near the PC or terminal which is giving trouble, when talking to the "Help Desk". When being interviewed, you will be asked several "routine questions".

If you've got a hassle with hardware equipment, Information Services will need to know the type and brand of hardware involved, serial number and a description of the fault. For off-colour software programs, you'll need to provide the program name, its version number, and a detailed description of the steps leading up to the problem. It will also help if you have recorded in details any error messages that may have been displayed.

Diversions – From Page 2

Doubleday publishers have released its 1989 "Secretary of the Cabinet" Diary, featuring the jottings of Sir Humphrey Appleby, of "Yes Minister" fame. Some examples of the incisive thoughts of Appleby are: "In politics, gratitude is merely a lively expectation of favours to come"; "The ideal false statement to give to the press is one which cannot be disproved, and which will be believed even when it is denied";

"A non-aligned country is a country that is not aligned to the United States"; "How to discredit nuisances: begin by expressing support; after all, you have to get behind them before you can stab them in the back".

* * *

At her send-off party the former Corporate Affairs journalist, Sally Healey, jokingly told assembled guests that her new home in Kingscliff, northern NSW, was "open all hours for anybody". Unfortunately, a few work acquaintances took her parting words seriously and began to make booking arrangements at her unit in sunny, downtown Banksia Court. A frantic Ms Healey rang the editorial team to clarify that the invitation was only said in jest. "The unit is so small I can't swing a cat!" she pleaded. We checked out her story and it's true. Her cat is now living with relatives in Brisbane.

The Great Wet Victorian Bike Ride

Story and pix: Kevin Fox

In early December, more than 4500 cyclists headed off from Swan Hill on what has been an annual cycling odyssey through country Victoria for the past four years.

The Great Victorian Bike Ride organised by the Bicycle Institute of Victoria is a highlight of the recreational cycling calendar and this year the RCA played a role in getting the cyclists on the road as a major sponsor of the event.

The initiative was planned as a means of getting to understand the needs of the cycling fraternity a little better and to facilitate this the RCA entered a team of eight cyclists in the 546 kilometre long ride.

Our cycling "ambassadors" were chosen from a ballot of RCA staff who expressed an interest in the ride which was advertised in the Personnel Notices in June last year.

Riders set off on a sunny Saturday afternoon from Swan Hill, and arrived in Melbourne eight days later to a homecoming at Batman Park following spectacular if not damp entrance into Melbourne via the West Gate Bridge. Along the way riders camped at Lake Boga, Cohuna, Echuca, Colbinabbin, Castlemaine, Kyneton and Bacchus Marsh.

The RCA team included Steve Fyffe (Program Development), Laurie Haylock (East Gippsland), Jim Morse (Metro Region), Judy Halloran (Executive Services), Leo Stella (Barwon Region), Andrew Walker (Materials), Bob Solly (Road Design), and the RCA's Bicycle Facilities co-ordinator, Gary Veith.

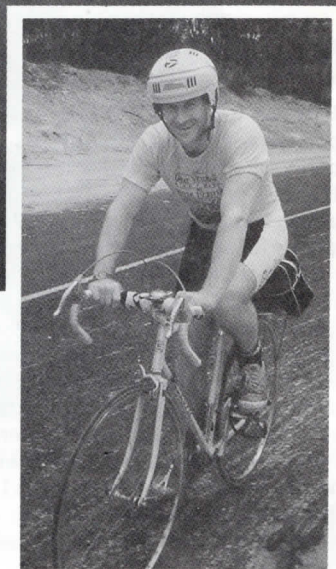
A number of RCA staff not in the "official" team also made the journey, including Elspeth Corbet who completed the trip with a team called "the Jimmys" on a five seater tandem bike and David Males from Information Services Branch.

Supporting the riders was a travelling circus of more than a dozen trucks carting camping gear, portable toilets, showers, cooking equipment, bike spares and food.

Instructor Driver, Jim Gascoigne from Plant Branch drove one of three RCA trucks which followed the riders carrying their packs and sleeping bags. Jim and the other truckies were pretty popular being custodians of thousands of packs, sleeping bags and other gear which riders could not carry on the road.

Loading up was a mammoth task which continued for about three hours each morning before the riders set out.

At the other end unloading proved just as arduous and it was not unknown for Jim and his companions to spend time sorting through the thousands of bags helping dam-sels in distress and other ride weary souls find their "lost" gear.



Pedalpushers brave the elements in the 1988 Victorian Bike Ride



Continued over page

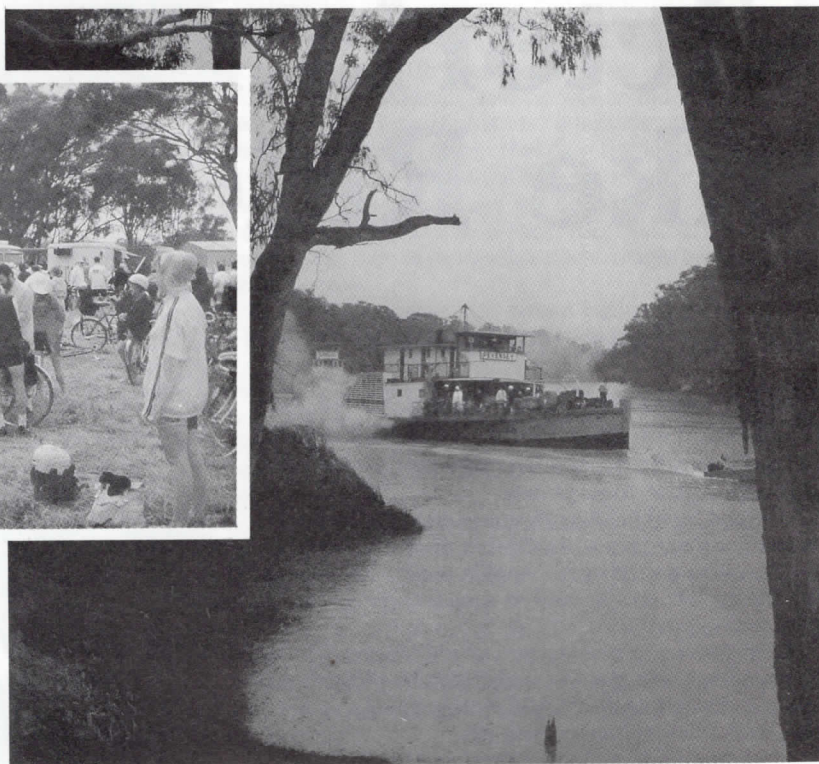
Top: riders cross West Gate Bridge on the last day of the ride; Centre: Steve Fyffe reached the peak of fitness for the cycling odyssey; Bottom: Tent city.

"Riders ranged from nine to ninety. . . "

The Great Wet Victorian Bike Ride



Above: riders prepare for the Murray River crossing via a punt (right).



– from previous page.

Along the way RCA Regions provided backup and logistical support as well as marking out the cycle route which passed primarily along back country roads in Northern and Central Highlands Regions.

Barwon Region's representative, Leo Stella said that one of the highlights for him was simply observing the level of organisation which went into staging the ride.

"Being together and meeting the range of people on the ride was an experience which certainly gave you an insight into the number of people interested in cycling.

"Riders ranged from nine to ninety and interest in cycling is certainly growing as evidenced by the number of people who entered considering that the Bicentennial Melbourne to Sydney ride was on at the same time. "From an organisational point of view as Victoria's Road Managers I think we should be aware of this growing interest in cycling and perhaps place more emphasis in the needs of cyclists using our roads."

" Mobile Massage Parlour "

Amongst other highlights of the ride, Leo also mentions his visit to the "massage parlour" which was open to riders at the end of each day.

Members of the Clinical Society of Masseurs set up the mobile massage parlour at the end of each days riding offering their services to massage away the daily aches pains and strains of riders.

The healing hands included those of Anthony Ashley-Brown formerly of RCA's Printing Section now working full time as a professional clinical masseur.

Undoubtedly the highlight of the trip was the scenery observed while riding at a leisurely pace through the Murray River country and Central Victoria.

In some instances the enthusiasm of riders was somewhat dampened by the wet weather experienced on the ride into Echuca and Castlemaine.

Still it brought out the best in people and one RCA rider Steve Fyffe put in an early claim for an Innovation Award with his novel adaption of plastic garbage bags used to ward off the elements.

" Not all beer and skittles "

Despite what some colleagues back at work claimed about the ride, it certainly wasn't all beer and skittles.

"In fact we never went near a bowling alley," Steve protests! With 4,000 people queuing for meals at a time, riders soon became "streetwise" about their daily sustenance.

Queuing was a daily occurrence, but for those rampant carnivores not astute enough to realise that the red stripy tent was for vegetarians only, the lines assumed even greater significance upon arrival at the front.

Naturally the riders developed considerable thirsts along the way, and taking the best medical advice they were all keen to restore fluid levels upon arrival at the daily destination.

For one publican at the Colbinabbin Hotel it was almost too much.

The sleepy wheat belt township with a usual population of 80 was overtaken by hungry and thirsty riders on day five.

The publican who retired there for a quiet life had to be convinced to keep his pub open lest there be a riot.

He obliged but not to the degree expected of some of the female riders as evidenced by the following conversation as overheard in the pub. . .

Thirsty Girl Rider: Can I have a bottle of Champagne please?

Barman: Haven't got any!

TGR: How about a bottle of riesling?

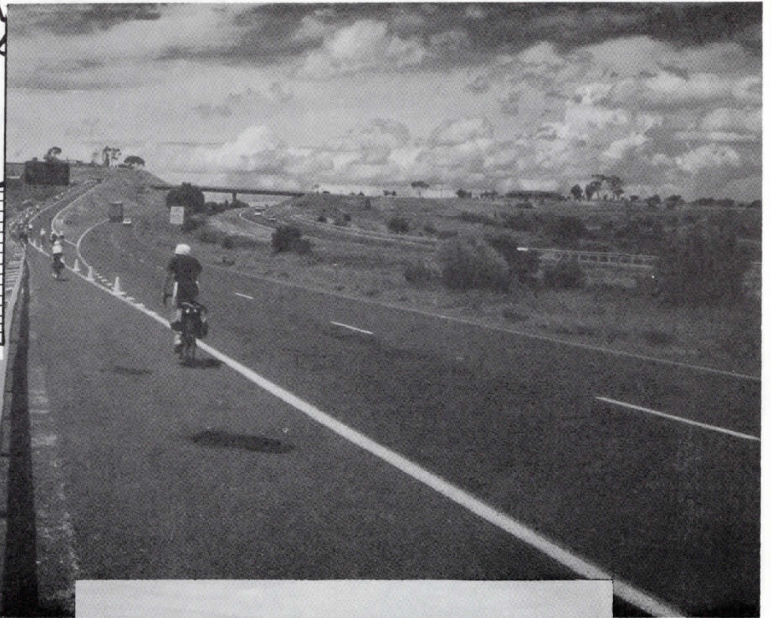
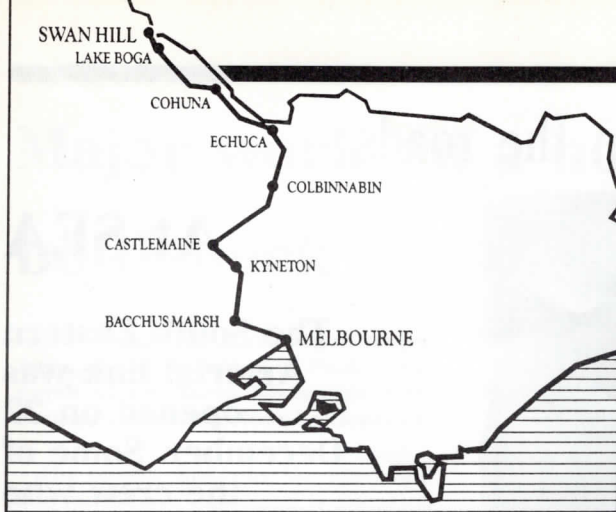
B: Sorry, none cold!

TGR: Have you got any chilled wine?

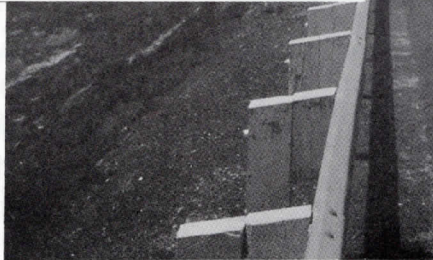
B: Nah, when we heard the riders were coming we took it all out the fridges and filled them with beer!

Each day the rides varied considerably, both in distance and terrain.

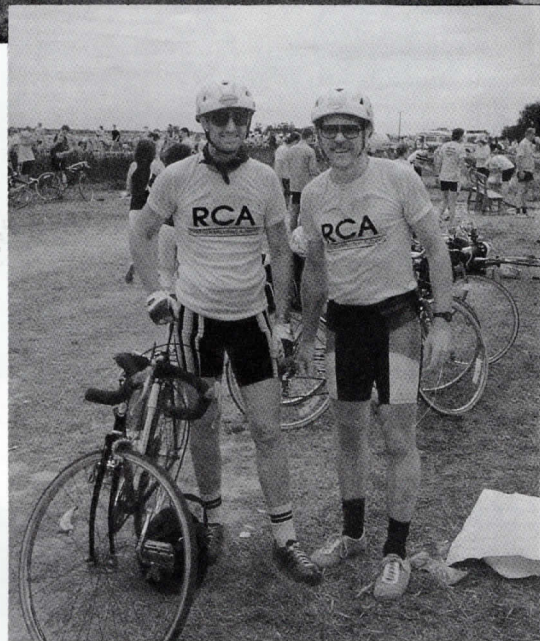
Day One consisted a leisurely 16 km pedal from Swan Hill through to flat countryside to Lake Boga, while on day Six riders contended with rolling hills from Colbinnabin to Castlemaine, a distance of 106 km.



The route, above, and right, cyclists use the Western Freeway which allows for cycle access. Victoria's rural freeways are to be progressively opened to pedalpushers this year.

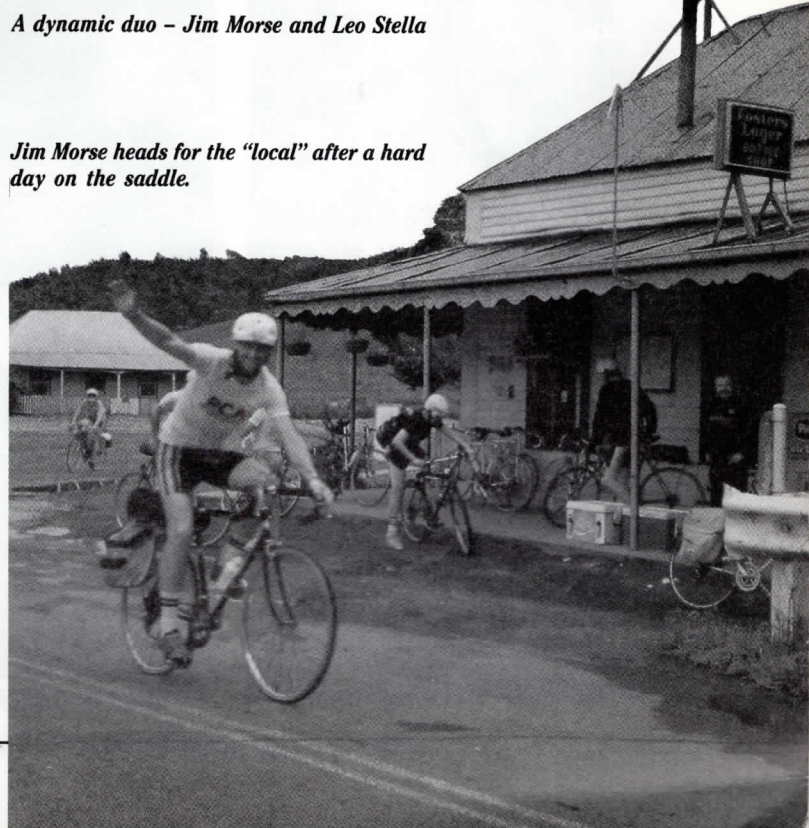


Laurie Haylock (East Gippsland) directs cyclists onto the Murray Valley Highway.



A dynamic duo - Jim Morse and Leo Stella

Jim Morse heads for the "local" after a hard day on the saddle.



Taking a Punt

For the first time in the history of the ride, the State border was traversed via a punt crossing of the Murray River near Gunbower.

With two punts operating to carry riders across fifty at a time, some delays were anticipated.

Unfortunately the elements conspired to throw a spanner in the works and constant drenching rain slowed the operation considerably.

Despite headwinds and occasional downpour, riders were almost unanimous in their praise of the ride and many confessed to discovering muscles and appetites they never knew existed.

According to organisers the 4,500 participants managed to eat and drink their way through 11,200 litres of milk, 3,200 loaves of bread, 6 tonnes of meat, 1500 kilos of pasta, 6 tonnes of cereal, 68,000 pieces of fruit, 12 tonnes of vegetables and 700 dozen eggs.

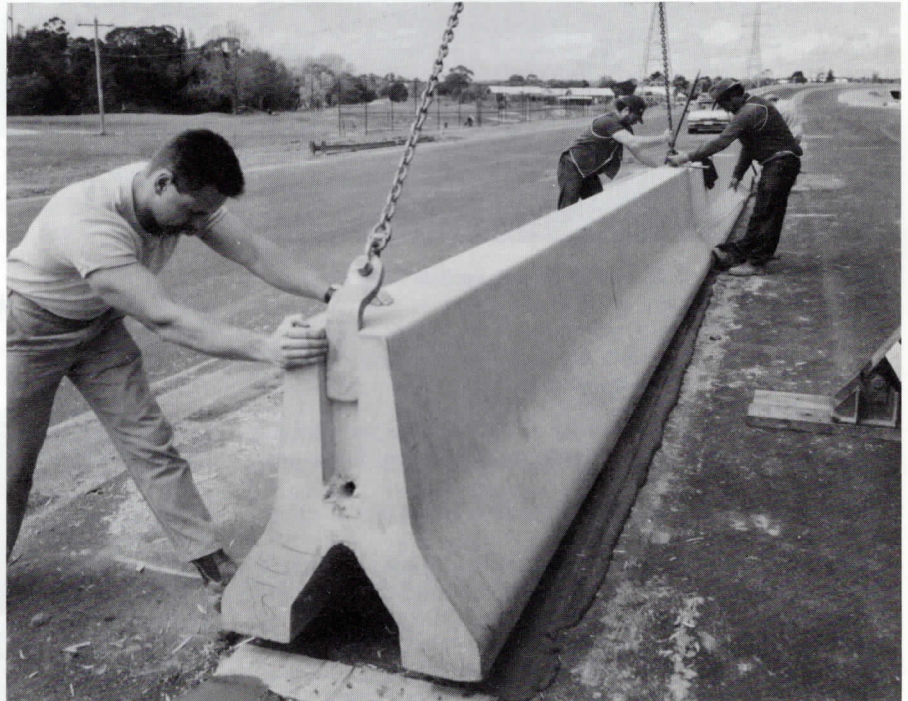
BACKTOPics: what's happening on the roads

At SEA

The South Eastern Arterial link was opened on 22 December. Some of the crew who worked on the project, and helped to see its timely opening just before Christmas, are seen on this page . . .



Part of the team on the project were Charlie Maxwell, Construction Carpenter (right), and Craig Titcombe, a Bridge Construction Worker (above)



A nice fit. Eddy Wallace, Assistant Overseer (far right), helps two contractor employees place a New Jersey barrier into position

Frank Zurak, Construction Maintenance Worker, supervising the placing of asphalt by contractors on the new section of the arterial road

Major work on a notorious bottleneck

In December the RCA began major work on the widening of Punt Road, north of the Yarra River, one Melbourne's most notorious bottlenecks.

The project, involving the upgrading and widening of Punt Road, is estimated to cost \$23 million.

"Punt Road is a nightmare for motorists because of the traffic congestion and poor safety record," said Transport Minister, Jim Kennan.

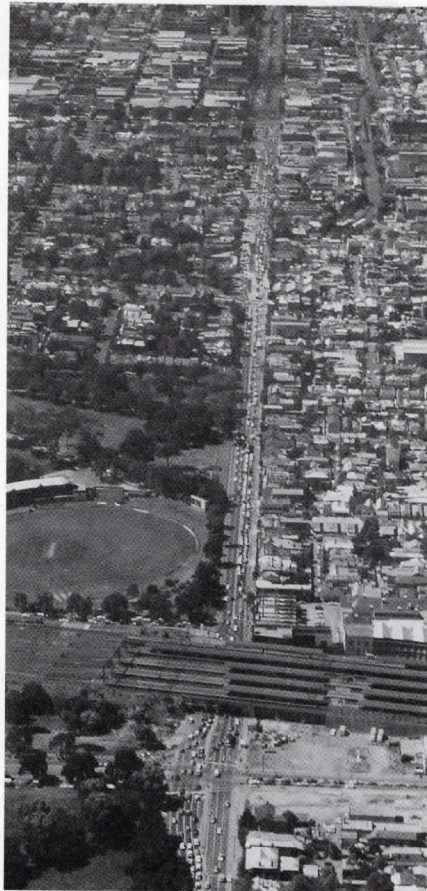
"The redevelopment of this important north-south route will see a reduction in the extremely high accident rate which is almost twice the metropolitan average.

"It will also bring relief to the severe traffic problems in the vicinity of Swan Street where traffic volumes are in excess of 90,000 vehicles a day."

Work involves widening Punt Road on the west side to provide six traffic lanes between Brunton Avenue and Bridge Road, upgrading the intersections at Swan Street, Brunton Avenue and Bridge Road, and improving the section of road under the railway bridge.

The project is scheduled for completion by mid-1990.

View from above: Punt Road and its traffic



BLACKTOPics

Minister digs in to start Metro Ring Road

Transport Minister, Jim Kennan, kicked off work in February on the planned Metropolitan Ring Road when he took the controls of an excavator to start work on the section through Broadmeadows.

The 8.5km section will link the Tullamarine Freeway with the Hume Highway.

"For the first time, talk of a Ring Road in the west and north-west by successive governments and planners, which has taken place over many decades, is finally being transformed into action," Mr Kennan said.

"For people living in the area, the Ring Road will remove thousands of trucks and other vehicles from Pascoe Vale Road and other local roads."

Construction of the \$135 million, four lane divided road link is the first stage of a planned 40km route which will eventually link Geelong Road and the Western, Calder and Tullamarine Freeways along with the Hume Highway and Greensborough Bypass.

Eagerly awaited South Eastern link opens

Motorists can now travel on the one divided arterial road between the City and Dandenong following the official opening on December 22 of the final stage of the South Eastern Arterial link.

Completion of this 6.7km stage follows the opening in September of the first section between Toorak Road and Burke Road and will allow road transport cost savings of an estimated \$580,000 each week.

Following the December opening the entire route, from Punt Road to Dandenong, including both the South Eastern and Mulgrave Freeways, will be known as the South Eastern Arterial.

The opening of the section between Burke Road and Warrigal Road will significantly reduce the number of vehicles using local streets, including Malvern Road.

"Between 50,000 and 60,000 vehicles are expected to be using the link each day," Jim Kennan, Transport Minister, said at the opening.

"The project is one of the most important ever undertaken in the metropolitan area, providing direct access to the City for motorists travelling from Cranbourne on the South Gippsland Highway and Garfield on the Princes Highway."

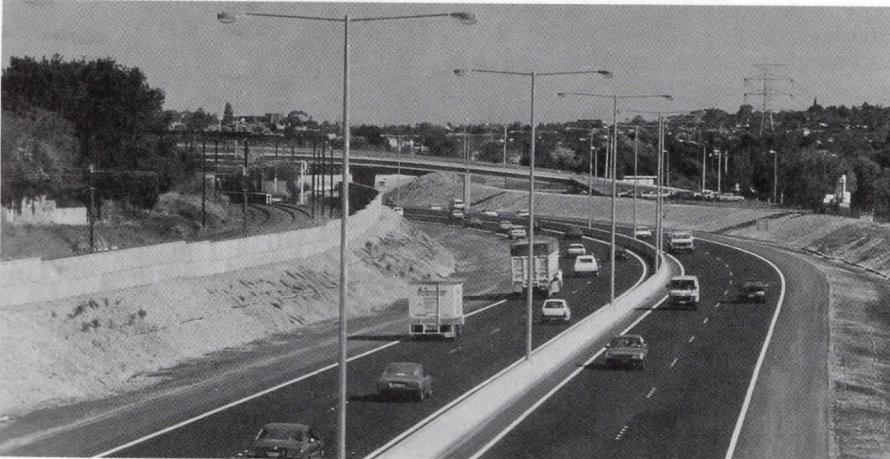
Ballarat Bypass on Display

Plans for the \$40 million Western Bypass of Ballarat are now on public display at the RCA's Display Centre at Ballarat.

"The display features photographs and plans of the work which will be taking place over the next four years," says Regional Manager, David Anderson.

"The aim of the display is to keep the community fully informed of progress and to provide the public with a chance to view and comment on developments during construction.

"An important project such as this requires feedback from the local community to ensure it meets their needs."



Between 50,000 and 60,000 vehicles are expected to use the \$143 million link each day

They know the drill

Need some site investigation done? A spot of engineering geology, perhaps? Then let the experts do the groundwork—namely, the RCA's Geotechnical Group!

They're always ready, willing and available to help on any project.

Based within Materials & Asphalt Branch in Kew, the Geotechnical crew has been active lately in developing markets for its specialised range of services.

That specialisation revolves around site investigation, geotechnical engineering, engineering geology and material searches.

Says Tom Flintoff, Manager—Geotechnical: "The Group's drilling crews, technicians, geologists and engineers have the skills to provide a complete service from investigations through to geotechnical design and reporting".

"In fact, anything to do with the ground and foundations."

"We know the drill"

A vital part of the team are the drilling crews. With more than 20 years on the job, leading drillers Tom Hynds, Peter Masciangioli and Ken Fry have put down exploration holes just about "everywhere" around Victoria. Assisting them on the Gemco drilling rigs and the Penetrometer



Peter showing he knows the drill



Testing Vehicle are Jim Miller, Fred Cigana and Tony Bortko.

"The last six years have been non-stop," says Peter Masciangioli.

"We've been drilling at RCA and municipal bridge sites, on road projects and at borrow pits. This year we are looking forward to new work on the National Arterial Road Program and to finding materials in borrow pits and quarries for road maintenance.

"Tom Flintoff explains that demand for geotechnical services is growing as more and more people want to draw on the group's experience.

"We've been approached by other government and private industry organisations with requests for specialised services not readily available elsewhere.

"We've done dynamic pile testing for V-Line and Frankipile Australia and field and laboratory testing for several consulting firms."

Staff have been seconded for short stints to the Board of Works and to consulting engineers, and only recently David Tilley, a geologist, went to Lesotho, in Southern Africa, as part of a two year secondment.

David's colleagues have preferred to work closer to home, but nonetheless are still demonstrating their skills around the globe.

Graham Granger, a geologist, and engineers Peter McDonald, Ivan Haustorfer,

Geotechnical Group drillers, Peter Masciangioli and Fred Cigana, sampling the ground on the Metropolitan Ring Road (Broadmeadows Section)

Sam Plesiotis and Tom Flintoff have all presented technical papers to various conferences. Between them, Peter, Ivan and Sam demonstrated their skills in pile design at seminars in Sydney and Ottawa, Canada—with impressive results.

Each made the closest prediction of the load-settlement behaviour of three different piles tested (in secret) by conference organisers.

"I don't think we achieved these awards through pure chance," says Peter. "Learned academics, some of whom actually developed the design theories in common use, entered the competition.

"Those who made the best predictions came from places like the RCA who design piles and do testing. There is no substitute for continual practical experience to know when and where to modify the theory."

Want some more details?

They're a top team in Geotechnical and any of the members would be pleased to discuss their services—call 2054 during normal business hours for some down to earth details.

Access

A feature where we invite contributions about any matter. Readers can send material to 'Access,' care of Interchange, Corporate Affairs, Head Office. Views expressed in this feature do not necessarily reflect the opinions of RCA management or Interchange editorial.

Yellow Peril takes to the roads

by David Simpson
Pavement Section



The well travelled 'Berliet' Deflectograph—of French origin—is used for providing the RCA with the hard facts about the pavement strength of our roads.

And to see it one might call it a "French Snail" as it ambles along the road at about two to four kilometres an hour.

There's no doubt that the slow moving Deflectograph does generate some interesting exchanges on the CB radios, as the following genuine conversation attests:

First Truckie: "What's that bloody thing?"

Second Truckie: "It measures the depressions in the roads."

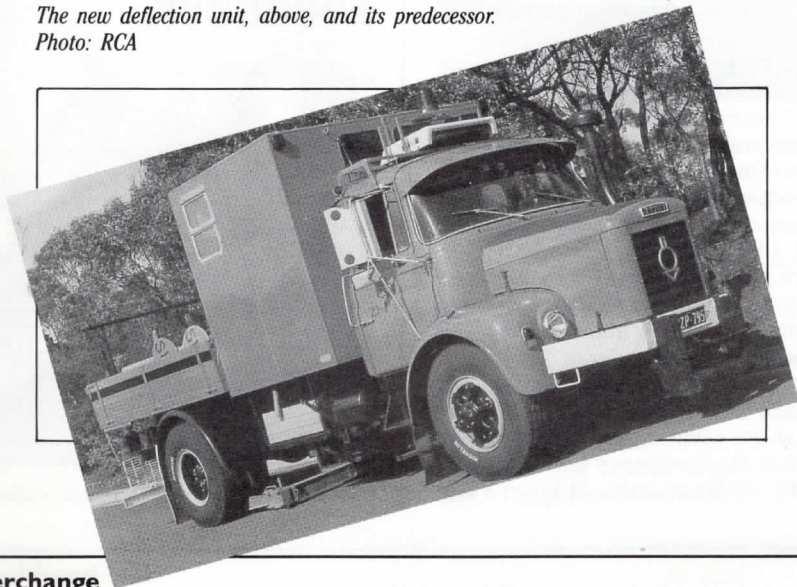
First Truckie: "You don't need a bloody sophisticated thing like that to tell you there're dips in the roads." If the "French Snail" was a conversation piece, so, no doubt, will the new RCA Pavement Strength Evaluator which is about to cruise, and test, the highways.

Affectionately christened "the yellow peril" by a wag at Glen Waverley, one wonders how the truckie brigade will describe the sleek new machine if they thought the old one was "sophisticated".

The new deflection testing machine, which hopefully won't be mistaken for a Soviet rocket launcher, is officially referred to as the "PASE", or Pavement Strength Evaluator. It was designed and manufactured by the RCA's Materials, Asphalt and Plant Branch.

"We're sure the Regions will make great use of it in assessing the rehabilitation requirements of their roads," said Geoff Jameson, Manager - Pavements.

The new deflection unit, above, and its predecessor.
Photo: RCA



Kids drop Bob a line . . .

Engineer with the South Eastern Arterial Project team, Bob Woodhouse, is one of the RCA's most popular and recognized employees—at least when it comes to the children of St Peter's Primary School in Clayton.

Bob had the pleasure of leading a group of 7 year olds from St Peters over the project before it opened in December.

The children showed their appreciation in writing. Here are a selection of those letters:

Dear Mr. Woodhouse, Thank you for letting us go to see your beautiful freeway. All your helpers were working very hard. I wonder how you laid that tar on the ground. I have to go now. Bye. Love, *Linda*

Dear Mr. Woodhouse, Thank you for letting us in. I hope you had a good time with the children. Love, *Tamara*

Dear Mr. Woodhouse, Thank you for the things you showed us the trucks were funny and Sebastian stepped into the black stuff. Good Bye. Love, *Carmela*

Dear Mr. Woodhouse, Thank you for letting us on your bridge and I hope your bridge doesn't fall down!! Love from *Sarah*

Dear Mr. Woodhouse, Thank you for the day. We had fun I liked the steam roller and the one that played the golf and the one that lifts dirt and Mr. Woodhouse showed us the map of the road when it wasn't made. Love, *Nadia*

Dear Mr. Woodhouse, Thank you for showing us on the freeway. We liked the way that the grader played golf and the steam roller was very noisy it was good, I liked it very much and it was very nice meeting you. On the way back the men waved to us and the tar was very sticky. We went on a strip on the tar but it was good fun I thought the steam roller was going to get run over by the golf ball. The grader looked like the wheels were going to fall off. Love from *Adam Rudd*

Dear Mr. Woodhouse, Thank you for letting us be the first people to be on the bridge that you and your workmen have made. I want to say that all of you have made the bridge very long. Also the tractors were very funny. Goodbye, Love *Nessa*

Dear Mr. Woodhouse, Thank you for letting us see the road made. I hope you had time to finish the road. Love, *Geraldine*

Opportunity knocks for Wolfgang

Tourists visiting Australia have been known to return home with a view of Oz as the land of opportunity, and in the case of Wolfgang Bernreider, there is some truth to the tale.

An Engineer with the Bavarian Road Construction Authority, Wolfgang met former Major Works Manager, Merv Williams, whilst on a holiday in 1987.

That chance meeting and subsequent discussions led to Wolfgang's return to Melbourne where he worked on secondment with the RCA from February 1988 until January this year.

Back home in Germany, his position was as head of a Regional office, north of Munich with responsibility for about 750 km of highways.

"Our Regional offices are comparable with those here in Victoria but they are larger and operate with far greater independence, being directly responsible to the Ministry," says Wolfgang.

"Regions play a bigger role in the planning and design of our roads as well as carrying out the usual maintenance and construction operations."

Since arriving in Melbourne, Wolfgang has had a broad overview of RCA operations having spent time at SEMARL, the Dandenong Regional office, Benalla Project, Moorooduc Road duplication and in at the Ministry of Transport. But he reserves his highest praise for the work of the Planning Group in High Street where he spent much time.

"While the planning procedures are similar in Germany and Australia, the RCA's efforts in consultation and in providing information to the public is much more advanced," he says.

"During my time with the section I have observed much of the planning work being done for the Eastern Corridor, Ringwood Bypass and the Dingley Project.

"The quality of displays, information bulletins and brochures is very impressive and the Authority is to be commended for the good information it provides to the public in the planning stages of proposals."

Similar problems are faced both in Australia and Germany with regard to planning new roads according to Wolfgang, although in Munich the road infrastructure is more established and there is a greater emphasis on upgrading existing highways and constructing town bypasses.

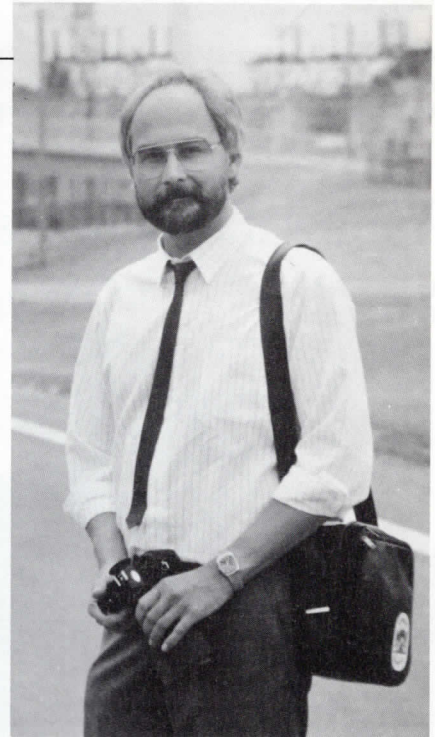
Unlike Melbourne there are no big corridors of open space reserved for future road development, so when new routes are constructed such as the highway to Munich's new international airport, land acquisition costs can be as much as the actual construction.

In Bavaria snow clearing operations on highways need to be carried out for as much as six months of the year (from November to April) with the construction season being far shorter than that in Australia.

Because of the problems encountered from frost, ice and snow, pavements for even minor roads need to be constructed to a minimum depth of 60 centimetres, regardless of traffic loads.

One of the more interesting observations Wolfgang made in his time with the RCA was about contractors tendering for road projects in Victoria.

"In Germany contractors operate in a more competitive environment and they are generally better skilled and more experienced.



Wolfgang: looking forward to seeing some former RCA colleagues visiting Germany

"As a consequence there is less need for Authority staff to be constantly engaged in the contract supervision.

"Wolfgang has no doubts that his time with the RCA has been worthwhile and is confident that his secondment will open up greater opportunities for the exchange of information between road authorities in Australia and Germany.

Seeing how it's done 'down under' has been a great experience, he says but according to Wolfgang the nicest experience of all has been the hospitality and friendliness he found during his time working at the RCA.

And so in January he said "auf wiedersehen" but Wolfgang is looking forward to returning the hospitality to RCA colleagues planning to visit Bavaria in the near future.

Why don't you call?

Motorists who witness or pass an accident on a metropolitan freeway are urged to notify the RCA through its emergency telephone network.

"Anybody who observes a major accident or roadside hazard on a freeway can use the telephones which give them direct access to the RCA's emergency service centre in Kew," says Ron Gunn from Emergency Services.

"We can pass on all calls relating to accidents, injuries and road hazards to the police, ambulance service, fire brigade

or RCA patrols, depending on nature of the call.

"The value of the emergency service can not be underestimated. It could mean the difference between life and death if the relevant authorities are given immediate advice of an accident or roadside hazard."

Emergency telephones are located on emergency lanes of freeways generally about 1 km apart.

More than 40,200 calls were made on the system during 1987/88, with the majority of calls being from motorists with mechanical problems.

"In the case of breakdowns, the RCA can pass on a request to the RACV or another part, at the caller's choice," says Ron.

Calls to the Emergency Centre are free and the service operates 24 hours a day.

Feedback



Letters to the editor
Dear Editor

Congratulations on East Gippsland and Interchange for the tree planting article in the December issue. It's great to see the RCA and the community getting together.

Rod Blackman
Metro Region

Intray . . . who, what, when, where, why . . .

After 11 years, Bridge Branch's monument to technical excellence—the West Gate Freeway—was finally open for business in late September, 1988.

A 'big bang' Christmas party was celebrated by 60 West Gate Freeway people who have, or will be, scattered to the four winds of the organisation.

The highlight of the memorable evening was provided by the 'Precast Symphony Orchestra' and the 'West Gate Farewell Choir' whose rendition of 'The Dessert Song'. Conducted by Ian Relph, was a moving farewell tribute to Project Manager, David Jellie, who is joining the Overseas Projects Corporation of Victoria Ltd where he will be, to quote an anonymous cynic, 'enjoying overseas junkets at taxpayers expense'.

Right: No—it's not a rehearsal for Channel 9's 'Red Faces'. The snap was taken at David Jellie's surprise send-off at West Gate. Seen left to right are Ian Relph, Ian Harbeck, M Dezilwa, John Boston, Lisa Robbins and Jim Trajcewski (photo: Les Wyszynski)

An era ends – mission completed



Writings from the Workshop

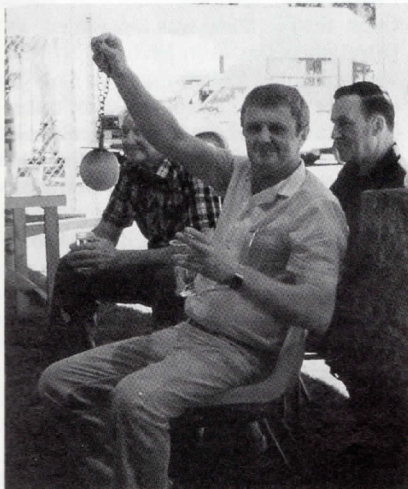
Story and photos from Jim Harrison
North Eastern Region Workshop in Benalla

As usual, Benalla Plant held another successful and very enjoyable breakup which attracted staff from the Stores, Construction, the Office and Benalla Project.

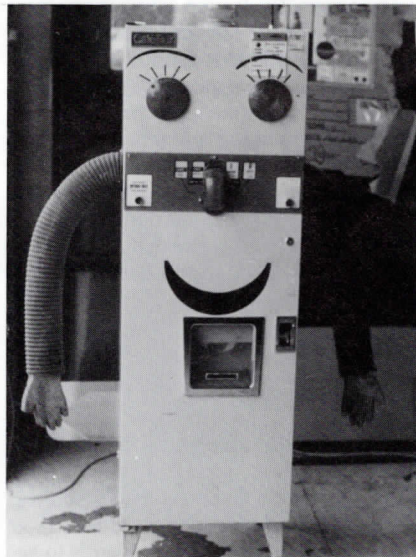
It was unfortunate that Les Russel could not attend but he had to go on a holiday to Queensland for two weeks. Brian Walsh, on the other hand, had a little more sense and didn't go to Perth until AFTER the party.

There were awards, as usual, handed out by Noel Dumesny to deserving people:

Wayne Croxford (well known for losing keys) received a personal key ring. Stores Supervisor, Keith Callow, received an award from the truckies who believe that



Benalla's Keith Callows with his award.



It's not an extra from Lost In Space—the friendly machine is a revamped Tea Person, the handiwork of John McGill at the Benalla Depot.

"nothing will go rusty in the store-yard" . . . after all, everything is moved so often.

February is the anniversary of three Plant Branch employees: Frank McMahon started here in Benalla on 6 February 1961, while Glen Rodwell started on 7 Feb 1971 and Pete Desilva began on 4 Feb 1980. Congratulations, Fellers.

A place in the Fiji sun

From Geoff Hose

We now have nine RCA engineers and one Accountant employed on the project as well as 24 locals. There are seven RCA people living in Suva, two in Lautoka and one in Labasa. Living in Suva or Lautoka has been relatively easy for us all as life is similar to what you would expect in a large, rural Australian city.

Golf has become the main sporting interest and even the wives have a whack! We also 'tackle' badminton, tennis, squash, bushwalking (or should I say jungle bashing), jogging (for the younger ones) and bridge. Our wives have become very supportive which is most important in a developing country.

The project is for the construction of 111km of sealed road and 15 associated bridges funded by the World Bank. Construction on the east of the islands is very different to the west: the east side has three metres of rain annually whereas the west has nine very dry months.

Pavement materials used on the project are almost all screened river gravel for subbase, crushed river gravel for base and double application seal. We provide outworn pavement materials. Success on this sort of work requires that you are a good practitioner in all areas as you generally have to lead by example.

• continued

Intray . . . who, what, when, where, why . . .

We've had several visitors from the RCA during the past 12 months and would welcome members of the staff who may be interested in coming to Fiji.

It is cheaper to book airfares from Australia but local hotel rates are about half the rate quoted in Australia and can be organised by us. Warmest regards . . . Geoff.
(letter courtesy Central Gippsland)

Malvern Notes

Hopefully this will be the first of many news bulletins from this project, so to start with:

The project team are riding high on the success of the opening of the South Eastern Arterial shortly before Christmas. We are looking forward to future works on Punt Road and the Eastern Corridor.

Welcome to John Shortell, recruited from the Central Highlands as Engineer on the Punt Road widening. Welcome also to Chris Adams, Engineer, and Vern Hughes, Drafting Officer from Road Planning. Chris and Vern will be working on planning for the construction of the Eastern Arterial Road and Ringwood Bypass.

Congratulations to Bob Dickason on becoming a grandfather for the third time.

Good luck to Glenn Hawker, Cost Clerk, who ties the knot (probably around his neck) with Melanie in February. David Baldock recently returned from his jaunt overseas, and following a visit to a Tibetan monastery, has a new 'holier than thou' look about him.

Congratulations to Maureen Dennis on the arrival of a bouncing baby boy, Jason, on 16 December and welcome to Barry Ward from Glen Waverley who is filling in while Maureen is on maternity leave.

The inaugural "Malvern Gift" was run on 19 January with Superintendent of Works, Bill Wilson, edging out Project Manager, Graham Gilpin, Engineer, David Keam and the unlucky Cost Clerk, Ian 'I was robbed' McCluskie. Bill accepted the \$40 prize with glee and now faces a transfer to Warrnambool for beating the Project Manger. His winnings were dealt with at the Happy Hour and the following day at morning tea. Next event could well be a Triathlon, 800 m Run, Bicycle Ride and Throwing the Gumboot.

Wimmera Round

From Kerryn Reynolds at Wimmera-Mallee in Horsham

Well once again the Christmas spirit was truly alive and in full swing in Wimmera-Mallee when RCA staff and employees,



Koala next 100 Feet

Queensland is renowned for its Big Pineapple and The Big Cow, and now . . . little Dadswells Bridge has its own Big Koala.

The bumper bronze bear, stands, or rather squats, at an impressive 14 metres, and is a newly constructed tourist attraction at Dadswells Bridge

RTA personnel and invited guests gathered under the one roof at the Regional Workshop to enjoy the festive celebrations. Yes, they came from far and wide and on record this is the first time in the region that personnel have gathered together for the annual Christmas luncheon. It was great to see so many "old faces" amongst the crowd of 160 people. As one could imagine, the bar was kept extremely busy and the food was in great demand. Many thanks must go to those who organised and assisted throughout the day. (See Christmas pix in Good Living section)

Social News

Once again members of the office social club wined and dined for their annual pre-Christmas gathering, 1988's venue being The Olde Horsham Restaurant. A group of 63 dined on a three course meal and, as usual, the Social Club Committee made their annual presentation of Awards to acknowledge some of the better achievements in 1988.

Rod Adams (Regional Accountant) scored a large applause and cheer when it was announced that he had been nominated for the 'quote of the month' with: "Betty and I have to do a roll over at the end of the month".

From the Workshop & Depot . . .

The Black Forest Restaurant was the venue for the Workshop and Depot's pre-Christmas gathering. A group of 50 attend-

ed and enjoyed the annual Awards where Peter Harris (Fitter Serviceman) had a monopoly by winning the 'Stuff Up' and 'Spit the Dummy' presentations.

ed and enjoyed the annual Awards where Peter Harris (Fitter Serviceman) had a monopoly by winning the 'Stuff Up' and 'Spit the Dummy' presentations.

We farewell . . .
• Alby Donald (Halls Gap Patrol) resigned on 23 August after starting as a Patrolman Assistant in late 1976. He was appointed to Patrolman 11 on 21 January 1985, and has been acting Patrolman 1 on many occasions. A farewell was held for Alby at the Stawell Patrol Yard—all the best, Alby!
• Past and present workmates held a send-off for Bill Launder (Nhill Patrol) at the Nhill Patrol Yard. Bill spent over 21 years with the RCA and worked in various patrols in the Region. He began as a Patrolman's Assistant with the Halls Gaps Patrol, then was appointed as Patrolman Class 11 in 1975. In 1979 he was promoted to Patrolman in Charge of the St Arnaud Patrol and then transferred to Nhill where he stayed until his retirement last September. At the age of 57 Bill leads an active life being involved with greyhound racing and Old Time Dancing. All the best Bill and wife, Dawn.
• We say farewell to Max Murray (Construction) who began with the RCA on 16 September—way back in 1945—as a crane driver. From 1976 until 1981 Max was an owner/driver of a 12 tonne truck. From '81 until '86 he drove an articulated vehicle before becoming a tractor driver with Overseer, Jim Chandler. To Max and wife, Zoe, all the best.

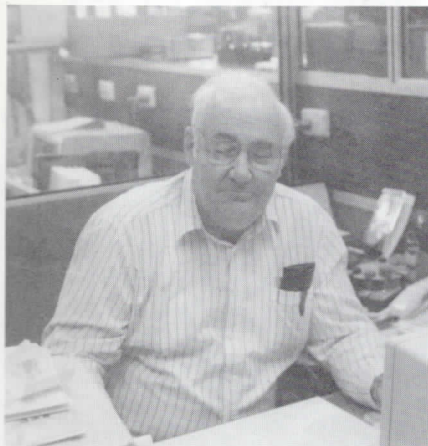
Intray. . . who, what, when, where, why. . .

- Bob Dumesny (Depot Foreman) began with the RCA almost 35 years ago, and fellow workmates and guests attended his retirement evening at the Horsham RSL. Speakers included John Waddell, Steve Garwood, Mick Young, Glen Savage, Jim Seear and Noel Janetzki. A gift of a camera was presented to Bob from the Workshop staff, and Bob plans to be using it while he does a bit of travelling in his retirement. All the best Bob and Lorraine.
- The time has come also that we say farewell to the Region's own 'Dermy Brereton', alias Engineer, Mark Davies. Mark began with Wimmera-Mallee in April 1987 and during his stay has become renowned for his yabbing and yabby poaching skills. Mark's weekly contribution (betting loses) to the Regional Administration Officer's beer supply will be sorely missed. An evening was held at Dave Parker's to farewell Mark who has gone to Bridge Design. We wish him all the best in The Big Smoke. Long live Hawthorn. . . .!

On Location in Materials

From Graham Gazzard

Caught Napping



Above: Graeme Briant in one of his inspirational poses. . . or is he just tired after 'organising' all the recent building renovations. Other happenings. . .

Since the last edition we have had a very busy social time with Christmas celebrations followed by the Aussie Day barbie. At this stage we would like to pay special thanks to volunteer workers for making it all a success. It was good to see Roy Gilmour and Barry Bromham in such fine form.

Welcome to Colin Roy, the new Manager-Materials, Chris Danials to Geotech and Warren Bradshaw to Pavement.

We also farewell Steve DiGicco who is off to Metro. Holidays: Geoff Jameson had a climbing holiday in Nepal. It seems the sun does not always make a person turn brown: the 'yellow tan' he came back with was hepatitis.

The Australian Open Chess championships netted John Hanks a prize of \$37.50 for his \$1500 costs. John came equal 14th in the event but 2nd in his strength group. With the prize winnings John has promised to take a group of people out to lunch.

Marriages: Fred Reynen announced his marriage—to the Unknown. Births – see Classics.



The functional review at Materials Branch has found a novel way of dispensing with staff. Seen here is Jim Holden, Research Officer from the Lab Building.

Two sendoffs

Both East Gippsland and North Eastern Regions held retirement functions for Patrolman In Charge, Bert Gyzen, recently. Staff from the East Gippsland office, workshop and elsewhere gathered on December 1 at the Omeo Patrol Depot to wish him all the best on his retirement after more than 20 years with the organisation. This was followed a few days later by a farewell barbecue at Langfords Gap, on the Bogong High Plains Road, which was organised by North Eastern Region's Benalla and Mount Beauty patrols.

Bert joined the RCA in 1968 as a plant operator with the Glen Valley Patrol and was promoted to Patrolman In Charge in 1984. He not only managed to see a lot of the high country but also made a lot of friends in the RCA.



Bert (left) with John Wilson

Not looking a day over 25



Photo: the crew from Dandenong

The occasion was the first of its type to be staged with the Dandenong Region.

The awards were presented to past and present Dandenong Region staff who had given 25 years or more service to the public through the RCA and other State bodies.

The award is a recognition of the dedication to this service shown by officers in their chosen employment.

A gathering of 150 people helped the Regional Manager, Stan Hodgson, and Reg Patterson (on behalf of Ian Stoney) congratulate each of the 17 recipients.

"Family and friends had been invited to

be present at this special event," said Stan.

Each recipient received a set of place mats and coasters depicting early roadworks throughout the State and an engraved pewter tankard. The organisation of the presentation, held at the Nunawading Civic Centre, was first class with every effort having been put into making all feel welcome—and well nourished.

Congratulations to the recipients, guests and organisers who contributed to making this day so memorable and worthwhile for Dandenong Region personnel.

Intray . . . who, what, when, where, why . . .

Bonzer bush tucker served up at Caf 'Oz' Day



Jeff Bainbridge, from Customer Services with Records Management, shows off his nice pair of balloons

From Steve Fyffe

Inspired by the very successful Melbourne Cup Luncheon in 1988, the Cafeteria Staff decided to make Australia Day a very special event by providing a luncheon with "a bit more pizzazz".

With the Japanese Emperor about to cash in his chips, the normally extravagant price of crayfish suddenly became affordable to those with modest incomes. Seizing the opportunity for a good deal, Paul Hoffmann and Grace Licciardo decided that the freshwater crustacean would make an appealing part of an Oz day menu.

It was a good move.

"A couple of days before the event we still had people trying to book a table," recalls Grace, adding that she was forced to make some eventual knockbacks.

"Must be the first time for a while that's occurred?" I asked.

"Yeah, but mark my words, it won't be the last. We figure we could hold about six luncheons a year."

"Six Australia Day luncheons a year??"

"No, Steve . . . there are plenty of things worth celebrating throughout 1989 and this was just one of them. We've got our eye on a few possible forthcoming events."

As we continued on the topic of barbecues and banquets, Grace mentioned that the cray day had only become a reality after considerable assistance from John Duyker (Computer Services).

"He helped in getting the crays from King Island to Kew and also gave us a hand cooking.

"It was bloody hard yakka getting the little blighters out of their shells. But we've got to try new ideas all the time and we'll mark this one down to experience. The important thing, of course, is the customer."

"So did everybody enjoy themselves, Grace?"

"Everybody I spoke to really enjoyed it, and we got good reactions to the entertainment."

"So what's on the books for next time?"

"Without saying too much—keep Friday before Easter free. That's March 17, St Patricks Day."

"I'll wear my kilt."

What's in a name

The Name the Caf competition launched in the November Interchange attracted 65 entries from a wide cross section of the RCA.

The names are so good that it took considerable time to reduce the list to about half a dozen possible winning entries: a final decision will be announced at a later date.

The Cafeteria in HO is being remodelled as part of the Kew Project and it is thought that the new name will become part of the new set up.

Some of the favoured names are 'Gracies', 'Hard Road Cafe', 'Denmarks', 'Le Caf', 'The Castle Bistro' and the 'Denmark Deli'.

classies

engaged

Doyle, Wendy (Central Gippsland) to Lou Pistrin.

Jenkins, Craig (Northern) to Kaia Boyd

married

Vimpani, David (Pakenham Project) to Anita Obella on 11 September.

granddads

Boulter, Keith (Central Gippsland) has a 7 lb grandson, Dane, born at Albany, WA. Gascoigne, Jim (Plant Branch)—first time.

new arrivals

Bausch, Paul (Northern) and Jannette are delighted with the arrival of Stevie Rose.

Billington, Paul (Materials) — a boy, David.

Creek, Phil (Bridge Construction, Wimmera-Mallee) and Dawn, announce the arrival of Madelyn Lee, born on 24 December. Hoping there aren't too many sleepless nights . . .

Forbes, Steve (Northern) and Lyn, a new son, Jack Mathew. Gascoigne, Ricky (Malvern) and Toni, a daughter, Sarah Jane, on 22 November.

Gellian, David (Materials) — a daughter, Sarah Jane.

Hughes, Mark (Materials) — a boy, Danial.

McGrath, Brian (Northern) and Jenny have a daughter, Emma Rose.

get well

Best wishes to Arch Patterson (North Eastern) who recently underwent heart bypass surgery.

for sale

Aluminium dinghy, 3.9 m with 25hp Johnson outboard. \$2000, and a Bondwood Catamaran, \$40 — Robert Morecroft, East Gippsland Region. Tie line 511.

Calling it a day

Truck owner driver, Wasyl Sawchyn, has retired from North Eastern after 25 years of service. We wish him well . . .

From Wimmera-Mallee we farewell Bill Launder, Nhill Patrol, Max Murray, Construction, Bob Dumesny, Depot Foreman at the Regional Workshop, and Mark Davies, Engineer (see Intray).

What a way to wrap up the year

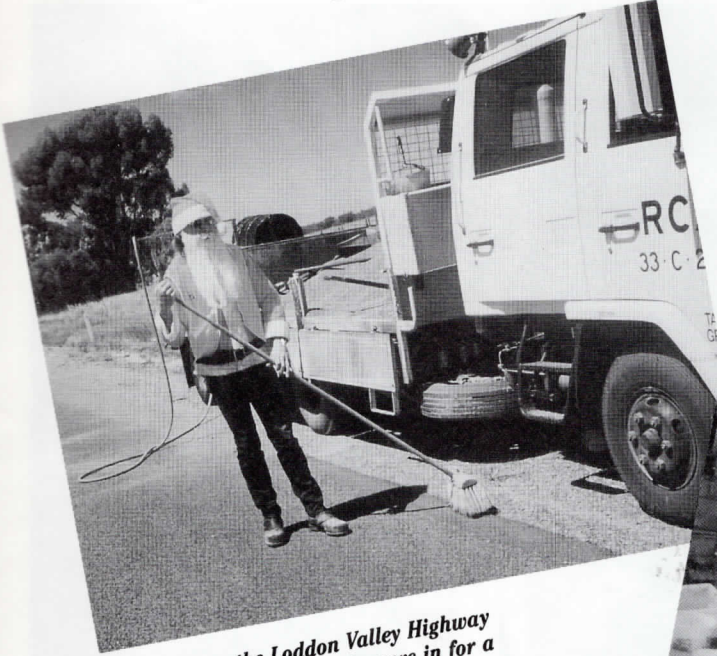


Above: winner of the Road Design Social Club's "Christmas Hamper" is Linda Zamprogno (right), seen here with High Street Caf Manageress, Enrica Biffi. Enrica sold the winning ticket and couldn't resist a chance to finally appear in Interchange when she saw our roving shutterbug.

Good Living

A time to celebrate

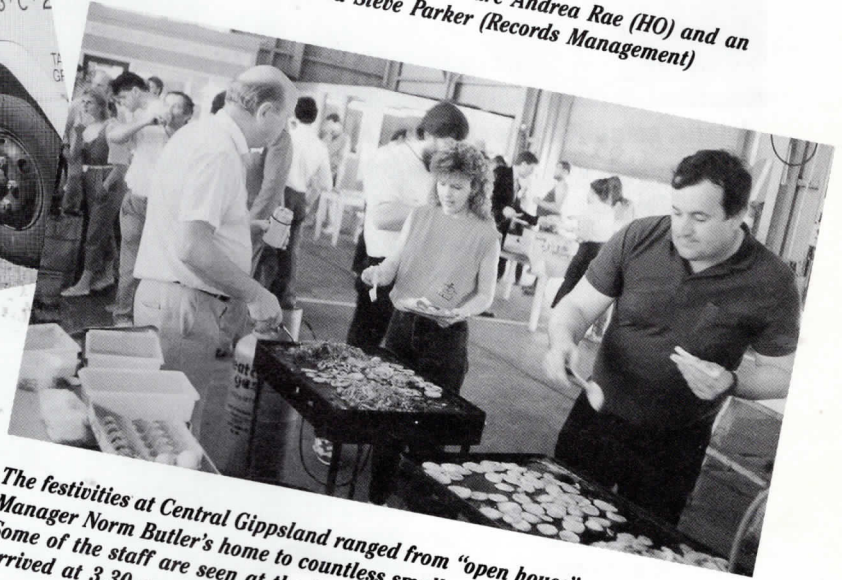
How the RCA spent Christmas . . .



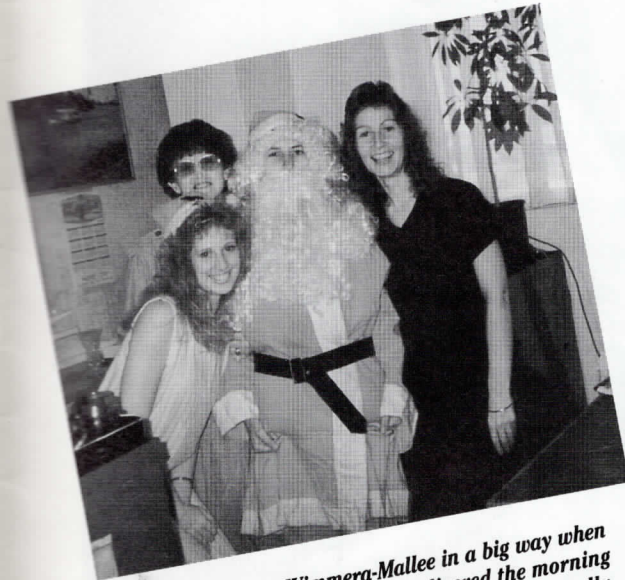
Motorists on the Loddon Valley Highway before Christmas certainly were in for a surprise: Santa Claus on road patrol duty. No, it wasn't a publicity stunt for Coles New World—the man behind the flowing white beard was actually John Fyfee, from the Serpentine Patrol. He was no doubt getting into the Christmas spirit.



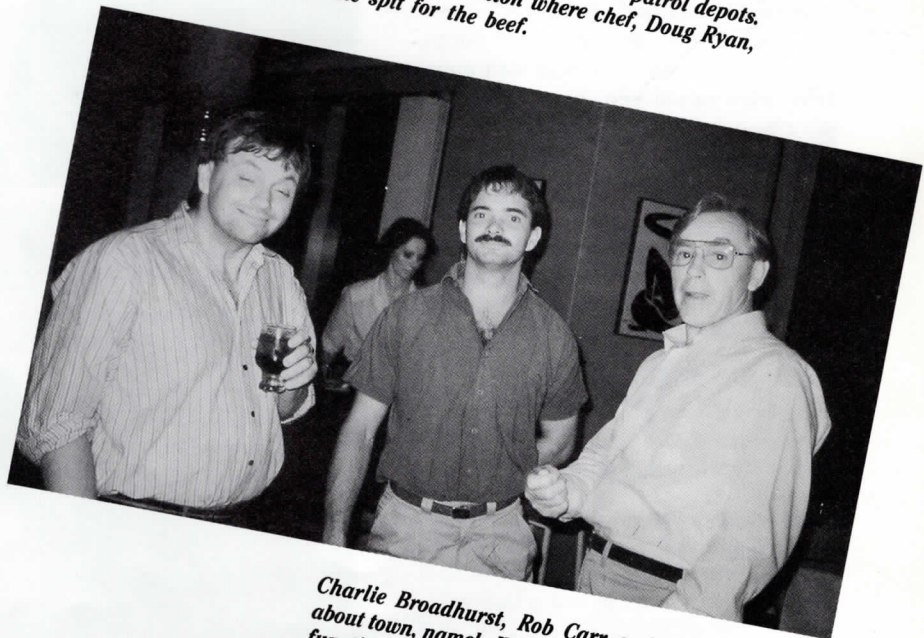
Soaking up the sun and Cola are Andrea Rae (HO) and an obviously relaxed Steve Parker (Records Management)



The festivities at Central Gippsland ranged from "open house" at Regional Manager Norm Butler's home to countless small sessions at patrol depots. Some of the staff are seen at the Depot function where chef, Doug Ryan, arrived at 3.30 am to light the spit for the beef.



Christmas spirit hit Wimmera-Mallee in a big way when Anne Scholfield (Tea Attendant) delivered the morning Liptons in a very traditional Santa outfit. Naturally, many staff members were somewhat bewildered and chose to pull at the sweeping white beard to see who was concealed behind the disguise. Seen here are, left to right, Lisa Martin (WPO), Betty Tippett (Admin-Accounts), Anne Scholfield (out of uniform) and Kerry Reynolds (WPO and Interchange scribe).



Charlie Broadhurst, Rob Carr and Wally Wolf seen about town, namely Wodonga, at the project's Christmas function on 16 December.

Sports Special: Golf Day and Wodonga Weekend

Wot a weekend!

A good time, and wine, was had by all at the 1988 Sports and Entertainment Weekend. Here's all the details, compiled by our Good Living reporter and Liz Hayes from Wodonga...

There's no doubting that Wodonga is an appropriate venue for something as vigorous as a "sports and entertainment weekend".

For a start, the weather is constantly agreeable, and the booming town's 26,000 people are extremely keen on outdoor physical diversions.

They're well equipped for any sporting activity, boasting one of the biggest tennis centres in the country, a championship 18 hole green grass golf course, a well patronised roller skating club and 7 bowling associations - amongst other things.

A large contingent of RCA staff members were introduced, or re-aquainted, with Wodonga's vast range of recreational facilities during late October when the project team hosted their annual sports weekend.

About 150 people relished the sunshine and enjoyed the various sporting activities which included indoor cricket, tennis, golf, ten-pin bowling and squash.

And the results...

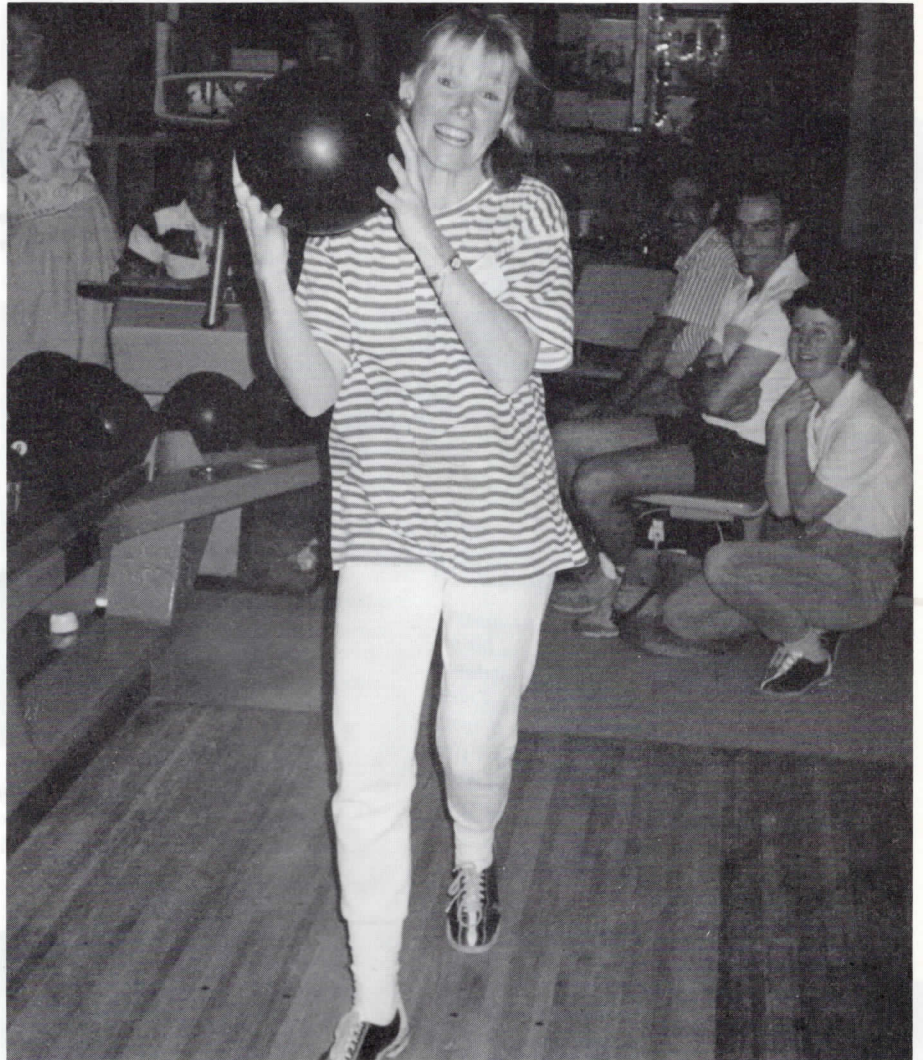
Squash

Despite the home town advantage, the results didn't always go in favour of the hosts.

Mel Downing from Central Gippsland won the mens squash for the second time, while Jenny Porter from the Ballarat Bypass took home the ladies trophy.

Tennis

Played at the Wodonga Tennis Centre grass courts, Rob Trebiloc teamed up with Steve Lind (Wodonga) to win the Mens 'A', while Lela Stella and Nikki White (Barwon) were the aces in the Ladies 'A'.



Wodonga's Liz Hayes proves she's a real swinger at ten pin bowls



Looking relaxed at the Wodonga Tennis Centre are Bruce Cochrane, Bill Peyton, Carolyn Leonard, Bruce van Every and Colin Kosky

Spotlight on sports weekend...

Warwick Peel and Geoff Pullin (Dandenong) were victorious in the Mens 'B' and Di Kosky (Central Highlands) and partner Jane Anderson (Euroa) won the Ladies 'B'.

North Eastern was represented in the Mens 'C' by top seeds Bruce Cochrane and Ray Beavis. On a more relaxed court we saw Pam Mathers (Wodonga) and Helen Cochrane (North Eastern) win the Ladies Social.

The biggest hit of the day, however, was Master Chef, George Mavroyeni (ex-Wodonga, now Ring Road), who supervised the barbecue.

Golf

Phil Davies, of Training and Development fame, amassed 38 Stableford points to win the golf competition at the Hume Country Golf Club in Albury.

Other placegetters were Bruce Gidley, Central Gippsland, with Nearest the Pin (4th), Bob Wiseman (Wodonga), Nearest the Pin (13th) and Brian Hensley (North Eastern) with the Longest Drive.

Indoor Cricket

Victory must have been sweet for the di-hard Ex-Road Design Team who, as last year's runners up, showed superiority above the opposition in the '88 event to take the perpetual trophy. A cut above the rest were Trevor Kane, Paul Kane, Gary House, Euan Nevitt, Mal Kersting, Bruce Gidley, Mary Morgan and Bettina Borroni.

On a social note...

On Saturday a large group of imbibers enjoyed a winery tour which embraced the Morris, Campbells, Bullers, and Stanton & Killen companies.

As well as learning all about muscats and moselles, Mick Byrne, tour guide, gave a running comment which kept everybody up to date with the latest RCA freeway works (particularly the section that he supervised).

John Trebilco, Val Lind and Steve Lind probably summed it up the tour succinctly with their facsimile to the organisers: "... We especially enjoyed Mick's wine tour commentary; we still know nothing about wine, but are now the full bottle on freeway construction".

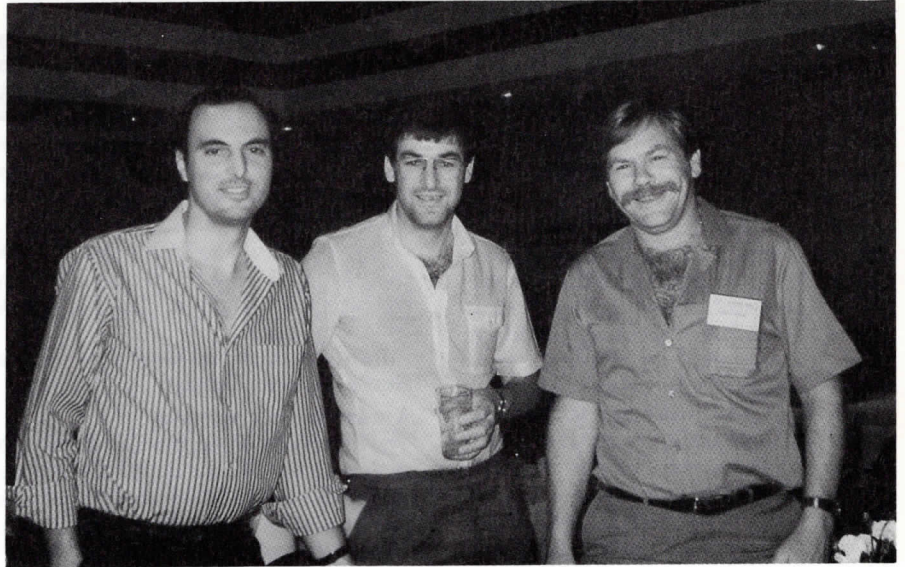
Trophies for the various weekend winners were made by Reg Patterson, (Director-Operations) at the Dinner Dance at the Commercial Club, Albury.

Thank you...

There's no doubt that the weekend was a great success thanks to the Project Team and the two major organisers, Liz Hayes and Hans Raun.

"We would like to acknowledge the support given to the Weekend by the RCA Corporate Management in the form of a monetary subsidy," says Liz. "The subsidy helped keep costs to a minimum for all participants.

"We'd also like to thank those people who participated and made the Weekend such a great success and so much fun," adds Hans.



Seen at the Commercial Club, Albury: George Mavroyeni (Ring Road), Phil Davies (Training) and Paul Tucker (Wodonga)



The Ex-Road Design Team: winners of the Indoor Cricket

The Wodonga tennis team: Naomi Micken, Valerie Lind, Noela Tucker and Liz Hayes



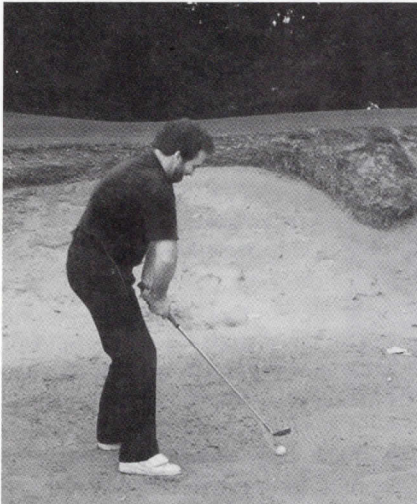
Veterans score at Social Golf Day

By our on-the-spot correspondent, Gary House

The Commonwealth Golf Club in Oakleigh was the setting for the RCA Annual Golf Day on 21st November.

Seventy six lucky participants had the opportunity to play a course prepared for a championship. A real challenge confronted golfers who found themselves tackling snaking fairways bounded by tee-tree and greens protected by deep bunkers.

And it was a challenge which the veterans took up eagerly. Merv Williams, ex-Manager Major Works, proved that retirement is the way to conquer the course. His additional leisure time these days for golf enabled him to take out the F R Oldfield trophy.



It wasn't all plain sailing for some. Here's Ernie Mensforth (ex-RCA) in the bunker at the 9th hole

Retirement must be the secret to success because Merv teamed up with Don Durant, ex-Project Engineer, SEMARL, and Bill Thomas, ex-GM Investigation & Planning, to snatch the C G Roberts Trophy. The result was Retired Persons Association 71 points, Wimmera-Mallee 69 and Northern 68.

Jim Dawson, East Gippsland, took out the J D Thorpe Senior Trophy, defeating Ian Hughes, Glen Waverley, by a sole point.

Ron Von Dorp ran away with the De Neefe Visitors Trophy.

A word for our sponsors

The organisers of the golf day would like to thank Ken Golding(3M), Benrie McCoy (William Adams), Terry Markham (Ingersoll-Rand), Mike Sadslier (Pollyfelt), Neville Drayton (ANI Komatsu), Alex Arnot (Copy Cat) and Ron Van Dorp (Aarque).

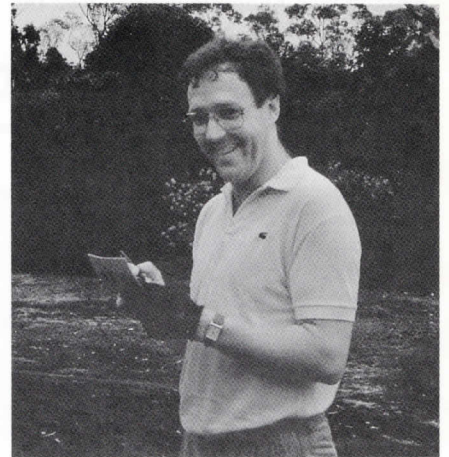
The Winners

F R Oldfield Trophy: Merv Williams 39 points; A Grade Gary House(Road Design) 36; B Grade Mary Morgan (Traf Eng) 36. J D Thorpe Senior Trophy : Jim Dawson (E Gippsland) 34; Runnerup Ian Hughes (G Waverley) 33 on a countback from John Waddell (Wimm-Mallee).

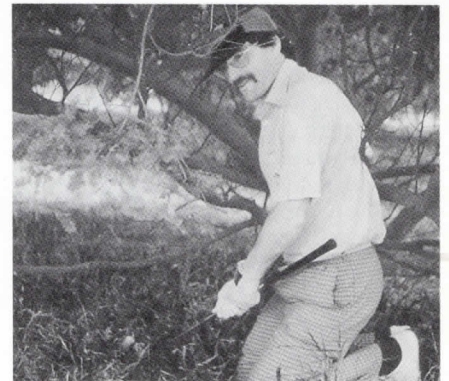
De Neefe Visitors Trophy: Ron Van Dorp 42; A Grade Richard Pallett 39; B Grade Mark Reilly 35. RCA Social Handicap: Rob Pearson (Hume Project) 36. Secret Nine Trophy: Simon Greatorex (Hume Project). Longest Drive: Lex McDowell.

Nearest the pins: 7th Hole Rob Pearson; 9th Hole Richard Pallett (visitor); 15th Hole Len Quinlivan (Northern).

Other commendable scores: Richard Pallett (visitor) 39; Phil James (visitor) 37; Robert Betts (Wimm-Mallee) 36; Simon Greatorex (Hume) 36pts; Alex Arnot (visitor) 36; Les Blank (Management Services) 35; Len Quinlivan (Northern) 35; Wally Viti (RTA) 35.



The smile of a winner: Rob Pearson (Hume Project, Benalla) checks his score card



Gary House (Road Design and Golf Correspondent) trying to recover from his attempt to win the longest drive.

Printing win in darts

It just goes to show that quality, not quantity, counts even in dart tournaments. The HO Printing Section, made up of a small clan of printers, technical illustrators and reprographics officers, had an encouraging win over the huge Survey army at the Eastern Darts Centre in Bayswater in November.

But it was a close competition made up of four games doubles, eight games singles and one teams game.

Both were two all after the doubles with Survey then winning the first two singles. Printing replied by winning the next three, making it a 5-4 score.

Survey came back right on target in the following two to bring the score to 6-5.

The final game of Singles saw David Males (ex-Survey) against Mark Lumley (ex-Printing) with Mark winning a close contest on Double 19. Consequently, with 6 all on the board, the teams game was the decider. Survey got down to a double before Printing but Printing began firing, managing to pinch the game with a 7-6 victory to the boys from the ink room.



"Now I'll only show you this once," says Alan Baker (HOSA President) on the 9th green to Mary Morgan (Traffic Engineering), Alan Champion (Northern) and Ron Van Dorp (Aarque)

roadworks

- On 2 February worked kicked off on the Metro Ring Road. The 8.5 km section through Broadmeadows which will link the Tullamarine Freeway and the Hume Highway. Ken Mathers is the Project Manager and the project office is located in Melrose Drive, Tullamarine.
- In December the RCA started major work on the widening of Punt Road north of the Yarra River—one of Melbourne's most notorious bottlenecks. The man in charge: Russell Bittner who will be based at the former SEMARL project office;
- Work has begun on the Bell Street-Banksia Street Road Link in Heidelberg. The project will take three years to complete and initial works are associated with Stage One: the duplication of Banksia Street between Cape Street and Studley Road.
- A project office has been set up in Westall Road, Springvale, for the crew working on the Springvale Bypass. The job ahead of Ted Goddard (Project Engineer), John Nation and gang involves constructing a continuous route from Springvale Road, north of Cheltenham Road, across to Westall Road at Heatherton Road, then along Westall Road to Centre Road. A new connection will then be built from there to Wellington Road.

seminars, meetings & get together

- 3 March: The ECORD Planning Study. Don Commons, Senior Planning Engineer, and Alan Collins, Planning Engineer, Road Planning. RCA seminar series HO.
- 14 March (tentative): Vicroads. Planning & Programs branch seminar. Contact Bruno Aleksic ext 2881.
- 6 April: Vicroads. Greg Mariager, Project Manager - Vicroads.
- 4 May: The Monash Accident Research Centre. Dr Peter Vulcan.
- 1 June: Staff Selection. Brian Tregallis.

good health

- Do you have a knack for Aerobics, Tai Chi, Mind & Body Harmony, Massage, Jazz Ballet or No Bounce Tummy Exercises? Maurice Langford would like to hear from anybody who has skills in teaching any sort of physical activity, and who would be willing to be involved in teaching classes on a voluntary basis. Ring 2225.
- Tai Chi—at work. Call Carole on 2210 or Warwick on 2485.
- Low Impact Exercise Classes Thursday afternoons: HO Theatre. Details: Cheryl De Zilwa or Christina Harvey on 2011 or 2533.

sport

- Just finished: RCA verses Tasmania's Main Roads in the annual golf and lawn bowls tournaments. Results in the next issue of Interchange.
- Bowls: Hey swingers—Kew Bowling Club has offered the use of its facilities for private functions at good rates. Call the club re: costs, facilities available, etc.

displays

- Starting 13 Feb: Morwell Bypass at the Mid Valley Shopping Centre
- 22 & 23 Feb: CIVENEX. Combined RCA and RTA display at Werribee Park. Call in and see what else is happening in the road/transport/engineering industry.
- 16-21 April: International Road and Construction Show, Seoul, Korea. RCA will be displaying linemarking, SID and concrete sound barriers. If you're passing by and the lights are on—drop in!
- 7-13 May: Transpo '89, Beijing, China.

opening for business

- 7 March: Gisborne Bypass.
- May: Dimboola Bypass.
- June: Princes Highway, Garfield to Bunyip River.
- June: Princes Highway, Genoa River Crossing.
- July: Hume Freeway, Bowser to Springhurst.
- Late June/early July: Greensborough Bypass—opening of 2nd stage.

open day

- Glen Waverley Open Day, aimed for schools and councils (Friday April 7) and RCA personnel and general public (Sunday April 9). Come on down for activities for families, numerous displays and a barbecue. Further details will be published in Personnel Notices.

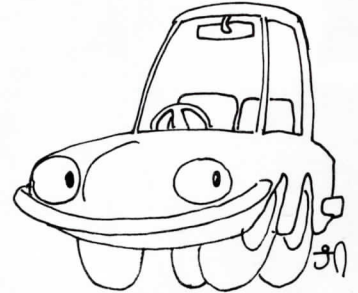
social club news

- Why pay \$9.50 to see Rambo 5 or the latest Yahoo Serious film when tickets from Hoyts and Village can be purchased for \$4.50 each. Tickets can be used anytime except after 6pm Saturdays: call Jenny Spilar on 2284 before your next outing.

new rca publications

- Morwell Bypass information brochure (contact Corporate Affairs)
- Freewheeling on Rural Freeways
- Bell Street-Banksia Street information bulletin (Contact CA or Metro Region)

the good oil: what's happening in the motoring world



• car costs steady

The cost of running your family car has stabilised in the past year, and will continue to do so during the next two years, says RACV. Real prices of imported vehicles was likely to fall in line with the rising Aussie dollar, leading to increased competition in the local market. Also, under the Button plan for the motor vehicle industry, there would be more imported cars at lower duty costs. RACV estimates that it costs \$124 a week or 43.05 cents a kilometre to own and run a 3.9 litre automatic Falcon, and \$123 a week or 42.65 cents a kilometre to run a VN Commodore. If you own a Laser, you're probably paying just under \$100 a week in total costs while a Magna costs \$112 a week. The cost estimates are for vehicles travelling 15,000 km a year over five years.

coming up

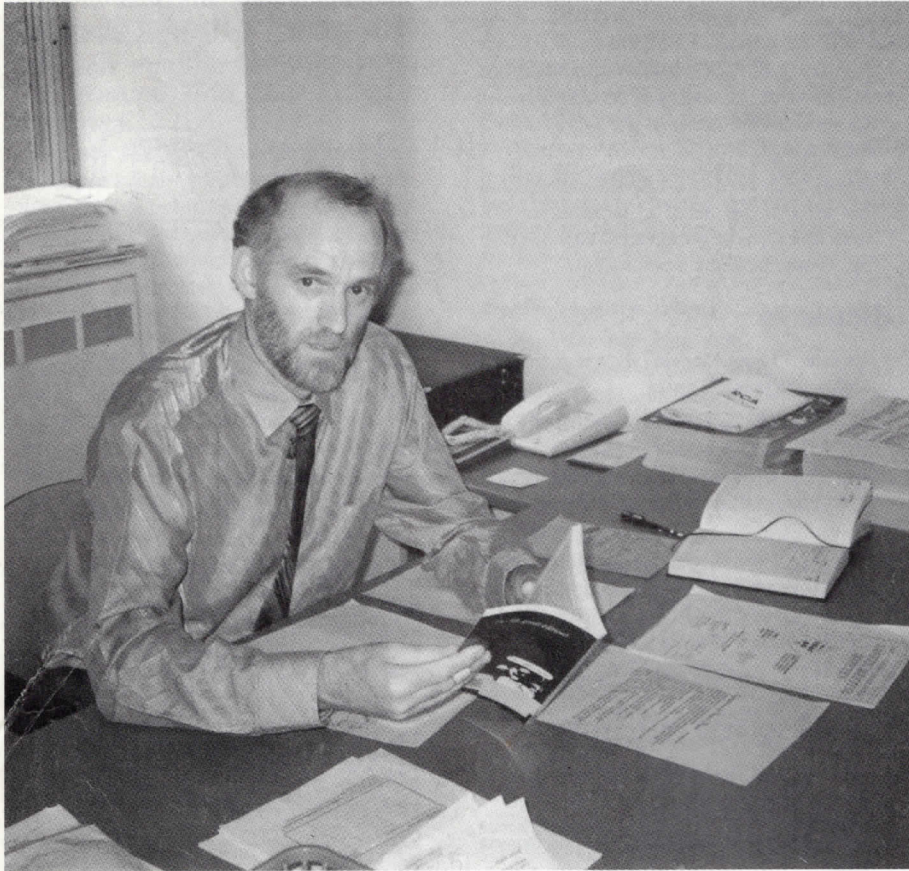
- 9-19 March: International Motor Show—Royal Exhibition Buildings;
- 10-19 March: Begonia Festival, Ballarat;
- 14-19 March: Careers Show, World Trade Centre;
- 18-19 March: Kew Festival, Alexander Gardens;
- 24-26 March: Classic Car Show, Exhibition Buildings;
- 24-27 March: Easterbike '89, Castlemaine and District. Bicycle Victoria (tel 650 2550)

did you know?

Traffic islands originated in Liverpool, England, in 1862, thanks to a saddler, John Hastings, who had been campaigning for them for years. It took the death of a leading citizen on the very spot that Hastings had been warning about before the idea was adopted. Curiously, it took a private citizen to construct the first island in London. He built his own mid-point refuge in 1864.

Courtesy Graeme Donald, The Age.

Eating Out competition gets 'em in...



If the response to the Interchange/Age Good Food Guide is any indication, lots of our readers enjoy dining out in the evenings.

The five lucky winners of the competition are Betty Byrne (Records Management), Les Pearce (Plant), Ronald Soley (Printing), Gary Nisbet (Pakenham Project) and Peter Sanders (Health & Safety Services).

"I've got friends coming from the UK," said an elated Ronald. "We'll use this to find a decent restaurant."

Look out for more great competitions in Interchange this year.

Above: Peter Sanders (Health & Safety Services) checks out his next restaurant

Veteran newshound bows out

His name can be found in old copies of Roadlines, the Country Roads Board journal, dating back to the mid-70s.

Mike Farmer has decided to unplug his Remington typewriter and call it a day—not only as the chief Interchange journo at Benalla, but also as a member of the RCA.

Mike, who has been recovering from an operation at the Wangaratta Hospital, stresses that he looks upon his departure as "not so much retirement as re-direction".

"I have been involved with many things, including the Jehovahs Witnesses over the years, and will continue to be so," says Mike, "along with part-time work possibly in the horticultural field.

"Together with visiting friends all over Australia, I will be kept quite busy."

Mike has been with the organisation for 28 years and first began as a staff magazine reporter in 1977.



Late News

Think Fit!

Okay, so the holiday period is well and truly over. No excuses. It time to think fit!

If you live and or work around Kew, you will be aware that the multi-million dollar Recreation Centre has just opened. The complex has been described as one of Melbourne's premierrecreation centres.

It was constructed as for community use by the City of Kew and is being managed by the YMCA.

"A highlight is the indoor 25 metre heated pool," says Julie Noakes, the Gym/Program Coordinator who spoke on the complex at the RCA on 9 February. "The water is kept clean using OZONE, as opposed to Chlorine."

"It will be available for skilled swimmers, learners, toddlers and those interested in aquatherapy. We've also got a water slide which is great fun for adults as well as the kids."

There is also a huge spa, sauna and a gymnasium for those keen on a good workout.

"We've got a wide range of programs available too ranging from aerobics, jazz and classical dance, aquarobics, yoga and an over 50's classes," says Julie.

Now the good news...

If 30 or more RCA staff members apply for a Gold Pass or Gym Plus membership (normal prices \$425 and \$295) then the Centre will be able to organise a mammoth 20% discount.

"We're keen to get RCA staff involved in all areas of general fitness and well being, be it exercise, diet or health awareness," explains Cheryl De Zilwa.

"The Recreation Centre provides an opportunity for staff to avail themselves of regular exercise with an expensive outlay."

Cheryl says she can provide details of casual fees and other membership categories to anybody within the organisation.

Get fit today

Run up (or down) the stairs to the Occupational Health Centre on First Floor and speak to Cheryl or Christina Harvey (or ring them on 2533 or 2011).