

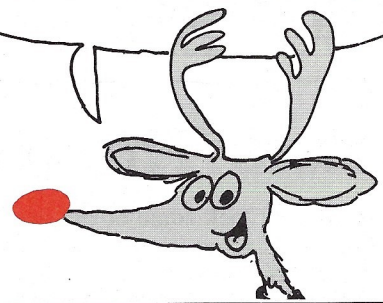
Interchange

December, 1986

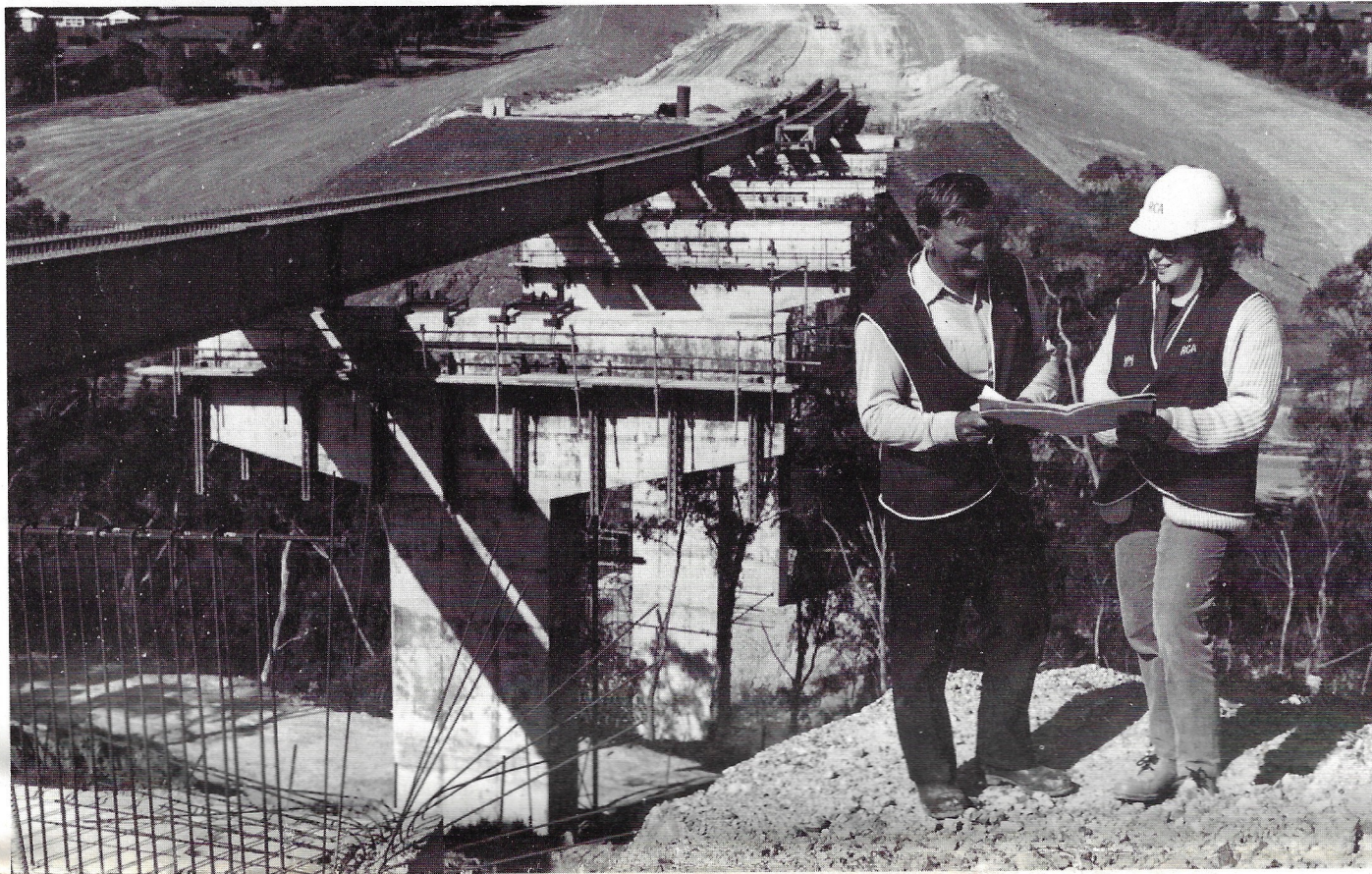
The R.C.A. Staff Magazine

Vol 10, No 6

"Drive carefully and have a safe Christmas."



Debbie's at ease on site



Debbie Donald feels perfectly at home in her role as Ancillary Works Engineer on the Greensborough Project.

Trudging around in ankle deep mud all day, dressed in the customary safety jacket and hard hat—it's all quite routine for Debbie.

But how does she feel working in what is obviously a male dominated profession?

"No problems at all," she replies, "I've got to know everybody, all the blokes on the field, and there're no troubles. They're all great blokes."

Debbie confesses that she has only felt uneasy once during her long association in the engineering field.

"The only hurdle was the first day at the University course," she recalls, "when I walked into the huge lecture room. There were about 350 people there, and 340 of them were males."

"I'm used to it now."

Debbie has been with the RCA for four years, and has been out at Greensborough for several months.

The RCA is constructing a bypass of the commercial centre of Greensborough, an outer north-eastern suburb of Melbourne. Debbie is seen in the photograph with Vic Sedunary, Site Engineer, in front of the Plenty River Bridge.

• Debbie Donald, Ancillary Works Engineer, talks to Vic Sedunary, Site Engineer on the \$32 million Greensborough Project.

Are you an Interchange Winner?

We had quite a lot of odd entries in the Interchange/Age 'Great Australian Annual' competition.

The eight winners of the competition, held in our special 50th issue, were Vin Mankin, Asphalt Division, Peter Kotsania, Traffic Engineering, Peter Kotsania, Dandenong Division, Ron Gunn, Emergency Services Section Head Office, Allan Armstrong, Road Design, Stephen Thomas, Strathmore Patrol, Ross Smith, Survey Division, and Jenny Sinclair, Benalla Division.

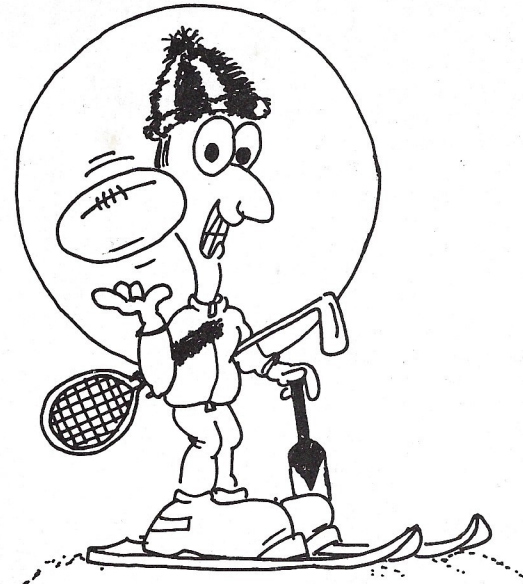
We're sending out your copy of the superb 'Great Australian Annual' in the mail. The colourful volumes were donated by the 'Age' which produced the book in conjunction with four other leading Australian newspapers.

Congratulations to our winners, and thanks to everybody who sent in an entry.



• Ian Coutts (right), Customer Relations Executive with The Age, presents copies of the Great Australian Annual to winners Ross Smith, Allan Armstrong and Kelvin Jones.

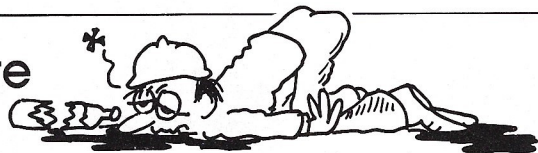
Calling Sports Buffs!!!



YOU can be a winner with Interchange in 1987! Over the next several issues we've got some exciting new competitions! Starting today—there's a great Sports Trivia Quiz with \$100 worth of top sportswear to be won. See our 'Interchange-Beta Being' competition on page 12.

Now try our Great New Interchange 'Sports Trivia' Quiz and win \$100 worth of sports gear.

• Interchange ODD SPOT



The fortitude and stomachs of two of Metro's finest construction engineers were tested recently during a lunchtime inspection of the Plenty Road Tramway Extension at Bundoora. Along the way they witnessed what appeared to be a nasty accident when a construction worker returning on his bike with the lunch order was knocked down by a motorist backing out of a driveway.

The engineers rushed to the aid of their bruised and bloodied colleague who was lying on the footpath in what appeared to be a pool of blood.

On closer inspection, however, they found that things were not quite what they seemed. Indeed, apart from a lightly cut hand, the major casualty was the bottle of tomato sauce that the cyclist had been bringing back for the lunchtime barbie.

RCA Sport Page 12:

Sandra rows into history Annual Golf Day



News Deadline Next Issue
Friday Jan 16,
1987

PEOPLE

Tassie Tinkler

Whilst he may lack some of the sartorial splendour of Elton John, when it comes to tinkling the ivories we're reliably informed that Drew Paton from Head Office Secretariat can certainly knock out a tune with the best of them.

Drew's talents came to light earlier this year when he kept the crowd entertained during Jack Foster's retirement dinner at "George and Marika's" in Camberwell.

Diners were served up a veritable feast of his musicianship, and though the restaurant cuisine was predominantly Hungarian, Drew, accompanied by Jenny Crome (Property), utilised "Chopsticks" in his repertoire (see picture).

Drew, who originally hails from Tassie, first took up the piano as the age of eight and has progressed to 7th grade, which he modestly assures us is a 'pretty reasonable standard.'

Although classically trained, his repertoire covers a full range of music including jazz and popular songs, which on more than one occasion has caused Drew to become the life of the party.

"Sometimes if I've been out to dinner and have had a few lemon squashes, I like to get stuck into it!" says the diminutive Drew, referring to his impromptu keyboard performances.

His favourite composer is Chopin whose music he describes as 'harder but more lyrical than other composers of his era.'

"Beethoven by comparison is too flashy," says Drew.

A man of wide talents, he is also a dab hand when it comes to playing the pipe organ which he did back home in Tassie at Saint David's Cathedral in Hobart.

Since coming over from Hobart in July last year to join the RCA's service, Drew has been keen to get his hand on a big organ, but they are a rarity in churches nowadays.

Drew remains quiet about his other talents but does admit to holding an orange belt in Judo.

"I took it up because I wanted to participate in a sport which wasn't too rough and tumble!" says Drew.

"Of all the martial arts, I feel that Judo offers the most, employing the brain as well as the body, unlike some other forms, such as Aikido which is strictly for wimps."

Any Aikido practitioners who may wish to discuss the relative merits of the various martial arts can find Drew on the 5th floor at Head Office in Secretariat... but don't tell him we sent you!



• Any requests? Drew and Jenny make a fine partnership.



"It's been a wonderful connection," says Brian Francis, describing his 36 years and two months with the RCA.

Brian, Officer-in-charge of the Laboratory at Horsham, retired on 5 December.

Just over thirty years ago he left his job with the Commonwealth Oil Refinery—now BP—to join the CRB after a successful appointment at the Exhibition Buildings, in Carlton. From there he moved to Head Office in Kew, then found himself in a Project Laboratory on the Western Freeway.

"I really enjoyed that part of my time here," laughs Brian. "We were working on the duplication of the Western, and the bypass of Bacchus Marsh."

In 1974 Brian moved to Horsham, where he's been ever since. During the 12 years with the Division he has become a local identity around the office, as one person put it "with his cheerful, sometimes boisterous thoughts on football, politics and worldwide events."

"I've enjoyed my stay with the Authority," he says. "It's been a marvellous place to work for."

Brian was farewelled at a dinner held in the local RSL. He now intends to see Australia, and says he has no immediate intentions of going overseas. Retirement will also mean "playing more bowls, the usual golf, and perhaps some fishing."

There's no doubt the RCA has lost one of its most colourful characters.



When Sam Bell first drove out to his job at the Coleman Parade Workshops, traffic lights were a bit of a novelty. So were houses and peak hour traffic.

Sam, an A-grade Inspector, retired recently after 33 years with the organisation. Most of that time has been spent at the Workshops.

Sam recalls being one of the first workers to be sent to the new complex when it was being completed.

"It was one of the best workshops in Melbourne," he said, "and it still is."

Sam says that Glen Waverley was far less developed than what it is today, with few traffic lights, residential areas, shopping centres and cars.

He reckons he's seen quite a lot of changes in the years that he's been directing work from his home at Heidelberg. He also has recollections of the Depot building being built in the middle of an orchard.

Sam, 60, came out from Scotland in 1953 and first worked at South Melbourne. Now that he is retiring he is planning his second trip back to Scotland with his wife, Doreen.

Interchange is the staff magazine of the Road Construction Authority, 60 Denmark St., Kew, 3101. Address contributions to The Editor, Corporate Relations, Head Office. We accept colour and black and white prints, and contributions should be typed if possible. Interchange hotline: 860 2584 or 860 2633.

Diversions

A dangerous job?

The Wodonga Project Safety Committee was recently formed under the chairmanship of Rick Anderson to investigate on ways to reduce work related injuries caused by accidents on the job.

Rick, it would seem, is likely to feature highly on the agenda of the next meeting after a recent accident he had when he drove a staple through his thumb. What was he doing at the time? Stapling together the minutes of the last Safety Committee Meeting!

Traralgon Division's tea lady has declared Direct Works Engineer Geoff Hose's office a 'no go zone' after a recent incident which occurred on her rounds.

A well wisher, familiar with Geoff's liking for crayfish, recently dropped a live one off at his unattended office. Unfortunately the tea lady was not informed and when she called in to collect his cuppa, the crawly crustacean, which had escaped its bag, bailed her up.

Bendigo Division recently took a call from a frantic female reporting the disappearance of her pet cat. Fearing the worst, she asked if a road gang working nearby could keep an eye out for the missing 'moggy' in case it was lying dead or injured in the vicinity. The ever vigilant Bendigo crew mobilised forces and swung into action, conducting a 'vegetation mouse' search of the nearby roadside verge. Despite their efforts no trace was found of the cat in question.

The mystery was solved next day when the rather embarrassed owner phoned to say that the prodigal puss had been found—locked in the kitchen cupboard.

No amount of coaxing will convince her to lift the 'black ban' on his office, and we are reliably informed that Geoff is now on the market for a good used Cafe Bar.

A road gang working on the South Gippsland Highway has adopted a nesting magpie which resides near the work site. The magpie is kept well fed by the predominantly pro-Collingwood crew, having taken a liking to all the lads except for engineer Darren Sargenson, who is swooped with monotonous regularity. By strange coincidence Darren is an avid Carlton supporter.

Mick Gilbert and Lindsay Sessions from Badginnie - Bowser Project were sent to Euroa last month to cut the grass and tidy up around an RCA owned residence located in Armstrong Street, the house intended as the site office for the proposed Hume highway Bypass of Euroa.

As instructed, the pair diligently set about their

task at No 12 and were rather pleased with their handwork at the end of the day.

So too were the owners of No 12 when they returned home that night to a tidy garden.

Meantime the weeds and blackberries at No 8—belonging to the RCA—continued to thrive in anticipation of the return of Mick, Lindsay and their mowers!

Speaking of grass, Bill Atkinson, Overseer on the Princes Highway reconstruction at Bellbird near Orbost, was the focus of media attention recently when six bags of marijuana were found in a gravel pit near the works site.

Bill resisted intense lobbying from the road gang to call an immediate 'smoko' to discuss what to do with their find.

Considering the level of Federal funding, some thought was given to the possibility of financing construction of a new Highway with the proceeds of a sale.

The idea was quickly discounted however as it would be susceptible to severe maintenance problems with many potholes.

Computer Games

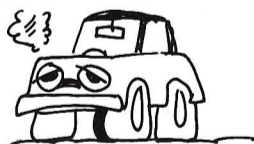
Wodonga staffer who shall remain nameless was overheard to inquire whether the mass memory of their PC. could be upped from 10 kilograms to 20 kilograms.

Another computer illiterate megabytes the dust?

Next time you're having a bad day spare a thought for Ron Cameron of Noble Park whose fate was recently reported in the 'Herald'.

Driving along the South-Eastern Freeway, Ron was forced to swerve to avoid a load of glass which fell from a truck in front of him. In the process his car hit the guardrail resulting in a minor dent and a flat tyre.

He pulled over in the emergency lane to change the tyre and just as he finished putting the spare on, noticed his old tyre left leaning against the rail had taken off and rolled down a slope into the Yarra. He managed to limp into a service station all to no avail as they didn't repair tyres.



In desperation Ron phoned a towing company to take the car around the corner to a tyre dealer. The 'towie' advised him that it would cost \$55 to tow the vehicle.

"But I haven't got any money," Ron pleaded.

The sympathetic driver agreed to give him a lift to where a nearby friend worked to get a loan of \$140 to cover the cost of the tyre repair and tow. The friend was skint!

Seeing Ron on the verge of a breakdown, he agreed to lend him his car to race home and get some money. End Story? Not quite.

On the way home Ron Cameron was booked for speeding!

Have a nice day!

The bridge that 'Jack' built gets a prop up

On the surface, the Monash Bridge spanning the Loddon River at Laanecoorie, near Bendigo, looked fairly stable.

It wasn't until you climbed underneath the deck that you found all was not well with this historic structure. The elements had taken their toll over the last three-quarters of a century.

Built in 1911, the bridge was designed by Sir John Monash, one of Australia's most distinguished engineers. The bridge is the earliest known R.C. beam and slab bridge still in existence in Victoria.

The 128 metre long reinforced concrete bridge replaced a tottery timber structure which had been washed away by floods in 1909.

But there's been a lot of water under the replacement bridge too, as Neville 'Seppe' Haydon, from Bendigo Division, found out when he investigated the piers earlier this year. He found that the concrete, possibly made of river sand, had deteriorated to such an extent that the slender steel rods used for reinforcing had become exposed.

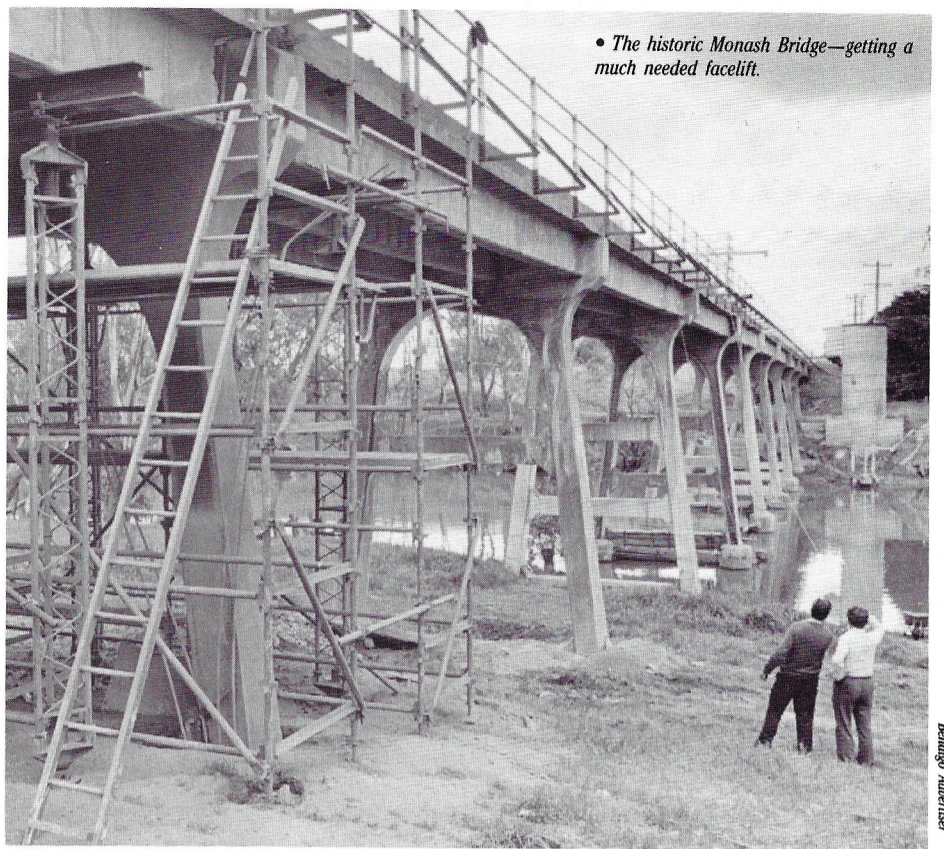
"Flaking was so bad that one pier had a core of concrete of only 25 cm by 35 cm. Originally it was 61 cm by 46 cm," explained Neville, a Superintendent of Works. "We found it was also possible to vibrate part of the bridge with a bar in one of the expansion gaps."

"Joint Effort"

Neville has been restoring the bridge to its former glory, with the help of carpenter Peter Jacobs and Ian Blunck, Bridge Construction workers Jack White and Ian Ross and engineer John Esnouf. Col Jordan and Ron Fry from the Shire of Bet Bet have also been of great assistance in this project. "It's a joint effort with the Shires of Bet Bet and Marong" said Neville.

The work involves strengthening the beams and eleven piers with a concrete mix, applied as shotcrete from a special spray gun.

"The bridge deck is also being strengthened and will be made waterproof so that moisture will not be able to seep into the piers as it has in the past," said Neville.



• The historic Monash Bridge—getting a much needed facelift.

Bendigo Advertiser

The bridge is a bit of a landmark in the tiny community of Laanecoorie (for the unworldly, the town is just off the Bendigo to Maryborough road. It stretches over a deep channel of the Loddon River, downstream from the Laanecoorie Reservoir).

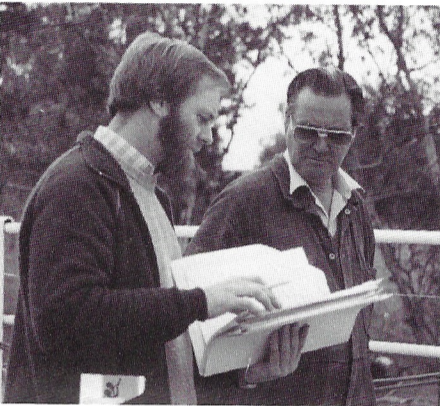
Sir John Monash (1865-1931) pioneered the use of reinforced concrete in Victoria and worked on several new bridges in Victoria and Tasmania. He directed the earthworks on Melbourne's Princes Bridge in 1885, and supervised the construction of the outer circle railway at the same time that he was completing his arts degree at Melbourne University. In 1913 he became President of the Institute of Engineers.

Sir John Monash was also an honoured soldier, and was promoted to lieutenant-general after commanding troops in Egypt, Gallipoli and France. Victoria's second university was named after him in 1958.

With Monash's impressive track record, it's not surprising to learn that the Laanecoorie locals regard their bridge as a treasured and important regional landmark of this leading engineer.

And now, thanks to the Road Construction Authority and the Shires of Bet Bet and Marong, it's going to be around for a long time yet.

□



• John Esnouf, Supervising Engineer, discusses a point with Neville 'Seppe' Haydon, Superintendent of Works.



• In case you're wondering what Neville Haydon (left) and Peter Jacobs are doing, they're wedging spacers behind the reinforcing mesh to keep it clear of the base material. The two are being suspended in mid-air on a mobile scaffolding under the bridge.

• Page 3 Person



Caught in the act of throwing another snag on the barbie is Cafeteria Attendant, Eileen Walsh. Eileen was catering for the hungry masses at the Materials Group 'Cup Day BBQ' on October 31.

Oops!

Our 'Page Three Person' in the last Interchange was incorrectly named as Bill Malickoff. Our apologies—it should have read Vic Malickoff. The error was ours.



Number 28 Moray Street isn't the most prestigious of residences in South Melbourne.

Originally a tired, old warehouse, the less than elegant surroundings have been the no-frills home to staff working on the multi-million dollar West Gate Freeway.

That was, until Tuesday 7 October. On that memorable date, a bevy of brawny removalists invaded the premises to deliver the scores of desks, chairs, tables, filing cabinets and assorted miscellaneous furnishings to the new project office in Cook Street, Port Melbourne.

Formerly the administrative centre for the West Gate Bridge Authority, the new quarters are decidedly up-market. The view from David

• David Jellie (6th from right) with some of the crew on the multi-million dollar West Gate Freeway project.

Jellie's office, which overlooks the sweeping 2,583 metre long bridge, is quite breathtaking.

David has replaced Jim Wilson, who retired in October, as the Manager - Bridgeworks.

From all accounts, everybody appears to be quite pleased with their new surroundings; as for the former headquarters, it's now on the market (you'll probably find it under 'Investment Properties' in the Age Real Estate lift-out).

The new telephone number for the freeway project office is 646 4544.

Yes, Sir Humphrey

Something innovative, and refreshingly funny, in the way of 1987 diaries comes from the Doubleday publishing company. Simply titled 'Secretary of the Cabinet—Sir Humphrey Abbleby', it is a compact little book with a more than obvious link to the popular TV series, 'Yes Prime Minister'. The book is Sir Humphrey's supposedly confidential personal diary, and features a collection of some of his more presumptuous views on such bureaucratic matters as party politics, MPs, diplomacy, Civil Servants and the dubious academic attributes of Prime Ministers. Some of the more enlightening appraisals are as follows:

"The Queen is inseparable from the Church of England. I think God is what is called an optional extra."

"We should always tell the press, freely and frankly, anything that they can easily find out some other way."

"Opposition is about asking awkward questions and government is about not answering them."

"Diplomacy is about surviving till the next century. Politics is about surviving till Friday afternoon."

The book is sold at all good book stalls (it is, unfortunately, not available in all good Stationery departments), and retails for \$12.95.

86/544/5

Eastern Suburban Roads Come Under Scrutiny



Photo: Leader Newspapers

A bypass of the commercial centre of Ringwood? An arterial road extension between Doncaster and Ringwood??

These proposals were discussed recently when Mr Tom Roper, Transport Minister, joined Members of Parliament, Council representatives and RCA personnel on a tour of the Eastern Corridor in Melbourne's eastern suburbs.

"The government recognises the need for road improvements in the eastern suburbs," Mr Roper told the gathering. "And at the moment, Environment Effects Statements are being prepared for a possible bypass of Ringwood and an arterial road extension between Doncaster and Ringwood."

"A study of public transport needs is also being carried out under the management of the MET," he added.

In 1985 the Ministry of Transport and five eastern suburban councils formulated the Eastern Corridor Road Action Plan to deter-

• "Now, here's the plan." Reg Patterson, Regional Manager - Metro, could have been saying that during a brief stop on a tour of the Eastern Corridor. With him is Cr Frank Corr, former Ringwood Mayor and Mr Tom Roper.

mine future transport needs in the area, and to prepare recommendations for future road development.

One of the key recommendations was that extensive sections of two lane roads, many carrying more than 15,000 vehicles per day, should be upgraded to cater for the developing suburban sprawl. The bypass and arterial road were also options put forward.

The Environment Effects Statements will detail implications for air quality in the Koonung Creek and Mullum Mullum Creek Valleys, should major road developments proceed along the route.

"The Effects Statements are scheduled for completion by late 1987, and will be placed on public exhibition," Mr Roper said.

• Film Review



Photo: Hoyts

Two Hondas are better than one

A schizophrenic Honda Z—just the thing one needs for a getaway car after a bank robbery.

Well, that's the logic behind this scene in the innovative Australian comedy 'Malcolm', which has won ump-teen film industry awards.

The car is used in a comical sequence when two amiable robbers, Malcolm and Frank, literally 'split' from the scene of the crime. But the question intrigued viewers all over the country are asking: is it for real?

After all, a car that could divide into two would be

ideal for difficult parking spots, peak hour traffic, negotiating narrow laneways, and so on.

But there's more to this two-faced Honda than meets the eye. According to David Parker, who wrote the screenplay, three Hondas were used for the production.

"We had a complete car, then one for the actors which actually split in two on a rig and then one that had wheels and ran along the road with stunt drivers in it."

The halves used by the stunt riders were each driven by 80 cc Yamaha bikes, and

were balanced by placing ballast in the footwells.

The split car was a common sight around the streets of South Yarra where a lot of the filming was carried out.

Rating ***** Top performances from Colin Friels as Malcolm, and John Hargreaves and Lindy Davies, plus some slick special effects and a witty, no-nonsense script, makes 'Malcolm' a highly enjoyable movie. It's easy to see why it won 'best picture' in the Australian film awards. Showing at Hoyts and Village cinemas.

Write to Us!

We would like to hear your comments (favourable or otherwise) about this issue of Interchange. It may be a general view or a specific point about an article or regular item. Send your letter to 'Feedback', care of Interchange, and we'll publish the best ones!

Looking back over 12 months—and 100 years

It's been a busy year for the Australian Workers' Union.

No, it hasn't been involved in protracted disputes, strikes or industrial conflicts: 1986 has been the year of its Centenary!

The last 12 months have been an important time for AWU officials and members as they pay tribute to one of Australia's oldest and largest industrial unions. But in keeping with the true spirit of its founding fathers, the union hasn't just been talking about its achievements. It's been actively involved in art and photographic exhibitions, street processions and, of course, there was its well patronised Bushman's Carnival on Australia Day.

The AWU began as the Amalgamated Shearers' Union in 1886 outside Creswick, near Ballarat. The name was changed to the Australian Workers' Union in 1894. By 1907,

the AWU had eight branches throughout the country with 47,000 members.

The fighting spirit of union members was no more apparent than in 1914 when the First World War erupted. Of the first 20,000 who enlisted for service in Europe, 12,000 were AWU members, mainly from the shearing sheds in NSW and Queensland.

In 1927 the ACTU was formed, but the AWU refused to join, alleging that the organisation had been infiltrated by communists. In the same year, former AWU official, Jim Scullin, was elected Prime Minister.

The AWU celebrated its 50th anniversary in 1936 and strengthened its campaign for a 40 hour week. This legislation was passed in 1946—another victory for the union.

The AWU joined the ACTU in 1967 after healing its 40 year rift.



Cartoon: The Bulletin

"...and after the sheep shearing we'll show you how to fleece an employer!"

Not all plain riding...

The AWU can boast of many fine achievements, but there was one occasion when some of its members were up the creek without a paddle—literally!

Led by one Donald Macdonnell, about a dozen hardy bushmen rode from Bourke to St George, a distance of 300 miles, for a major campaign being held in Queensland in 1891.

En route the party confronted the flooded Bogan River, and the only way to cross the vast waters was to swim.

Unfortunately one of the horses refused to be coerced into the river, and all looked lost until an observant rider discovered an abandoned boat. But as fate would have it, the paddles were missing.

Ever resourceful, the men simply hauled the horse across behind the boat which was being drawn by a cable of fencing wire. It was a long ordeal, however, taking from two o'clock that afternoon until eight at night to get all hands—and hooves—across.

When working conditions were shear hell!

Conditions in the pre-union days were often wanting. Among some of the vexing situations that shearers had to endure were:

- Fines for swearing at a cantankerous sheep.
- Fines of 16/6 a day if a shearer was sick and missed work.
- Fined up to £1 for injuring a sheep during shearing.
- Non-payment for any sheep not shorn to the manager's liking.
- Forfeiting all income if caught with alcohol on the station.

Feedback & Follow-up

A New Column as readers respond to our previous issue, and we follow-up stories from earlier editions...

Pals from Ghana

It seems that word about the activities and accomplishments of the RCA has extended to darkest Africa.

For a number of years now Head Office has been receiving air letters from the tiny republic of Ghana, located in West Africa. Why the eager writers have chosen Victoria's State road authority to seek out potential letter writers remains a mystery. Nevertheless, they are usually more than enthusiastic about the prospect of communicating with an Australian.

The latest correspondent is one J B Dankwah, who lives in Chiraa-Sunyani. A quick glance at the atlas will show it is located in the centre of the country, near the Ivory Coast border. It is a member of the Commonwealth and, like many countries in the region, its chief language is English.

Mr Dankwah identifies himself as a 'boy of 22 years old', and would like anybody to write to him care of the Presbyterian Church, P O Box 10, Chiraa-Sunyani, Brong-Ahafo, Ghana, West Africa.

In the line of duty

Berger Paints will supply almost 900,000 litres of paint to the RCA—and it'll all end up on the roads.

The roadmarking paints have been bought, at a cost of \$1.35 million, for line marking operations on Victoria's 24,000 km of declared roads.

Traffic Stopper!

Bobby King must rate as one of the most dapper traffic controllers on the road—at least in Bairnsdale Division, anyway.

Bobby was attired in a fashionable RCA tie and traditional safety jacket recently when the Managing Director, Ian Stoney, and Regional Manager – Eastern, Merv Williams, toured Gippsland.

"But why the dangling clock?" came the inevitable question.

"If the crew wants to stop the traffic for 20 minutes I just set the alarm and I know when to let the motorists go", explained Bobby. "And it's

also Friday so I want to know exactly when it's time to knock off".

Bairnsdale DE, Peter Balfe, introduced Mr Stoney and Mr Williams to regional office and field staff on 16 and 17 October.

The tour included a visit to a construction job near Lakes Entrance, and when Mr Stoney commented that it was a 'beaut day' to be in the field, an obliging worker promptly offered him a shovel.

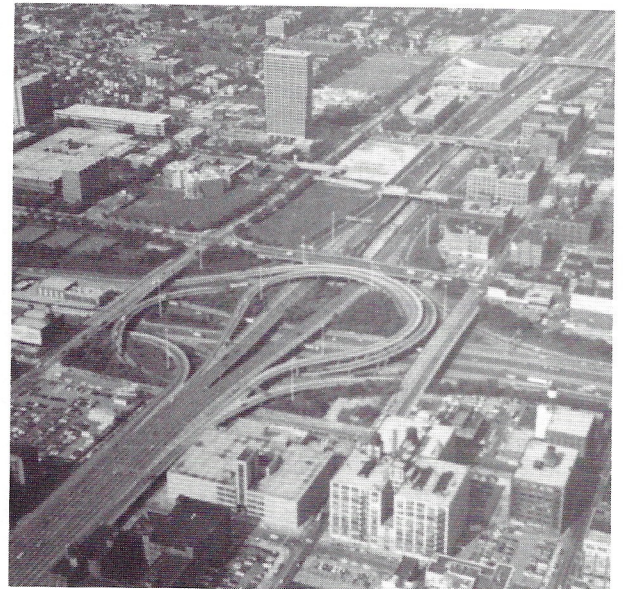
Patrolman Max Smith then treated the visitors to a lesson in brewing up a cup of 'genuine bush tea'.

The two also met patrols from Heyfield and Sale, and after the hectic tour, Mr Stoney said he hoped to return in the near future to check out progress on the Genoa project, near the NSW border.



• Merv Williams meets Bairnsdale's best dressed Flagman, Bobby King.

LA Freeways Off the Rails?



Southern California has approximately 1000 km of freeways, criss-crossing each other in a maze of elevated sections, sophisticated diamond interchanges, towering bridges and huge direction signs.

Of course, the Californians need them. Cars in that auto-infatuated State are multiplying by 2% a year—a quicker rate than humans.

According to 'The Economist', in 1984 there were 25.6 million Californians crawling around in 18.5 million vehicles, and it's getting to the stage where authorities are actually contemplating the unbelievable—trying to urge Los Angeles motorists to use **public transport!**

City planners are looking closely at encouraging LA people to commute by rail. Officials have noticed that neighbouring San Diego has had a lot of success with its Tijuana Trolley, which carries 20,000 passengers a day, and the Silicon Valley and Sacramento are also laying tracks for new rail routes.

LA officials have also adopted other measures to persuade drivers to leave their cars at home: new zoning ordinances restrict cars from entering city areas, work schedules are being altered, and fees are being imposed on new commercial

• LA freeways: the world's biggest and most complex

developments to pay for roadworks. The Howard Hughes Centre, under construction near the airport, has agreed to pay for a section of the LA – San Diego Freeway.

But Californians love their freeways, which are an integral part of their lives. Homeless people sleep under the overpasses, bored housewives cruise the carriageways to alleviate their day to day routine, and freeway litter is often collected by traffic offenders sentenced to community work.

The latter is no doubt a tactic to try and reduce maintenance costs. Last year freeway maintenance was in the vicinity of \$60 million—about twice the cost of the Greensborough Bypass.



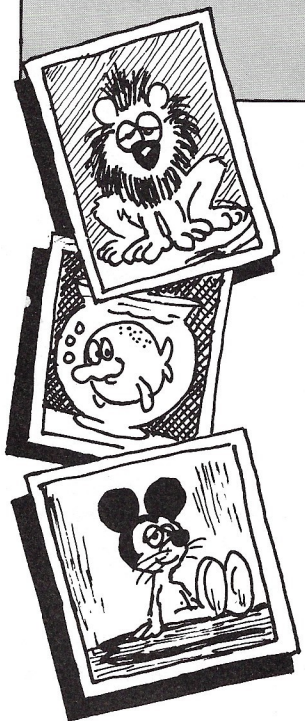
• An unusual road sign in downtown LA. We're not too sure what it is trying to say!



• October was a hectic month for Ian Stoney as he toured the regional offices throughout the State. Above, John Waddell (Horsham's DE), introduces the Managing Director to members of the Stawell Patrol, from left, Alan 'Bluey'

Wilson (Tractor Operator), Robin Purton (TO), Billy Egan (Asst Overseer) and John Zanker (Asst M'ice Worker in Charge). Right, Dandenong's DE, Stan Hodgson and Ian Stoney meet a crew working on the Princes Highway.

Send Us Your Pet —And Win A Prize!



You never know who might lob up on your front door these days.

Take this neighbourly dog which mysteriously appeared at the entrance to Head Office recently. He was photographed by our observant Interchange shutterbug who happened to spot him peacefully sitting between the two self-opening doors. At first it was thought that the amiable canine might have been lost, but as it turned out 'Rocky' was only waiting for his master who was visiting the RCA's Contracts Section.



Pet of the Month!

Now we'd like to hear from any readers who might have an interesting animal for our Pet of the Month column. You're invited to send in to the Editor a photograph of Spot, Tiddles, Tweetie-Pie or whatever—but remember: we really would like to feature something a bit out of the ordinary. That is, one of your more unusual breeds of dog, a rare pet bird, an llama or something of that nature.

As an incentive, for every interesting photograph featured we will provide the owner with a framed 12" x 10" colour (or black or white) copy of their print.

Get those animal shots in today!

An exclusive offer for Interchange Readers!

If you are seeking an ideal Christmas present, appreciate good quality port or perhaps have an interest in pottery, it is with pleasure I offer you a chance to purchase a true collector's item: a handmade ceramic container of what can only be described as a 'Magic Port'.

And they're selling for the magic price of \$27.50 each. But I have only a limited stock of forty—so it's first in, first served!

• The 750 ml containers were crafted at Brookfield Pottery by Rob Schultz.

• Each features a sketch forming part of label by ARTHUR BOYD.

• Ceramic containers are individually numbered.

• The port is from the cellars of the late TOM SEABROOK.



• The port is a Silver award winner at Brown Brother's Cask of Port contest, July 1985.

• Each will be sold on a limit of one per person for \$27.50.

CONTACT JOE BLACK at BENALLA DIVISION (The Heart of Premium Port Country). Telephone (057) 62 2288 or ext. 2739.

Remember: there's only a limited stock of 40!

RING ME TODAY!!!

The New Branches - what's going on?

Changes in the Organisation

If you've just come back from three months Long Service Leave, you may have noticed that there's been a few changes around the place.

Indeed, after trying to understand who's what, and what's where, you may feel like another holiday. Actually, in most aspects, the new branches are relatively straight-forward.

What's happened? Put simply, we're still managing the building of the State's road system but within the RCA there are now five branches of management: Corporate Development, Operations, Technical Resources, Management Services and Human Resources.

The aim of it all is to make sure we continue to build roads, more efficiently and economically.

There will be significant increases in delegations, along with a reduction in reporting levels and greater organisational flexibility. The new organisation's framework will encourage efficiency and effectiveness in the delivery of services.

From 1 December each branch will be managed by a Director as follows:

Mr David Berry (Director Corporate Development); Mr Laurie Jones (Director Operations); Mr Robin Underwood (Director Technical Services); Mr Peter Stuart (Director Management Services) and Ms Anne Evans (Director Human Resources).

Here is a brief explanation of the new branches:

Corporate Development

This is a new branch directed by Mr David Berry who will be a member of the Corporate Management Group. Initially, it has used seconded staff to commence its operation.

It is responsible for five areas—priority services, organisation development, strategies and programs, business development and road planning.

An innovative field which this branch will be tackling is marketing. Through its business development area, the branch will be aiming to more clearly identify the needs and concerns of the community in regard to roads and to target the road programs of the RCA to address those needs. In doing so, the branch aims to make the community more aware of the importance of road funding and road projects.

Operations

The Operations branch is responsible for the operational management of the road system, maintenance and construction of the road network, assistance to municipalities, and the running of a detailed works program.

The Plant Sub-Branch and Materials Group and Asphalt Division are now in the Technical Resources branch and greater responsibility for bridge construction will be given to regional offices.

Existing Divisional Engineers have been retitled Regional Managers, and management of resources in regional areas will be under their control to a greater extent than in the past. Improved delegation is being developed to enable Regional Managers and their staff to be more effective and efficient in their operations and to reduce the burden of paperwork.

Technical Resources

This branch embraces all aspects of technical resources needed to support the work of the Operations Branch, including Road Design, Traffic Engineering, Plant, Bridge Sub-Branch, Materials Group and Asphalt Division. The branch will provide these technical support services as required to regional offices and projects.

Management Services

Centralised administration, finance, management information systems services and audit all come under this branch which is based on the existing Corporate Administration Branch.

Human Resources

Initially, this area will confine its functions to activities originally carried out by Personnel and Employee Relations, including Industrial Relations. It will also provide personnel services to managers in the other four branches.

The Director of Human Resources, Ms Anne Evans, comes to us from the Port of Melbourne Authority.

Will My Job Change?

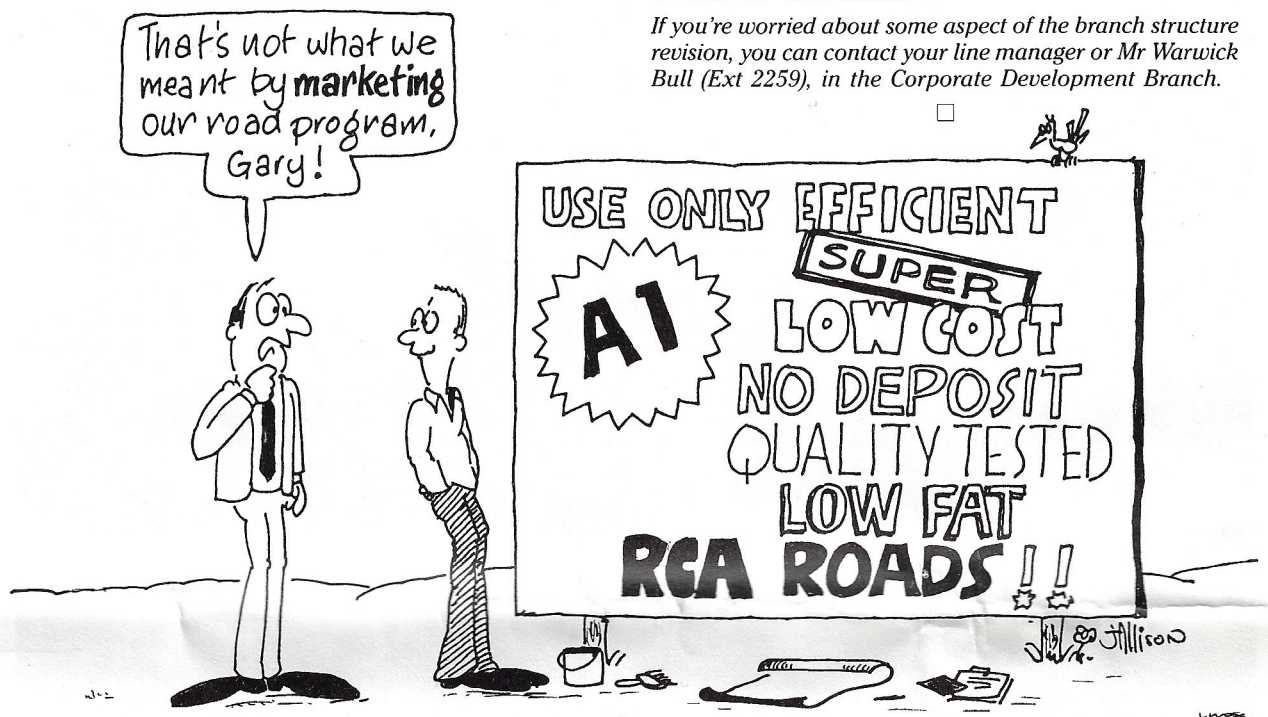
Most staff will be unaffected by the regrouping of Divisions and Sub Branches into the new branch structure. For some people, it will simply mean a new boss at Head Office. For a few it may result in the same desk, and some different duties.

One area subject to change is the Bridge Construction Group. Some responsibilities for bridge construction will be transferred to the Metropolitan Regions and to Projects. Rural Regions have generally had this responsibility in the past and so are not affected.

Detailed arrangements for staff in Bridge Construction, some of which will be working in the new Operations Branch, are being developed with the Authority and staff associations.

Who to Contact?

If you're worried about some aspect of the branch structure revision, you can contact your line manager or Mr Warwick Bull (Ext 2259), in the Corporate Development Branch.



Corporate Planning : looking at the issues

What is it?

Corporate Planning is a way of charting the future course of the RCA as an organisation. It asks: What work should we be doing? What sort of organisation should we have? How should we do our work in the future?

Using issues

In the RCA we are looking at our future by using a process of exploring the major issues facing us. By examining these issues we will develop future directions for our organisation.

The issues currently being looked at are:

- The Extent and Nature of Future Road Travel.
- Road Needs and Programs.
- Future Funding of Roads.
- The Role of the RCA.
- The Availability of Strategic Materials.
- Performance of Work by the RCA.

These provide the basis for discussion and papers about these topics are not the "corporate plan" itself.

Talking With You

Part of our process is to talk with you about these issues. It is a new initiative in the RCA to hold open discussions with staff on the future directions. Some of you will have attended discussions on our Corporate Planning process in October and November. Those who attended were certainly given a mass of information on the RCA and this openness was generally appreciated by staff.

At present the Corporate Planning process is in a stage of reviewing what you thought about those issues and in developing some of them in more detail.

Talking with Staff Associations and Unions

The RCA has agreed to establish a Joint Union Staff Association Negotiation Committee on the Corporate Planning process.

Mr Bill Shum has been seconded to the Corporate Development Branch for 6 months with the task of ensuring good communication with Unions and Staff Associations on corporate planning matters. This initiative was suggested by the Unions and Staff Associations themselves.

What happens next

In February or March we will hold another round of discussions with staff on how our senior managers have developed the issues we have been looking at, following discussions with their staff.

At various times in the Corporate Planning process it will be appropriate to publish a Corporate Planning document setting out strategies and directions. Our first "corporate plan" will be available in March or April next year following our next series of discussions.

Functional reviews

As part of the Corporate Planning process it will be necessary to review the functions of parts of the organisation. Guidelines for such reviews are being developed with Unions and Staff Associations. These reviews will look at what a particular Division/Sub Branch is doing now and how this may change in future.

They are not aimed at another restructure of the RCA. If such a review affects your area you can be assured that it will be carried out by the management and staff of your area with some assistance being provided by the Corporate Development Branch and that you will be involved in the process of consultation.

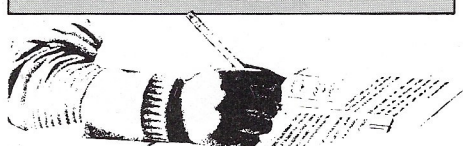
Marketing

A Manager Business Development will be appointed early in the new year and he will concentrate on supporting the case for road funding, directing our program to the needs of the public and marketing the skills and expertise of the RCA to other organisations.

Who to contact?

If you need further information, please contact Mr Kevin Hadingham (ext 2639) or Mr Bob Solly (ext 2597).

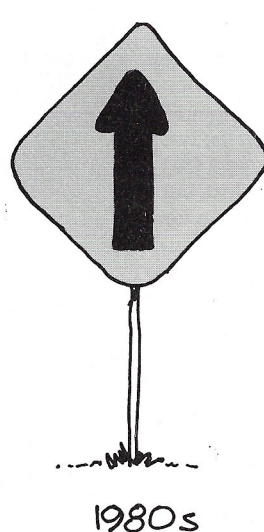
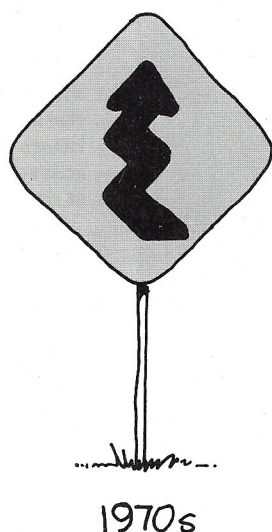
Newshounds still wanted!



Do you work in Bridge, Personnel or Glen Waverley? See yourself as a uncompromising investigative reporter?

A sharp newshound?? A lover of gossip??? Well we've got vacancies for reporters here at Interchange at the above hot-spots. No experience is necessary, as would-be correspondents are only required to submit material on a regular basis, assist with seeking out newsworthy stories, and arranging the odd photographic session.

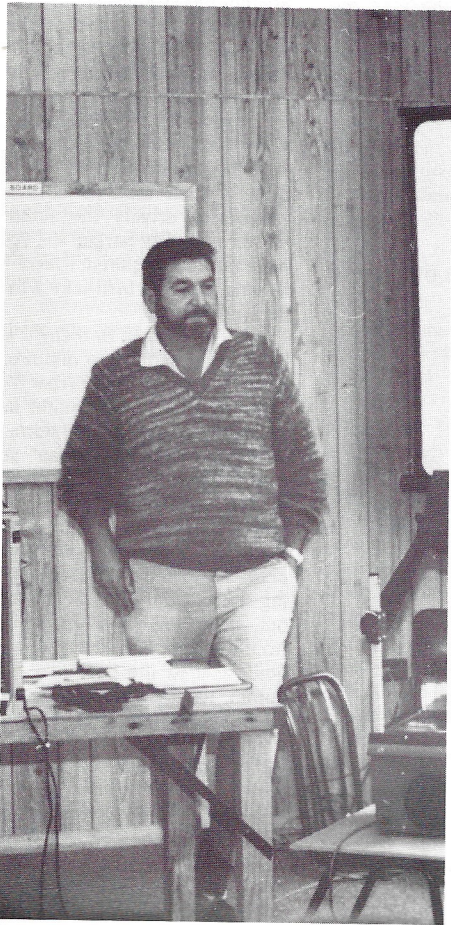
If you are interested, even only on a part-time basis, ring John Allison on 860 2584 (normal business hours).



Keeping Instructor Drivers in the Picture

When you attend the annual Plant Instructor Driver's Conference, you've got to expect everybody to 'talk shop'.

Linemarking, braking systems, hydraulics and the paper war were just a selection of a comprehensive range of topics discussed at this year's conference, held at Benalla Division during October.



• Who better to talk about snowclearing than the man in charge of operations, Benalla's Rex Dixon.

Instructor Drivers from all over the State converged on the Rose City to hear several guest speakers, including Kal Kopple, the Service Manager from Eaton-Fuller Transmissions.

Bruce Cochrane (DE Benalla) opened the proceedings and outlined the responsibilities and guidelines on just how important the Instructor Driver is in the use of plant.

"There is also a role played by Instructor Drivers to increase the productivity of Plant Operators," said Bruce, a point which was also stressed by Peter Robinson (GM - Plant).

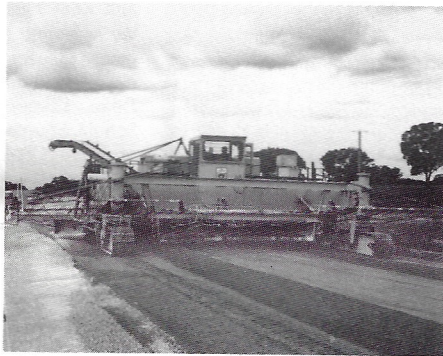
"Instructor Drivers can increase the productivity of Plant Sub-Branch by improving the methods used in road construction, and ensuring that, where possible, RCA plant be used," said Peter.

Amongst the speakers were Brett Wilson (Field Maintenance Engineer), who talked about administration, expenses and costs, servicing and braking systems. Ray Tomkins (Senior Plant Service Instructor) also delivered a heart-to-heart on plant servicing, and Sid Miller (Superintendent of Works - Traffic Linemarking) enlightened on the progress that has been made in his field. "The RCA is a world leader in linemarking operations," said Sid.

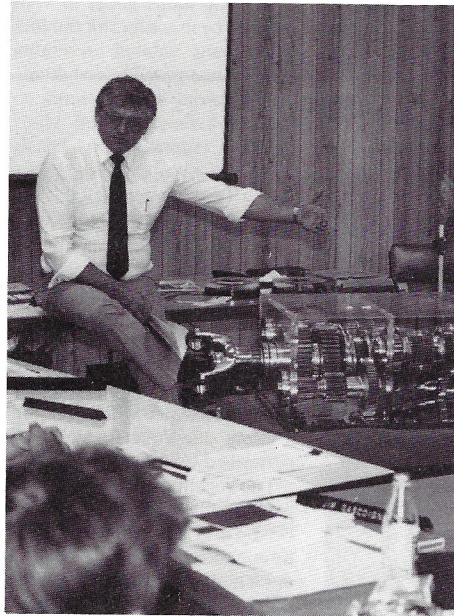
One of the most informative talks came from Kal Kopple, who discussed driver training and maintenance of Fuller-Roadranger transmissions.

Also behind the lectern during the conference were Ian McLean (Safety Officer) covering safety practices, Kevin Hadingham (Works Methods Engineer) speaking on works methods and concepts of productivity, Rex Dixon (Instructor Driver) talking on snow-clearing operations, Neale Mooney (Instructor Driver) explaining advanced grader operations and Albert Mason talking on the new Fendt tool carrier.

But it wasn't all talk and listen: on the Wednesday afternoon participants visited the nearby Hume Freeway project and inspected the Autograde in operation.



• Instructor Drivers check out the Autograde on the Hume Freeway.



• Kal Kopple (Eaton-Fuller) explains the operation of the Roadranger 15-speed gearbox.

There was no denying that the four day conference was a success.

"All those who participated gained much satisfaction and knowledge from coming together under one roof to discuss problems which exist," said Alan Hartley (Workshop Foreman's Clerk, Glen Waverley). "We must thank the speakers for sharing their time during the conference and for passing on their specialist knowledge to the Instructor Drivers. We're sure that the conference will be beneficial to all divisions and the RCA as a whole."

Instructor Drivers who attended the conference were Wally Farley, Bairnsdale; David Pye, Ballarat (Acting); Rex Dixon, Benalla; Peter Simmons, Bendigo; Albert Mason, Dandenong; Bernie Bebbie, Geelong; Jim Gascoigne, Glen Waverley; Les Lawes, Horsham; Ron Low, Metropolitan; Neale Mooney, Traralgon; and Stuart Higgins, Warrnambool.

Sounds Good

Cheesed off by the constant traffic noise outside your bedroom window?

Well you can do two things: shift your bed to the back porch, or ring the RCA's Corporate Relations for a copy of the updated 'Guide to the Reduction of Traffic Noise'.

The 33 page full colour booklet has been prepared by the RCA in co-operation with the Ministry of Transport and the Ministry for Planning and Environment. It is a comprehensive guide which includes the characteristics of noise, a step by step approach to reducing traffic noise, noise barriers, earth mounds and vegetation, and sound insulation.

There are useful hints, clear diagrams and valuable information on topics ranging from double glazing to what to do with your wall vents.

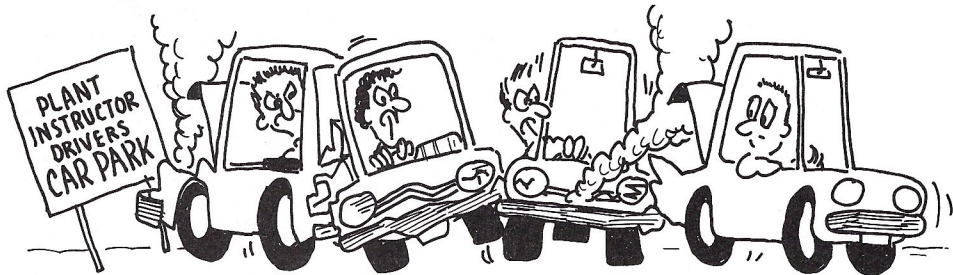
Ring the Corporate Relations section now for your free copy (ext 2290 or 2633).

Europe a safer bet

Many Americans who are afraid of being the target of a Libyan car bomb or hijack in Europe are now opting to spend their holidays in the USA. A quick scan of their road toll, however, may give them second thoughts about where to play the tourist.

Statistics show that road deaths are more common in the USA than West Europe, and that it is probably safer walking the streets of Rome, Paris or possibly even Tripoli than it is driving on America's roads. In 1984, about 44,000 people were killed in car accidents in the US, 10,000 more than the total from Britain, France, West Germany and Italy (whose combined population is almost the same as the US).

Italy's worst year for terrorism in the past decade was 1980. In that year 128 people were murdered by terrorists, which was equivalent to only 1.5% of those killed on Italy's roads.



Know Where It's At?



• Nostalgia

Answer to Quiz

It's obviously peak hour, and an impatient motorist has climbed out of his car to see what the hold up is. Recognise the bridge? Answer at right.

1927.



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PEOPLE

Meet the New DWEs . . .

There's been a few new faces in the regional offices over the last few months. Three new Direct Works Engineers have been appointed at Ballarat, Bendigo and Benalla, and Interchange talked to them recently . . .

Charles Pashula probably has only one regret taking on the DWE position at Bendigo—he misses out on the opening of the Melton Bypass by a mere ten months.

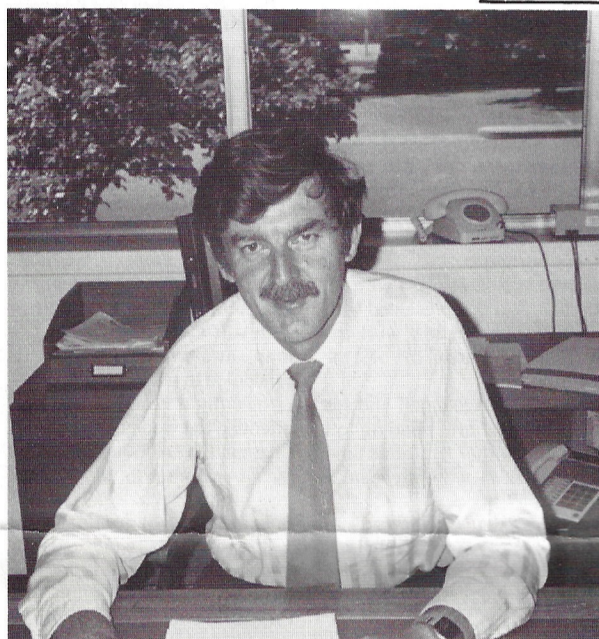
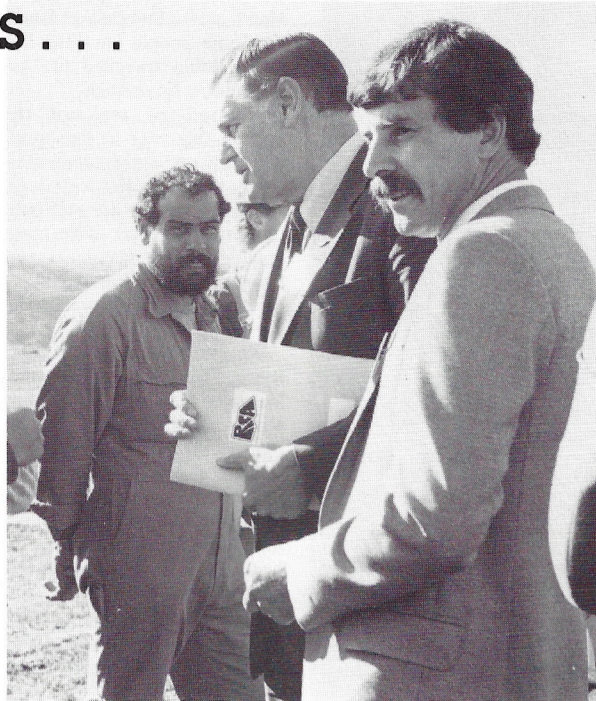
Charles left Melton in October. He has been Project engineer of the \$41 million bypass on the Western Highway since January 1986, and it is expected to be open to traffic in mid-1987.

Nevertheless, Charles says he is looking forward to new challenges in Bendigo.

He joined the organisation as a cadet in 1968, and took on a full-time role at Geelong in 1971. Four years later he moved to Urban Projects, then Metropolitan in 1977.

Out of hours, Charles enjoys golf, tennis and fishing. When his family joins him late this year he'll no doubt have domestic issues to pursue too.

• Charles Pashula (right) at a freeway opening function



Noel Osborne clearly remembers the time he was transferred out of Benalla Division to the project site at Wallan-Broadford.

His then boss, Reg Patterson, assured him the move was only 'temporary'.

As it's turned out, Noel didn't return to Benalla for 15 years.

"That was in November 1971," recalls Noel. "I've been working on Hume Freeway Projects ever since, including the Bypass of Seymour and the Bypass of Benalla."

Noel joins the current Divisional Engineer, Bruce Cochrane, who has also been with the Benalla Project. Together they probably know every aggregate that's been laid on the Hume north of Wallan.

After leaving school, Noel joined the authority in 1965. He was active with the RCA's sponsored units in the Army Reserves, working his way up to the position of Major.

"The Army life has taken up a lot of my spare time," he says. "Recently I just relinquished my role as commander of a squadron, so now I'll be able to spend some time with wood carving and wood work."

• Noel Osborne: back at the divisional office

Colin Kosky has been on the move for the past several years, and no doubt hopes that as DWE of Ballarat, things will be a bit more settled.

"Whilst working in Programs Sub-Branch as the Maintenance Program Engineer, I was seconded to work on preparation of part of the Corporate Plan", he recalls.

"Before that, I was the Pavement Design Engineer in Materials Group. During my three years there, I was seconded to the Ministry of Transport for four months to work on a Task Force which examined procedures for planning and works programming in the RTA and RCA.

"So it has been fairly hectic".

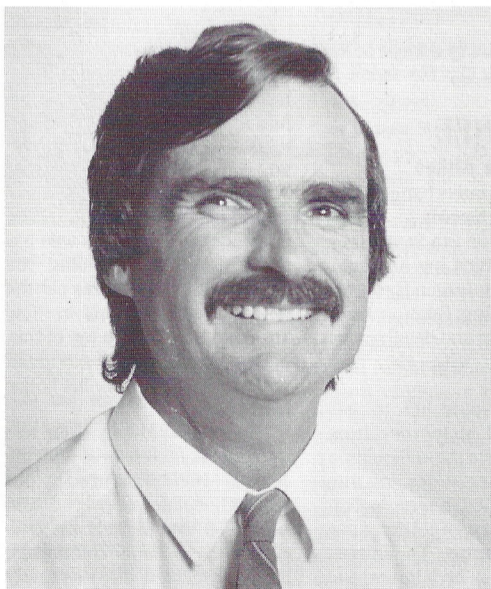
It's not Colin's first visit to Ballarat—he served there as a cadet in 1968. After his cadetship he joined Metropolitan Division when it occupied the fourth floor of the Materials building.

Colin says he has no hesitation about leaving Melbourne for a rural environment.

"A lot of people in the city have asked me if I'm worried about Ballarat's so called cold weather. But the locals here don't seem to worry about it at all. I'm sure it's not going to worry me, and I'm looking forward to the work here. It looks as though there will be a good variety of work in Ballarat over the next few years."

Colin is married with a daughter, and hints that he may have one regret about his new move.

"For years my wife, Dinah, has been pushing me to buy her a horse. She's a keen rider, but living in the city has



• Colin Kosky: settling in Bendigo

always given me a good excuse not to even think about it.

"I've got an awful feeling there's going to be a lot of pressure in the household until I concede," he sighs.

Sixty Years Together!

When Irene and Cliff Cooper have a family reunion, you can bet it's going to be one heck of a gathering.

People were literally 'hanging from the balcony' at the last Cooper gathering, held in the Melbourne suburb of East Doncaster. Of course, it was a very special occasion. Not only were they celebrating Irene's 83rd birthday, but September 4 also marked Irene and Cliff's 60th wedding anniversary!

The neighbours didn't complain to the host (the Cooper's son Daryl) about the noise, which went into the early hours of the morning, because most of them were there.

We found out about the happy revelry from Frank Cooper, who contacted Interchange with the details.

"I thought some readers may remember Cliff. He used to work for the Board just after he got married", explains Frank.

• Irene and Cliff—and some of the grandchildren who rolled up to their 60th Wedding Anniversary.



Mr Holmes at home in Bairnsdale

When David Holmes was working in Melbourne with State Insurance, some 16 years ago, he began to feel a yearning for the country life.

"I remember I was keen to get back to Bairnsdale where I was born," says David, "but jobs were a bit scarce.

"Then I was processing a claim one day for the late Hec Waugh, who was at that time a Staffing Officer with the CRB in Kew. I asked him out of the blue whether he knew of any vacancies in Bairnsdale, and he said yes. I put in for it and got it."

David returned to his home town in 1970 as an Administrative Officer in Accounts. He transferred into the Divisional Engineer's section in 1977 and was appointed DE's Clerk last October to replace Bryan James.

"It's an enjoyable job," says David. "It's one of the most diversified in the office—there's industrial relations, general enquiries, public relations, reporting on road closures and so on."

Married with two children, David lives at nearby Paynesville, right on the Gippsland Lakes. Does that mean he's out on a boat every weekend? "Not at all—I've got too many other interests such as golf, table tennis and fishing," he replies.

And speaking of DEs Clerks . . .



The rather rotund frame of Ivan Jones is well known around the regional office at Horsham. After all, he's been there for quite some time now. But for those who have not. Always known as Ivan, it may come as a surprise to learn that he has not always been on the portly side. The photograph to the left arrived at our desk from an anonymous contributor. As you can see, he was somewhat more slender than he is today—that's the 'now' shot above.



**In Horsham we know Ivan Jones
His body just creaks and groans
But who would have guessed
As the pictures attest
He once was all skin and bones**

**Time changes all things he found
His feet now seem stuck to the ground
The chest it has slipped
Since the tinnies were gripped
And his waist is much further around.**

Actually, a lot of people may recall Cliff—he stayed with the then CRB for 29 years, during which time he only took half a day off on sick leave.

"He worked most of his time in Benalla," says Frank, who also spent some 'short stints' in the Division.

Cliff, 88, and Irene have been living in their Tottenham home for 44 years, and these days lead a fairly quiet life. Their 20 year old Holden now only gets an "occasional fit in the garage", says Frank.

Cliff and Irene were married in Townsville, and moved to Rutherglen before settling in Tottenham. The couple have two sons and a daughter, 12 grandchildren and nine great grandchildren, including two twins. Where does Frank fit in? "He's my uncle," he replies.

Cliff and Frank aren't the only members of the Cooper family to have worked on the roads. Frank's brother, Harold, is still patrolling the roads in the Rutherglen area, and is still putting up 25 years in 1985. Another brother, Fred, worked in snowclearing for several years, and a third brother, Peter, was a grader operator in Benalla.

SPORT

• Aussie Rules

Project Panthers maul Division

Sunday 12 October was a dark day in the annals of Aussie Rules for Benalla Division.

The Division's Demons were hopelessly out of their league when they tried to tackle the ruthless Project Panthers in a social football match at Swanpool Oval. Unfortunately for the boys from the Division, the Panthers were anything but sociable when they steamrolled the opposition by a convincing 44 points.

The Panthers started with a burst of goals and the hapless Demons had no answer for 'Drop Kick' Shanks, 'Fast Leading' Peyton and 'High Marking' Watt. They held a commanding lead at quarter time and although the Demons team appeared to swell in numbers as the game

• Benalla's DE, Bruce Cochrane (right) presents the cup to the triumphant Project Team Captain, Robert Allen. "We'll put up a better show next year," promised Bruce at the presentation.

progressed (one observant spectator counted 23 players), they simply could not peg back the versatile Project side.

Craig James and Shane Schaeche held the backline together while Rick Bush at Centre Half Forward and Rover, Ian Jack, kept the ball moving all day. John Moylan also showed why he had a knack for League football and John 'Twinkle Toes' was a good winner on his wing. Clear triers for the Division were Gary Edwards, Mick O'Dwyer, Bill Forrest, Don Robertson and Ray Guppy. Final scores: Demons 7.8 to the Panthers 14.10.



• Ross Helman (left) about to be tackled by Panthers John Moylan and Shane Schaeche. Bill Robertson (with headband) endeavours to shepherd.

• Keeping fit

Memo: To all lunchtime joggers

That daily dash around the block may be detrimental to your health, according to a study by the Centre for Disease Control in Atlanta, US.

The study, of more than 1,400 runners, found that just under half of all joggers will suffer from at least one running-related injury over a 12 month period.

Musculo-skeletal injuries rank as the most common problem with reported damage to muscles, joints and bones in the lower half of the body. Knees take the hardest beating and make up

nearly 50% if all running-related injuries.

The study blames many of these jogging misfortunes to the shoes worn, the running surface, and the runner's style, pace and preparation. It also lists 'anatomical flaws' as a major problem—some people just aren't suited to running.

Most of the injuries, however, can be avoided through proper equipment and training.

But the jogger should also watch where he or she is running, too. The study reveals that those who jog 16 km to 30 km a week will get bitten by a dog at least once in 26 years, and will be hit by a car once in 135 years.

A run around the bay

Experienced runners may be interested to know that the biggest run in Victoria will be held next year.

The Charity Bicentennial 200 km run, on January 30 and 31, 1987, will be the first ever around the perimeter of Port Phillip Bay.

Runners will begin at the Hilton Hotel in East Melbourne, proceed along the Princes Highway to Geelong, then continue on to Queenscliffe. A ferry will transport participants to Portsea and accommodation at the Lord Mayor's Camp.

On the Sunday they will make their way along the Nepean Highway to Frankston, then head to Dandenong and return to Mel-

bourne along the Princes Highway.

• Sport Odd Spot

Maybe the secret to playing championship golf is to turn up for work on your rostered day off!

Tony Hrymakowski (Ballarat) was guilty of such an act and, after realising his embarrassing error, trotted off to the Midlands Golf Course. It paid off. On the 16th hole, 164 metre, par 3, he played a hole in one!

"I only wish I could perform that well in competition," he says.

Projects Battle

The challenge was issued by Wodonga, the gauntlet taken up by Baddaginnie-Bowser. Sunday 23 November 1986, was the date set for the greatest sports event since the Soho Olympic Games.

The opening event was the squash with the first match being Champion versus Champion in Leo Stella (Baddaginnie-Bowser) versus Norm Esdale (Wodonga). Even though Leo took all before him, Wodonga triumphed overall by sixteen points.

The tennis was an all day event played in round robin fashion. Baddaginnie-Bowser had the edge on Wodonga so enough said.

The highlight of the day was the netball. In a surprisingly high standard match, marred only by the ordinary umpiring and the catcalls from the obviously biased spectators, Wodonga triumphed by three goals.

Following the netball was the men's basketball. The game was physical and fast, especially during breaks for "Tinnie-Out". Wodonga's ex-

perience won out in the end but a fast break by Lester Watt was the high spot of the match, especially when he muffed the layup and shirt fronted Les Bull.

In the discussion following the hours it took for everyone to get their breath back, it was agreed that a great time was had by all and that we would endeavour to make it an annual event.

Wodonga won the Shield easily this time but with the Benalla threatening to train, next year may be another story.



• Action shot on the courts.

• Good Sports News from around the Divisions

John Esnouf (Engineer, Bendigo) successfully completed the Budget Fun Run. He's a bit reluctant to provide us with details about his running time or indeed, whether he had fun or not, but to finish such a gruelling event is worthy of praise. What makes his effort more outstanding is that he did very little training for the run—he was too busy holidaying in Central Australia.

Traralgon Division's annual golfing event, the Cypress Trophy, was recently contested at Trafal-

gar. Once again, the office successfully thrashed the field personnel, with Gerard 'the Great White Flathead' hitting the best score, and Wayne Davis taking out the award for the worst score.

Congratulations to Di Lockett (Ballarat) on her recent coaching appointment. Di was selected to coach a Victorian Country Under 18 side to play in the Australian Country Gold cup championships, to be held in Albury.

A really good relay



They may look like a crowd of beer swilling Norms, but there's definitely nothing lethargic about these guys. They're from Warrnambool Division and were part of a relay team in the annual Portland Marathon. Despite the fact they only devoted a few hours to training, the sprightly crew gained 17th place out of 50, and naturally were quite elated with their outcome. Seen here, back row left to right, are Kevin O'Keefe, Alan McDowell—Captain, Myer Romaniszyn, Kevin Fulton and Peter Ransom. Up front are Stuart Porter, Lex McDowell and Norm Henry.

He's not seen here, but John Medley (linemarker) took out fifth division in the individual section.

More Sport: Page 12

Classies

BIRTHS

ADAMS Chris (Dandenong) and Irene, announce the birth of a son, Jason Christopher, born on 3/10/86.

ANDERSON Rick (Wodonga) and Jane, proudly announce the arrival of their daughter, Rebecca Jane, 7lb 5½oz, on 17 September.

DAY Graeme (Ballarat) and Carmel, announce the arrival of daughter, Meredith, on 28 October, sister for Lydia.

LAVITHIS David (Horsham) and Lindsay, announce the arrival of a son, Luke.

PALLOT Malcolm (Horsham) and Kathy, announce the arrival of a son, Christopher.

PARKER David (Horsham) and Trudi, announce the arrival of a daughter, Jacqueline.

QUAN Paul (Bridge) and Linda proudly announce the safe arrival of their daughter, Caitlin Ellen, 6lb, born on 5 November 1986.

SCAMMEL Colin (Traralgon) and Marilyn, have just become the proud parents of a brand new baby boy, 8lb 14oz and named Nichollas. Congratulations.

SCHNEIDER Mick (Horsham) and Carol, announce the arrival of a son, Luke.

MARRIAGES

ERICKSON Danny (Wodonga) and Leone Robinson, on 8 November. Best wishes for the future.

KOWALSKI Ted (Materials) to Maria Wajda on 26 December.

MEGANS Tony (Mulgrave) married Moira Minnis on 21 November. Both doing well.

TO RENT

Modern 3 bedroom holiday home at Phillip Island, Spacious, all conveniences, one mile from Cowes P.O. Reasonable rates. contact John Bronsgeest at Dandenong Division on Ext: 7*87.

FOR SALE

Share in Ski Lodge - Mt Hotham. Share entitles member to unlimited accommodation for 2 people in modern club lodge in Davenport area of Mt Hotham. Ring Rod Vinten, Personnel, on Ext: 2325.

1985 Mitsubishi Magna GLX Sedan. Extras include tow bar and quadraphonic stereo. Brown colour and only 30,000 kms. Ring Rod Vinten, Personnel, Ext: 2325.

Heavy duty, 2 door canvas annex, complete with poles and skirt. Suit late model van. contact Ted Beattie on Ext: 2689.

To: The Editor
Interchange
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Sport Features
Sport Inside: Benalla Aussie Rules, page 11

• Golf

And the winner is David and David and David and...

Goliath never got a look in at the RCA Golf Day when the golfing world dominated the proceedings on 10 November.

David Hosking (Road Design) took out the top prize, the 'F R Oldfield' Trophy, with 44 points, while Road Planning, made up of David Farrow, David Oliver, David Ferguson and one Greg Mariager, won the 'C G Roberts' team trophy.

But it didn't end there. The 'Social Handicap' was also won by David Ferguson, while David Teasdale scored 41 points to take the 'D E Neete Visitor's Trophy'. Finally, David Tilley was one of the three prize winners in the 'Nearest to the Pins' category.

One hundred keen RCA staff members and visitors tried their skills around the challenging layout at the Kingston Heath Golf Club, Heatherton.

Individuals could only blame themselves for any poor shots as the game was played in superb conditions.

The 'J D Thorpe' senior trophy was won by a determined Doug Boyle (Plant) for the third consecutive year. Doug scored 35 points, and was one ahead of Fred Pedelty (Bridge), who recorded the 'runner up' title for the second consecutive year.

Results At A Glance

'F R Oldfield' trophy: D Hosking (Rd Design); A Grade-Rex Stewart (Bendigo) 36 pts; B Grade-Lee Kok (Materials) 36 pts; C Grade-Greg Mariager (Rd Planning) 37 pts; 'J D Thorpe' senior trophy-D Boyle 35 pts; 'C G



• About 100 keen players hit the greens in the RCA Golf Day

Roberts' team trophy-Road Planning, 110 pts; followed by Rd Design 108 pts, Materials, Plant and Bridge. 'Secret Nine'-Rex Stewart; 'D E Neete' visitor's trophy-D Teasdale 41 pts; A Grade-Nick Gerrans 38 pts; B Grade-Garry Attrill-36 pts

'Social Handicap' winner-D Ferguson; runner up-Jim Kemp (Materials) 39 pts; Nearest the Pins-Jim Tullberg, 5th hole; Nick Gerrans, 10th hole, David Tilley, 15th hole.. Longest Drive-Gary Shaune (Linemarking).

Other commendable scores were Jim Tull-

berg 38, Julio Alfaro 37, Glen Savage 35, Mike Stirrat 35, Harry Wales 35, Bob Fatcher 35, David Hill 35 and Gary House 35.

Sponsors

There were many sponsors of the day. Organisers would like to thank Terry Markham, of Ingersoll-Rand, for the 'F R Oldfield' trophy, Mike Sadler of Chemie-linz, for the 'J D Thorpe' senior trophy, plus HOSA, Bob Carter of Mazda, Michael Laird of Du Pont, David Purdie of William Adams and Neville Drayton of Force Power.



Anybody for seconds?

Did you fare badly in the RCA Golf Day? All is not lost!

You can prove your worth at the annual inter-Divisional Golf Day to be held on 16 February at the Green Acres Club, Kew North.

There will be a morning tee off, and everybody will be out to try to topple the current title holders, Road Design.

The fee will be \$20, which includes a barbecue lunch, and for further details you can contact Gary House (2385) or Phil Dent (2245).

Calling golfers from Gippsland

There are apparently a lot of energetic golfers in Traralgon Division who are eager to take on anybody from neighbouring Bairnsdale Division in a social golfing tournament.

Said one anonymous player who starred in Traralgon's recent 'Cypress Trophy', "We're red hot and ready to take on anybody from Bairnsdale".

Well, the gauntlet has been thrown—indeed, hurled—and now it's up to the opposition from Bairnsdale to make an offer.

• Rowing

Making History



Rowing may be one field which is fairly male dominated, but that hasn't stopped Sandra Curnow from making waves in the sport.

Sandra (Bendigo Div) was one of five women who created history for Bendigo Rowing Club recently when they became the club's first female team to win an Open class event at the Bendigo Sprint Regatta.

Sandra chalked up the impressive win with team mates Janice Barnes, Megan Brooks, Alison Tuddenham and Rosemary Ryan (cox). It was the most memorable victory for the club at the regatta, which attracted 160 enthusiastic rowing crews from all over the State.

• A winning combination: from left, Janice Barnes, Sandra Curnow, Megan Brooks and Alison Tuddenham at Wentworth, NSW, last Easter. The lucky guy in the all-girl crew then was Mick Ryan (cox).

Sandra and her indefatigable all-girl crew members also took out the women's senior C class fours, defeating Mildura by three lengths.

Sandra was one of 25 members of the Bendigo Rowing club who competed in the Regatta, which included 67 events and 26 finals. Teams included the highly regarded Ballarat contingent, plus Hawthorn, Albert Park, Footscray City, Banks, and Wendouree Tech-High School.



• Rowing themselves to another victory: the Ladies Eight at Bendigo in 1985. That's Sandra, second from left. There's just no stopping them!

OK all you sports buffs, here's your chance to put your sporting knowledge to the test and win \$100 worth of sportswear. Over the next six issues Interchange in conjunction with Beta Being Sportswear of Kew will be running the:

SPORTS TRIVIA QUIZ

The first entry drawn out of our barrel which correctly answers our six sporting trivia questions will win **\$100 worth of sportswear** from Beta Being's wide range of athletic, active and leisurewear.

Located at 246 High St Kew, **Beta Being** specialise in tracksuits, swimwear, leotards, fitness footwear and casual wear for men and women.

But you don't need to be drawn out of the barrel to be a winner... "EVERYONE'S A WINNER!"

RCA staff receive 10% discount of all sportswear purchased from Beta Being on presentation of a H.O.S.A. membership card or other I.D.

"GOOD LUCK"

Entry forms are also available around the RCA. There is no limit, but all entries must be on an original form.



Cut here

SPORTS TRIVIA QUIZ No. 1

- Who lit the Olympic Flame at the MCG for the 1956 Olympic Games?
.....
- What two horseraces make up the Melbourne Spring Double?
.....
- What American sportsmen have balls 1.7mm larger in diameter than those of their British counterparts?
.....
- Where did football fans urge Roy Cazaly to go?
.....
- What was distinctive about the first Australian cricket team to tour England?
.....
- Whereabouts in Kew can you choose from the top brands in athletic, active and leisure wear?
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