

# Interchange

Closing date for our next issue is Friday August 15th. Ring our hotline if you've got a story: 860 2584!



July, 1987

The R.C.A. Staff Magazine

Vol 14, No 2

## "Fiji here we come!"

**Peter Hassett was understandably annoyed when we rang him in late May. He had planned to be in Fiji, but instead was sitting in an office at Barwon Region; outside the temperature was hovering on a bleak 13°C.**

"I feel like being kept in cold storage," said Peter, who had been due to take up his new position as Senior Road Maintenance Engineer at Labasa, located on the second major island in Fiji. But a military coup in Suva had put a slight setback to Peter's travelling plans.

"The worst part is that I've gotten rid of all my winter clothes," he sighed. "Most of them are in a container on a boat.

"I've rented my house out on a two year contract, too," he added. "The only good thing is that I didn't sell my car."



• There's no escaping the Tax Man, as Bill Farrell finds out at Tullamarine. Bill flew out to Fiji on Monday 4 May with his family.

Peter is one of several RCA staff members who have been seconded to the Fijian Public Works Department to participate in a \$64 million (Australian) Road Upgrading Project. When Transport Minister, Mr Tom Roper, announced the appointments in April, all involved thought they'd be savouring the mild tropical climate by mid June.

Enter one Lieutenant-Colonel Rabuka. Within a day Australian newspaper headlines began screaming about 'military coups' and 'civil unrest'. For the RCA staff members the upset could not have come at a worse possible time—a mere four days before the first contingent was due to fly out of Australia.

Peter wasn't the only one caught off guard by the army's impromptu appearance in the Fijian Parliament. David Wood, Manager-Reporting, was due to take up a new role of Senior Cost Accountant in Suva. The trek would have been his first airline ride—apart from a joyflight over Merimbula two years ago.

David had put his house on the market, sold two cars, and the family dog. On top of that, his wife, Pat, had resigned from her job. But despite claims of violence in the island's capital, David was still eager to fly out.

"I think a lot of the reports were blown out of proportion by the media," he said. "My wife was in contact with people who work with Shell in Suva, and they weren't worried at all by the coup."

Lyle Grinter, an Engineer at Central Gippsland, echoed David's sentiments.

"I don't think it is as bad as it's been made out," he said. "Certainly not as bad as what's been painted by the media."

### Farewell

Lyle said that he hadn't really been inconvenienced by the sudden change in work arrangements. He did hint that it was a bit embarrassing returning to the office—only a few days after celebrating his farewell party.

Lyle will be based at Lautoka, a town on the northwest of the main island about a half hour drive from Nadi Airport. He and Peter Hassett have been appointed to the two positions of Senior Road Maintenance Engineer.

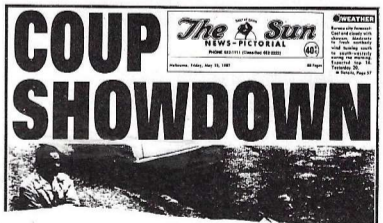
Also joining them are Cliff Lawton, Maintenance Engineer—Dandenong, Barry Bromham, Scientific Officer—Materials, Bill Farrell, Engineer—West Gate Freeway, and John Moylan, Engineer—Baddaginnie Bowser.

Heading the intrepid crew is Geoff Hose, Direct Works Engineer—Central Gippsland. Geoff takes on the position of Project Management Engineer for the Road Upgrading Project.

At time of going to press, arrangements were being made for the seconded staff to fly out of Melbourne in either late June and early July.



• Geoff Hose: flying out to take the role of Project Management Engineer.



**There may be political upheaval in sunny Fiji, but it hasn't deterred the seconded RCA officers who finally left in late June and early July to start their new positions.**

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- Not a new role for Geoff
  - The new regional engineers
  - Fiji Facts

## Traralgon is OKAY, say locals



You won't have any problems finding a car parking spot in the Central Gippsland Region office—it's very rarely full. Pas Monacella, a Drafting Officer, prefers pedal pushing to auto commuting, although most of his office colleagues simply walk to work. Pas says he enjoys the Latrobe Valley, and the night life in Traralgon and Morwell is great—"you've just got to know where to go". Nevertheless, many outsiders probably think that Traralgon is the last place they want to go. But say the locals, the image of Gippsland being a polluted, cold environment is simply not justified. We spoke to several staff members at the Regional Office in Central Gippsland to ask why they like the area, and there were a few surprises. Our special feature story starts on page 8.



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# PEOPLE



•Phil: will be laying down the law from his Kew home

## Phil tackles the tide

**Phil Roscoe, the RCA's genial Manager of Legal Services, admits he first joined the RCA because he got sick of hay carting.**

"I was half way through my law degree at University, and thought an office job would be a better way to spend my summer vacation than carting hay.

"So I took on an Admin Class 1 position," he adds. "That was way back in December 1967."

Phil has been the organisation's chief legal eagle since 1979 when he was appointed Principal Legal Officer. He had been the Assistant Legal Officer since 1974.

In July this year, Phil will be leaving the RCA to enter into his family's real estate development and investment business and to engage in private legal practice. In some ways it will be a risky venture, and he admits he could be 'swimming against the tide'.

"I've got to say that it is perhaps a foolish move in the current climate," he says. "It is the worst possible time with the way that law is developing. Work is declining for many solicitors, and I imagine a lot of private practitioners probably would be elated at having a senior government legal position."

But Phil says he is looking forward to the new venture. "I'll be working with my two brothers, Adrian and Chris, who have been running a real estate development and investment business, established by my late father.

"Big brother"

"It's a case of big brother returning to the fold, but I'm confident we'll work quite harmoniously and successfully together."

## Diversions

### SPRING FEVER

Office staff at the National Library of Australia have taken to trampolining in their efforts to avoid RSI. According to the library's Assistant Director-General, the organisation has bought four trampolines for typists and keyboard operators, which probably means that it is better equipped than most gymnasiums. The fight against RSI has just reached new heights in the nation's capital.

Equally risky these days is the watery pastime of sailing—just ask one Experimental Officer with the Genoa Project. He was returning home across the lake from Mallacoota when the wind began to wane, leaving him in a somewhat motionless state. Undeterred, he endeavoured to start the outboard motor just as an unexpected gust of wind suddenly hit the mainsail, swinging the boom around into his face. While trying to stop the resultant blood nose another gust swung the boom back again, hitting our luckless able seaman and sending him headfirst into the deep blue sea. With the wind now hitting what seemed like gale force proportions, the boat headed off dragging its forlorn captain behind hanging onto the transom. It is now believed the seafaring chap is considering selling his boat for an alternative, less hazardous pastime, like skydiving or rock climbing.



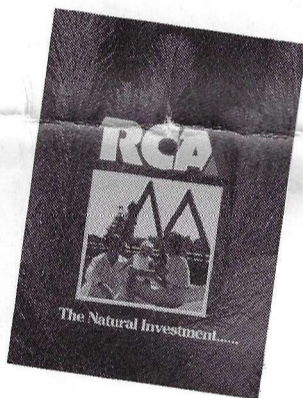
New drafting officer in East Gippsland office joining in on conversation about the Corporate Plan, naively asked colleague: "What scale is it? 1:1000 or 1:5000?"

Having a flutter on the nags is always a risky business. A syndicate in the Central Highlands Region has been racing a rather lethargic trotter, Plenty To Spare, whose performance on the tracks has been anything but spectacular. So abysmal was its form recently that two syndicate members, Kevin Lavery and Doug Worrall, decided to pull out: exactly three days before it put its best foot forward and romped in at Moonree Valley. It paid a healthy 33/1.

#### IDENTITY CRISIS

Week 1: A Melbourne based press cuttings agency provides regular news clippings to Head Office about RCA related items in the dailies. The service is usually spot on, although occasionally even the experts slip up. On 8 April, amongst the more routine matters of road funding and arterial road links, was an interesting news clipping on Don Gibson. For those not familiar with road construction matters, Don has just released his new country and western album... on the RCA/Victor Collectors series.

Week 2: We know that the RCA



is marketing its expertise, but we never expected a full colour, glossy brochure to arrive on a desk entitled "RCA The Natural Investment...". Featuring a photograph of a happy couple with their smiling baby, one was hardput to see the relationship between young families and a road construction authority. It wasn't until the text on the next page was scanned, however, that one realised the publication had emanated from the Head Office corridors of the Radiata Contractors of Australia. The Frankston based organisation is apparently Australia's fastest growing softwood forestry contracting company, and the only thing in common with us, apart from the name, is that they plant lots of trees!

Week 3: We're expecting the postman to drop us the latest newsletter from the Retail Confectionary Association any day now.

The Age "EG" liftout on 26 June presented a funny selection of quips from the popular Yes Minister series. Some of the more memorable comments were:

Minister: "Shred it! No one must never find it again!"

Bernard: "In that case I think it would be best if I filed it."

Humphrey: "The public are ignorant and

misguided"

Minister: "It was the public who elected me..."

Minister: "Are you describing politics as organised crime?"

Humphrey: "Well, disorganised crime perhaps..."

### Drivers not slow in making excuses

A South African motorist must have thought he was on a West German autobahn, not a Johannesburg highway, when he was picked up by police in May.

The driver, seated in a Porsche, was clocked by police doing 244km/hr—more than twice the maximum limit in South Africa.

According to police, the driver explained that his car had been misfiring and he was 'using the throttle to try to fix the problem'.

If nothing else, the fast talking motorist should crack it for a mention in the next edition of The Book of Lists. A recent edition of the popular reference book features '33 Excuses for breaking the speed limit'.

Compiled by a State Trooper in Georgia, USA, it features a selection of excuses people gave when caught speeding. Included in the line-up are 'Your radar must be wrong', 'I'm on vacation', 'It's someone else's car', 'I was going downhill', 'I'm almost out of gas', 'My wife's having a baby', 'I've always driven like this', 'My fuzz buster wasn't on!'

Cont. on page 16

Phil also intends to establish a law practice in his home at Kew, handling such familiar territory as local government, common law claims, town planning and building disputes. He hints that he'll be steering clear of family law disputes. "I haven't personally handled a divorce case for years."

One thing he's certain: if his legal counselling in the future is anything like what he has experienced at the RCA, life won't be boring.

"It's been exciting working for such a large organisation where we get every sort of enquiry from routine claims about pothole damage to hefty, complex contractual matters."

Phil says he has been impressed with the progress that the RCA has made in many areas.

"We've been leaders in introducing many aspects such as the Roadworks Signing Code. That's important, because I've found that the community and the courts have high expectations of highway authorities when it comes to such areas as road signing."

Phil departs from Head Office with a few regrets.

"I would like to have passed legal information on to the regional offices using audio and video tapes. I think the tapes could have been valuable training aids in areas of contract administration and roadworks signing, for instance."

Phil believes that changes are inevitable in the current climate.

"We've all got to be aware of changes in our work area, and be responsive to change.

"A few years ago we may have approached external solicitors to carry out certain services. Now the trend has been to use our own in-house solicitors to conduct litigation and conveyancing on the RCA's behalf.

"Part of my role has also been to alert the RCA of the many legislative changes over the years."

Phil says working for the RCA has been extremely rewarding, even if he did stay longer than he anticipated.

"The organisation has got a great history, and it's going to have a great future. I think much of the change will be for the good, and that a leaner, more professional RCA will emerge."

Phil intends keeping in contact with his many friends and colleagues at Head Office, not least his social tennis mates. And despite the fact that he may now have to put in much longer working hours, he says he will still find time to work on restoring his R series Bentley and Bristol 403. "I'm a bit of a car nut," he says.

So, what if the real estate market falls flat, or the demand for solicitors begins to wane? The ever judicious Phil is optimistic.

"I can always go back to hay carting."

## Bill's last day

**Friday 3 April 1987 was an important day for Bill Norris of the Plant Branch at Glen Waverley. He not only turned 65 on that date, but also retired from the RCA after 20 years of service.**

Bill specialised as a Fitter, and has worked on a wide range of equipment including complex linemarking and road marking machinery.

To use a cliché, you could say he got to know every nut and bolt in the workshop.

Bill served in the Navy before joining the RCA, and during World War 2 found himself aboard the aircraft carrier, Ark Royal.

"We were torpedoed by the enemy and I escaped through a porthole," recalls Bill. He came through the ordeal to serve the rest of the war in submarines.

Bill's wartime experiences no doubt made him appreciate the great Australian 'mateship spirit', and he was ecstatic when his wife organised a surprise send-off party at his home.

"You can imagine his excitement when he walked around the back of his house to be greeted by all his workmates," says colleague, Ivan Hands.

"During his time with the organisation, Bill has made many friends and a lot of his time at his send-off was taken up with saying goodbye to them," adds Ivan.



•The canteen crew say goodbye to Bill. From left, Kath Dorsia, Irene Jolly and Elaine Murray.

# On the move out west

The multimillion dollar West Gate Freeway extension carried its first "heavy" traffic in May, almost eight months before the official opening of the northern carriageway.

Two prime movers transported a 200 tonne launching girder from Kings Way along the recently completed northern bridge structure in readiness to start work on the southern carriageway.

"The giant yellow launching girders have become a familiar sight in Melbourne's skyline, working in tandem to lift the concrete cells into place to form the elevated freeway structure" David Jellie, Project Engineer, told Interchange.

"Kings Way motorists will have witnessed the construction activities over recent months which will enable future freeway traffic to pass over and onto this major arterial road."

## "One Way"

With the superstructure for the northern carriageway now complete, ancillary works are in progress to allow the first stage to be opened one way to eastbound traffic prior to Christmas.

Asphalting, installation of services, erection of lighting and approach roadworks will continue over the coming months in readiness for the planned opening.

The launching girders, which have been working on the eastbound carriageway for the past two years, will now operate on the westbound carriageway lifting the 992 precast concrete segments into place.

In late 1988 when the project is fully completed, to the tune of \$170 million, three traffic lanes will be provided in each direction.

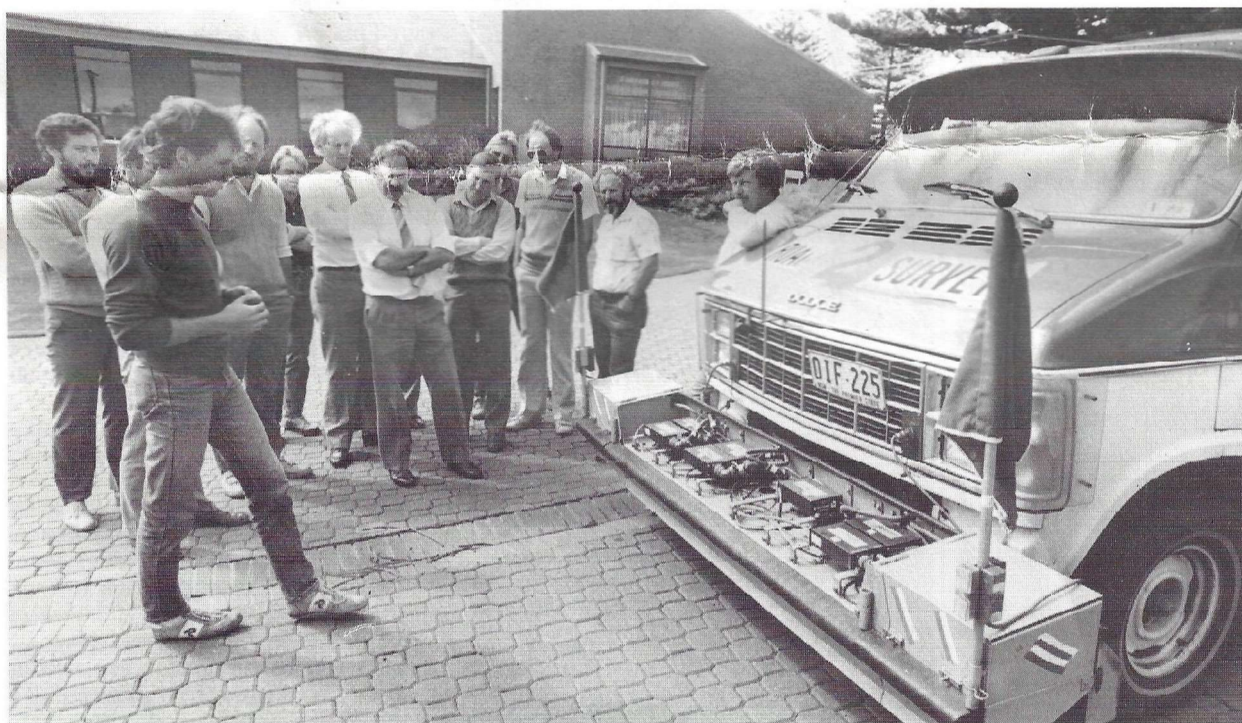
Almost two kilometres of the 3.6 km long freeway extension will be carried by the elevated structure overpassing major arterial roads in South Melbourne, and \$140 million has been spent so far on the project.



• You won't see this sight very often—a 200 tonne launching girder on the move!

## So this is how the Swedes do it?

## • Page 3 People



Climb aboard the sophisticated Swedish Road Surface Tester and you'd swear you were sitting in an accessory from a James Bond movie.

With on-board computers and close range cameras mounted on its front, the only thing missing is the ejector seat.

The vehicle was put through its paces in March when it travelled on 4000 km of state roads to show RCA engineers and technicians just what road testing was all about.

So what was the verdict?

"The surface tester is an advance in technology", said an impressed Bruce Phillips, Regional Manager South Western, who had a chance to see the machine in action when it travelled down Highway One to Warrnambool.



• The RST van cruises through the streets of Warrnambool en route back to Melbourne.

• Staff at South-Western Region check out the RST: so this is how the Swedes do it?

At up to 90 km an hour, the van can test road roughness, depth of ruts, cracking and macro-texture. It combines 11 highly accurate lasers mounted onto the front of the vehicle with on-board computer technology which can gather, process and store information.

"Previous testing systems have been time consuming and relied on some subjective judgements," said Bruce. "This takes all that out."

Said Geoff Jameson, Research Scientific Officer, Materials, "The RST data will complement that information which is currently obtained in the annual road condition survey."

### Antiquated

The sleek Swedish machine certainly makes previous testing methods look somewhat antiquated. For instance, measuring the depths of ruts is often done with a ruler. The new Swedish machine is also a bonus in urban surroundings.

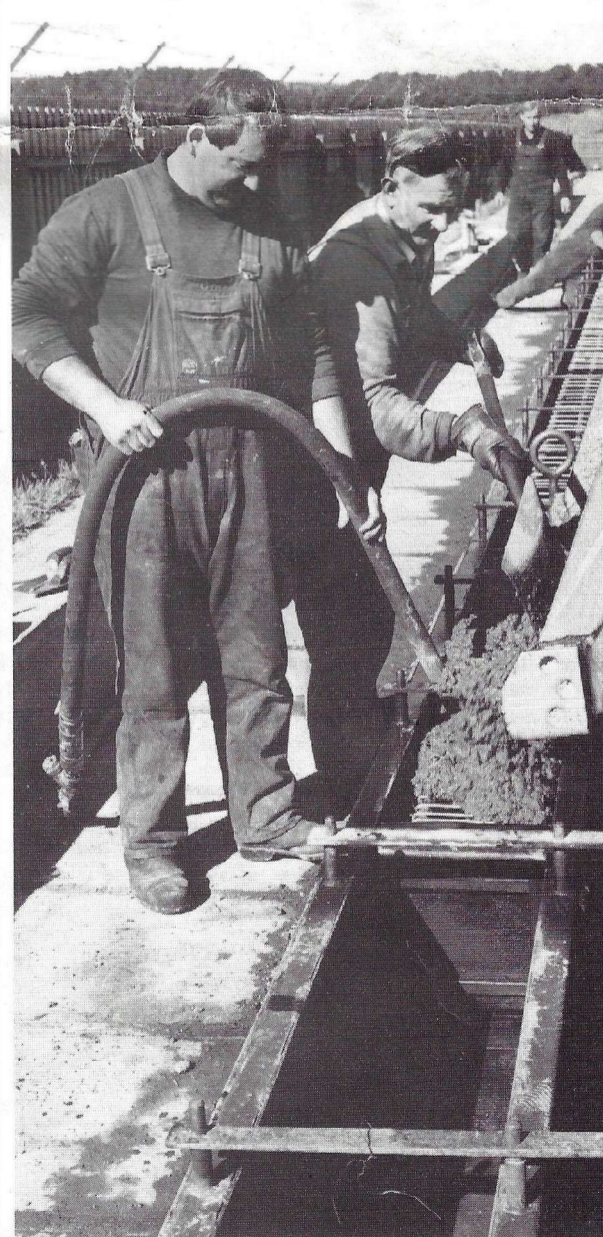
"It provided us with the chance to survey Melbourne metropolitan highways and freeways which are difficult to survey manually because of high traffic volumes," explained Geoff.

The equipment, built into a Dodge van, arrived in Australia in January and, after surveying roads in Victoria, NSW, Queensland and the ACT, will head back to Scandinavia.

The RCA has contracted Sydney consultants to trial the tester.

"The Authority will now evaluate the results of the survey and if all is satisfactory, will consider rehiring the Tester," says Geoff.

At the moment, there is only one machine in Australia and it is shared by other State road authorities.



Hard at work in the Central Highlands are Bridge Construction Workers Graeme Watson, left, and Les Curtain, both from the Regional pre-cast concrete yard.

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.

# On the road with 'the circus'

The RCA's 'travelling circus' hit town recently. Melton town, to be precise.

They were all there: The Boss, Larrikan, Fogly and Plod, as well as Jimmy, Tony, Bob and Phil.

The 'travelling circus' as it is affectionately known by some people, is actually the touring Autograde gang, and their last job for the season was on the new Melton Bypass.

The crew, based at Dandenong Region, have travelled all over the state with their beloved Autograde machine.

The name 'travelling circus' is just one title which they tour by.

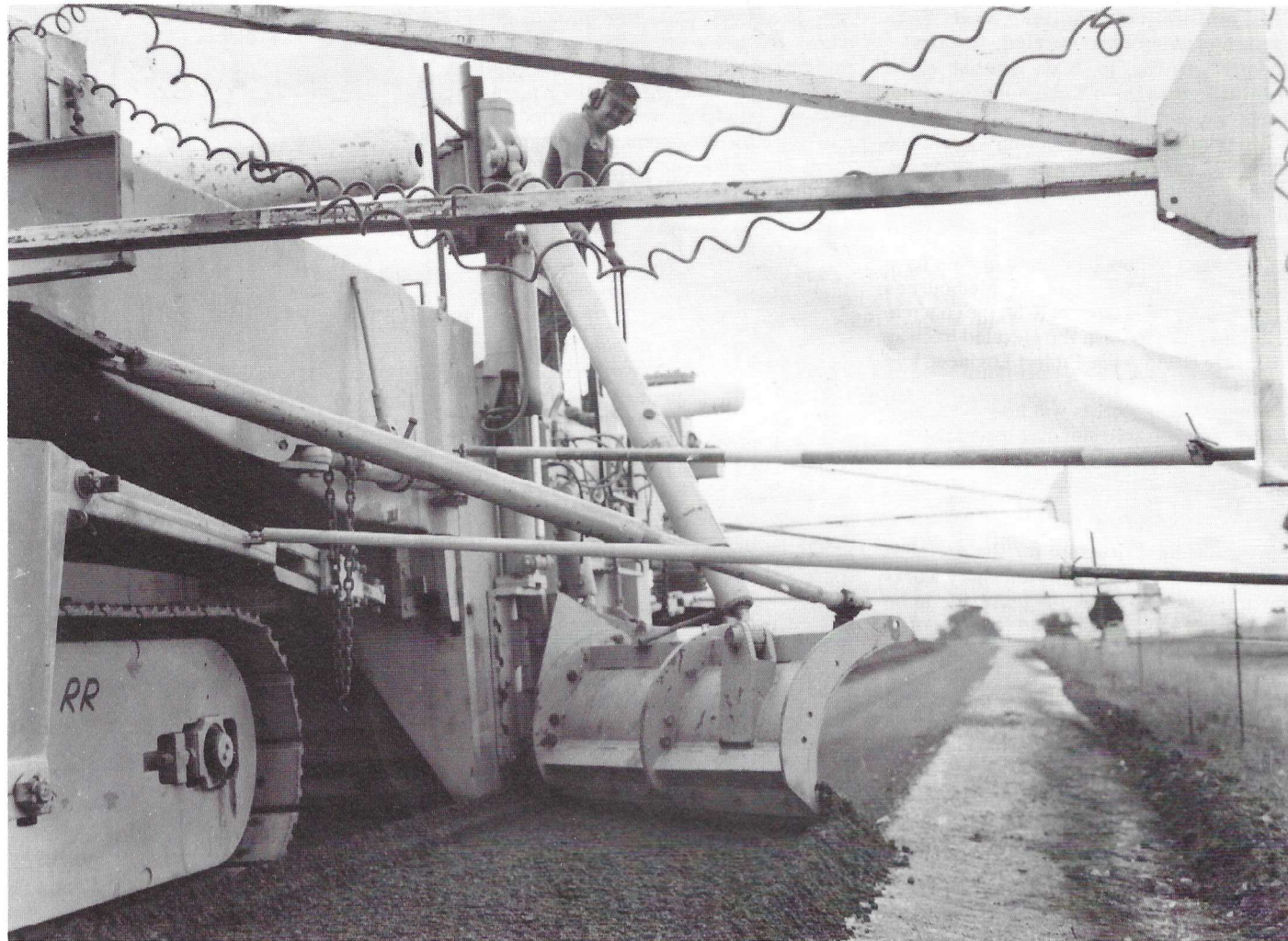
"The crew were working at Tynong one night, under lights, when the local police called around," says Richard Warwick (engineer, Dandenong). "They wanted to know who was in charge of the 'travelling circus'."

The gang, who operate under Overseer Bruce Waixel, are also referred to as 'Unit 536', 'Dandenong Autograde' and the 'Southern Autograde' — amongst a variety of other, less formal names.

## Founding member

Bruce was one of the founding members of the 'circus' when it was started from scratch in 1983.

"The RCA purchased its second Autograde from the NSW Department of Main Roads," recalls Richard. "The gang was then formed under the overall control of Superintendent of Works, Don Ross, and Bruce Waixel!"



• A routine check to see if the stringline sensors are operating correctly.

Bruce (the Boss) now heads a closely knit crew made up of Grant Larkin (Larrikan), Russell Collander (Fogly), Paul Brasier (Plod), Jimmy Collins, Terry Browning, David Brambridge, Tony Brooke, Colin Heib, Bob Franklin and Phil Seeber.

The Autograde is used to shape the road foundation and spread the layers of pavement material to accurate finished levels. It can operate over two lanes of road at a time, has automatic controls and is self-propelled. The first job assigned to the 'circus' crew in 1983 was on the Mornington Peninsula Freeway at Dromana.

Since then, they have made appearances on the Warragul Bypass, at Pykes Creek on the Western Highway, on the Princes Highway duplication project at Tynong and on the South Gippsland Highway.

Away from home, they lodge at either a hotel or motel — a far cry from the old days when sealing crews had to set up temporary camps.

Bruce says he prefers working close to home — that is, around Dandenong Region. "I especially like working with my two favourite Superintendents of Works, Bill Wilson and Paul Donovan," explains Bruce. "The Autograde carries two symbols — the



• Bruce Waixel ('The Boss') inspects the stringline to secure that the position is accurate.

crucifix (the Papal symbol) and the crown (the King), in honour of my superiors."

The hard working, hard living 'travelling circus' will be on the road again later this year.



• Andrew Attwell operating the windrow box. The crushed rock is wet mixed at a plant on site, delivered to the roadbed, and tipped onto the road through the 'windrow box'.



• Andrew Attwell and Terry Browning take a break while waiting for more crushed rock to be delivered.



• 'Larrikan' at the wheel of the Autograde

## The Clamps are Coming!

Melbourne City Council officials are thinking about clamping down on parking offenders — with the dreaded wheel clamp!

Wheel clamps are prevalent in London where illegal parking has decreased over the years by 30%.

The clamps fit on a wheel, lock it into a stationary position, and can only be unlocked by a parking officer — for a fee. In London, motorists are only too aware of the costs of clamping — £25 for the device to be removed and £12 for the parking ticket. On top of that, it is also extremely inconvenient as it can take a number of hours to pay the fee and have the wheel unclamped.

If Melbourne City Council do decide to introduce the clamps, they won't have to go as far as London to see how the system works.

In Parkville, Ormond College has been using their own clamps to deter city workers from parking in the college grounds. Ormond's engineering students designed an adjustable jaw clamp which can be secured to a wheel by a hefty padlock.

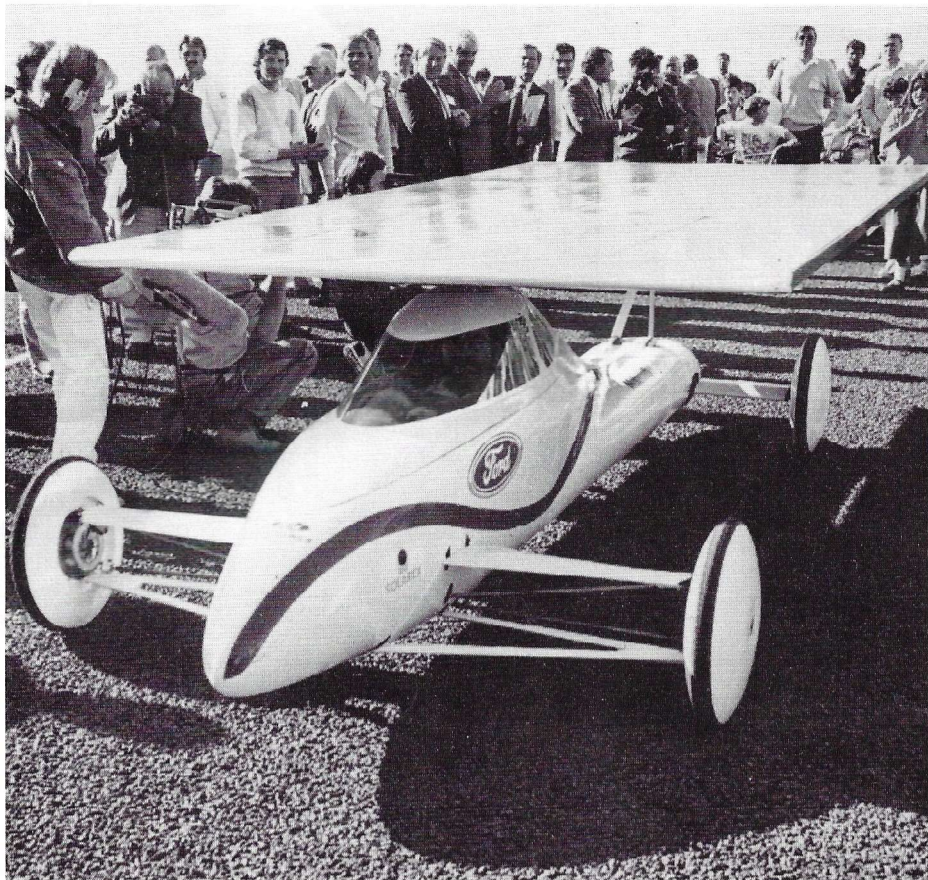
College Master, Mr David Parker, says the clamps have been very successful with offenders.



• Clamping down on offenders in London

Mr Parker and Melbourne City Council, however, probably could consider themselves lucky when it comes to dealing with traffic violators. London's parking officers and police estimate that on an average working day, approximately 350,000 motorists park their car illegally somewhere in the city.

# Sun Shines on Melton Bypass



A school holiday crowd of more than 300 bathed in winter sunshine at the opening of the \$45 million Melton Bypass on July 7.

The day was made to order, and appropriately so was the first car to travel on the Bypass, a specially developed solar car built by Ford Australia. The streamlined "S" model, which will compete later this year in a solar car race from Darwin to Adelaide, headed a cavalcade of cars along the 8.8 km Bypass.

State Transport Minister Mr Tom Roper and his Federal counterpart Mr Peter Morris jointly opened the new freeway section which completes the divided road link between Melbourne and Ballarat.

Mr Morris took time out from his prepared speech to lead a group of children, from the nearby Coburn Primary School, in a rousing chorus of three cheers for the RCA workers and contractors who completed the freeway link on schedule.

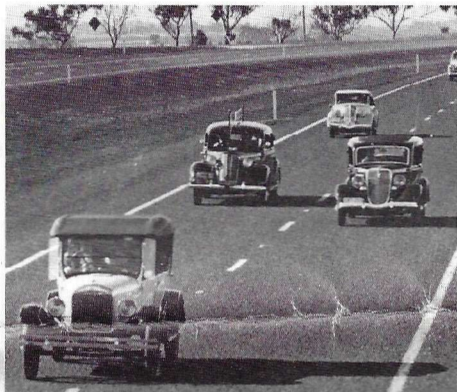
As part of the formalities, the Ministers unveiled a plaque and performed the traditional ribbon-cutting.

Ford Australia President, Mr Bill Dix, then invited them to unveil his company's entry in the Pentax Solar Challenge.

The official motorcade followed on behind the new Ford and, close at the heels, the first public traffic included more than twenty vintage and veteran vehicles from local car clubs in Melton.

The opening ceremony was covered by all Melbourne TV news services recording the achievements of Lance Midgely and his Project Staff who have worked on the project over the past four years.

... And thanks to their efforts the streets of Melton have now been returned to the people of this fast growing satellite city, free from the bulk of highway traffic which previously thundered through the main drag.

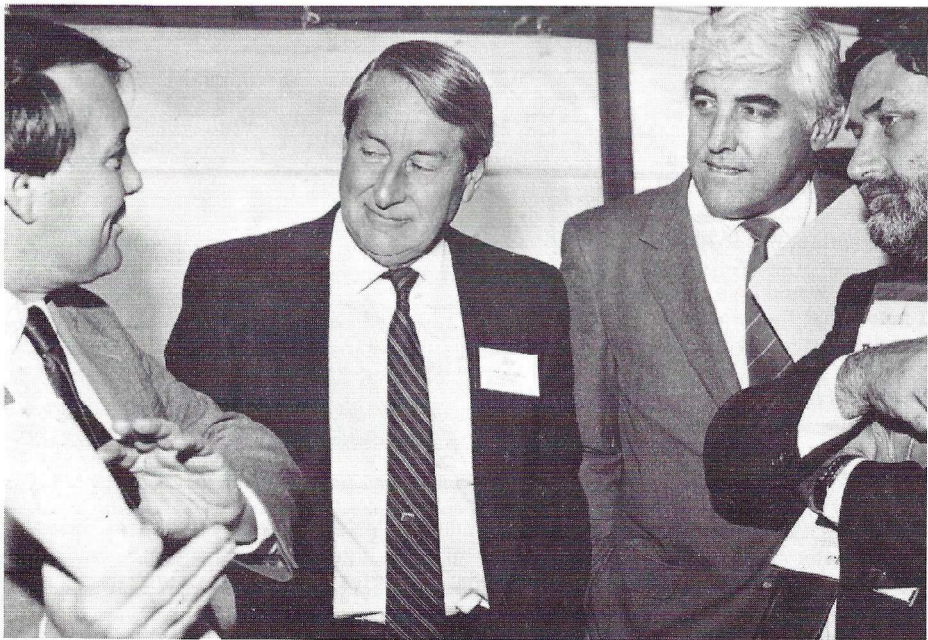


• Vintage and veteran cars travel along the new section of the Western Highway. It is now dual carriageway from Melbourne to Ballarat.

• Top photo: The car of tomorrow? Ford's solar car was unveiled at the opening.



• A bit of a reunion: the three project engineers who have worked on the bypass—from left, Charles Pashula, Lance Midgely and Ken Mathers.



• Mr Tom Roper, Minister for Transport, makes a point at the opening. With him are Mr Bill Dix, President of Ford Australia, Mr Ian Stoney, Chairman and Managing Director, and Mr Barry Jones, Member for Lalor.

# Bendigo boys join in the Easter Parade



Probably the last thing Graeme Redwood thought he would be doing during Easter was walking down Bendigo's main street handing out leaflets.

But Graeme, and several fellow workers from the Northern Workshop, found that being part of Bendigo's 'Easter Procession' was a novel experience.

The Regional Depot, under the guiding hand of Foreman Max Goding, entered a head-turning 'float' in the annual holiday event, and it proved to be a popular feature.

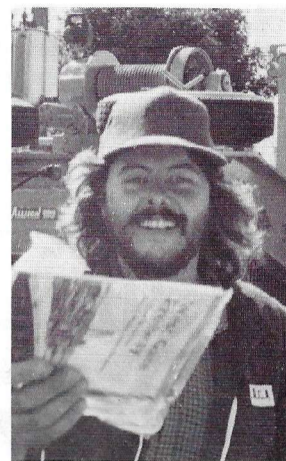
"We had a new Caterpillar grader on top of a low loader," says Max. With a few colourful road signs adorning

• What a whopper! Noel Hartwell's overwhelming RCA logo, the deck, the entry looked quite impressive.

About nine chaps from the Depot spent a rostered day off working on the display, and Depot Painter, Noel Hartwell, came up with what must be the biggest RCA logo in the State.

"During the procession we had some of the guys and their kids handing out brochures," says Max. "It went over really well. Everyone I spoke to was impressed."

Max hopes they'll be in it again next year, too. "We've just got to think up a new idea," he says.



• Graeme Redwood, a Fitter, looking every bit the RCA worker in Bendigo's 'Easter Procession'.



• The low loader leaves the Bendigo Depot for the big parade.

# Floating a winning idea

The affable 'Jumbo' Pepper knows a good float when he sees one.

And he reckons the RCA's latest entrant in the Bairnsdale Riviera Festival was 'pretty good'.

'Jumbo', who recently notched up 28 years with the East Gippsland Region, has been the organisation's float driver for the past ten years in the Festival's much patronised procession.

He made special mention of the work put into the float by John Harris and Ken Reid. "The lads put a lot of elbow grease into the float," he says, "because our entry definitely looked resplendent."

It also took the judge's eyes—winning the second prize in the procession's 'Commercial Section'.



• 'Jumbo' Pepper with the RCA float which was on parade in Bairnsdale's Riviera Festival.

## PEOPLE

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## A composed Chef talks about what's cooking

When Head Office Chef, Greg Nippard, is asked to prepare an appetizing spread for a retirement function or a similar bash, it's usually a piece of cake (metaphorically speaking, that is).

Greg is a seasoned cordon bleu cook and has notched up quite a few nosh-ups in his time.

In fact, he recalls that when he was Head Chef at the Victorian Arts Centre, he'd be responsible for serving up at least 800 meals a day to patrons.

"I worked there just after the Arts Centre restaurant opened," he explains. "I was in charge of six chefs and three casuals, and we'd sometimes be serving up to three different menus to 800 people a day."

Chefs aren't always noted for their composure, so how did he find working with six of them in the one environment?

"We had to be cool, calm and collected," replies Greg, "we were cooking right in front of the people."

Greg, who joined the RCA in January, spent his schooling and apprenticeship at the William Angliss College and University House. After graduating, he revived a restaurant at the Glass House Hotel in Collingwood, before moving to the kitchen at the Ozone Hotel, Queenscliff.

After six months there he went to the Vic Restaurant in the Arts Centre for a hectic two years.

"I moved to Adelaide after that and started up my own restaurant, 'Chambers Bistro', in the city. It was very successful."

Greg returned to Melbourne, worked several months at the Knox Club and the Bayswater Hotel, and then joined the RCA.

"It's been good so far," he says. "Though it is totally different to what I've been used to."

Greg hints that he misses the opportunity, which restaurants offer, of being more innovative, but admits he is now bound by budgetary restraints.

"You've got to be creative with what you've got."

But he is glad that he can now enjoy a more realistic social life, something which the restaurant scene denied him.

"When you're working at nights and on weekends, you're social life is your work. You have to forget things like your schoolfriends."

Away from the cookhouse, Greg likes sailing and, naturally, going to restaurants. He occasionally visits the Metro Brassiere in Bourke Street and also likes to tuck-in to some genuine Vietnamese cuisine at My Tien, in North Melbourne. But where is his favourite eating place?

"The first restaurant that springs to mind is Jolly's Boathouse in Adelaide," he says. "It serves a great mixture of innovative and seafood dishes."



•Greg can serve up a barby or a banquet

## On the Run...



Jim Gillespie's departure from the RCA in May didn't rate a mention in the weekly Personnel Notices.

Perhaps it should have. To a lot of people, he is much an RCA employee as anybody in the organisation.

For the past ten years Jim, a driver with Armaguard, has been the chauffeur and security man on the pay run.

During that time he's travelled 350,000 km, seen Pay Officers hand over millions of dollars, and has met just about every construction and maintenance worker in the Melbourne metropolitan area.

"I've been through about five regular Pay Officers," laughs Jim in a typical good natured fashion. "I get on famously with Pay Section, and everybody in Finance."

Jim and his specially modified Transit Armaguard van spend seven out of ten days a fortnight delivering pays. The area covered ranges from Dromana and Donnybrooke to Tynong and Melton, although a few daily outings have seen them clock up hundreds of kilometres.

"We have travelled 350 km a day when the spray gangs are on duty," recalls Jim.

For the guys in Pay like Brad Willis, who has been with the section for three years, Jim has been a blessing.

"He goes out of his way to make the job easier," says Brad, "and he knows most of the guys on the various jobs."

•Another payday for Brad and Jim

Bruce Young, who has been in Pay for a number of years, is a bit more to the point. "Without Jim, we would've been in a hole. He knows the runs, and knows all the employees. We couldn't have managed the pay runs without his experience."

Jim says the runs are usually uneventful, although occasionally they do encounter over anxious members of the public.

"We were handing out pays to Paul Donovan's spray gang at Westernport one day when all of a sudden the cops arrived.

"They were quite apprehensive and thought a holdup was in progress."

Evidently they had been "tipped off" by a nearby resident—an old lady who assumed the RCA workers surrounding the van were robbers.

"They eventually saw the lighter side of it," says Jim, "even though they did come all the way from Frankston."

From late May, field staff began receiving their pays by cheque, and consequently the cash runs have been terminated.

"But we'll still be seeing Jim at least once a fortnight when he drops off the cash pays for salaried staff," explains Bruce.

In the meantime, Jim says he'll be back on other payroll runs for Armaguard.

"It's the end of an era for me here," says Jim, "I feel like I'm part of the RCA."

## Wood works, says Gary

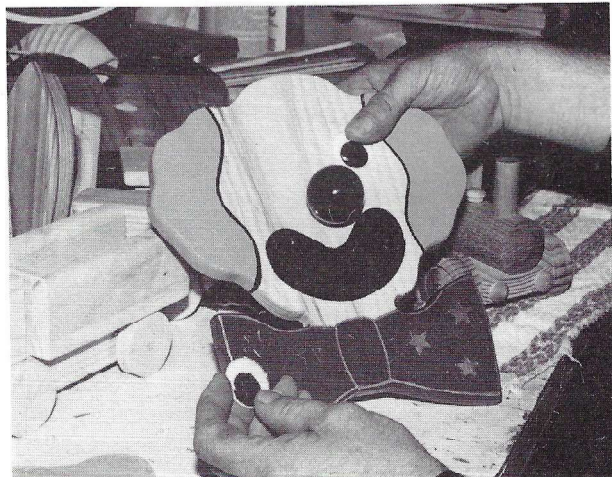
According to mythology, the Greeks were said to have made their final assault on the Trojans with the aid of a giant, wooden horse.

Gary Williams builds wooden horses, but not quite on the same grand scale.

He confines his artistic pursuits to creating wooden hobby horses, amongst other things, for children, and now is making his assault on the competitive Victorian toy market.

Gary, a Property Inspector at Head Office, runs a successful part-time business designing and building wooden toys — rocking horses, miniature cars and trucks, doll's houses and the like. In fact, anything that can be carved, cut or chipped from wood.

"Business is doing so well I've had to take on a partner," says Gary, who took on carpentry as a trade when he was in the Army.



•A clown in the making

Today, he promotes his wares at 'Toy Parties'. These are low key affairs where prospective buyers can inspect his toys in their own home or some other convenient venue. He tells us that there is no pressure applied and that children as well as adults are welcome to check out the merchandise.

"At these parties my representatives take orders. I then make the toys and the reps deliver them to the buyer — usually two to three weeks after the party."

Gary stresses that many people have no idea how complex some toys can be.

"They don't like paying \$15 for a miniature toy, which may take two hours to make, but will gladly hand over \$60 or \$80 for a doll's house, which may only take half an hour to create. People seem to think that 'big' is 'expensive', but in this field, labour costs usually outweigh material costs."

### Kid-proof

Gary guarantees his handiwork is sturdy and 'kid-proof', unlike many modern toys found on the shelves in the retail stores.

He began chiselling and chipping when he was living in Queensland.

"I was in between jobs, and thought it would be a good way to fill in some spare time. I found that the work was fulfilling, and that there was a real demand for traditional wooden toys."

Gary has spent most of his working life in the building profession. Born in Victoria, he moved to Queensland about ten years ago. Two years ago he was living near Brisbane when he saw the vacancy for an RCA Property Inspector in a newspaper.

"I had been thinking about moving back to Victoria so I applied for the job, flew down for the interview and was appointed," he explains.

His role as Inspector requires him to inspect, report on and supervise the maintenance of RCA owned houses and commercial properties throughout the State.

He says he would welcome any calls from RCA staff interested in his products. "I've been thinking about making



•Whipping up an order: Gary Williams at work

some mini graders, rollers and other types of plant," he says. "Some kids may be interested in having a model of something that Dad drives. I think it would make a great gift."

Gary works from his Donvale home where he lives with his wife and two children. You can call his toy-line on 860 2337 or, after hours 874 1798.

He even makes mini-Trojan horses to order.

# "Fiji here we come!"



• Getting ready to board 'QF17' at Tullamarine are Cliff and Lorraine Lawton, seen here with Staffing Officer, Paul Coffey.

## The new regional engineers

As the Principal Road Maintenance Engineer, Cliff Lawton will be supervising activities for the divisions based in Suva, Lautoka and Labasa, working with Maintenance Engineers, Lyle Grinter and Peter Hasset.

The team will be responsible for all road and bridge maintenance activities. They will have to compile a Road Inventory for the roads in these divisions, propose techniques of maintenance and train staff and workers, and assess pavement strength of sealed roads. Along the way, they will also be helping to prepare maintenance manuals.

"They will not be merely advisors," said Paul Coffey, Staffing Officer, Head Office, "but will be involved in carrying out and controlling the work, as well as setting up systems

for the Fijians to use after they have gone."

Paul says that the engineers will not be thrown into a strange country and expected to fend for themselves.

"A local graduate engineer will be attached to all of the expatriate engineers," he explains. "Regular meetings will be held to ensure the project is progressing to everybody's expectations, and that it is in line with the Fiji Government's needs."

In addition, the RCA will keep in contact with those secondees via a regular mail-bag service. "Technical backup will be readily available from the RCA should they need it," says Paul, "but most of all they will still be part of the RCA."



• A group shot with the RCA Chairman and Managing Director, Mr Ian Stoney, and senior staff at Head Office.

## Barry keen to set up Lab

Barry Bromham admits he likes to get away from it all.

He's been to Nepal twice and spent time in Antarctica in 1973.

"Well, I've been to the coldest place on earth, and the highest, so I'm hoping Fiji will be the most pleasant," he says.

Barry refers to the military incident as a 'minor delay', and has been eager since late April to get into his new role as Senior Soils/Materials Engineer. He will be in charge of the Central Laboratory in Suva, but will also be working in sub-laboratories set up in the other divisions.

As his title suggests, Barry will be involved in soils and materials testing as well as quality control of works on site and geo-technical investigations. Barry will also be taking on the role of teacher. Part of his duties will be to train a counterpart local graduate engineer in both laboratory and field testing works.

"I'm very enthusiastic about it," he told Interchange.

## Drop them a line...

Do our seconded staff in Fiji a favour—drop them a line and make 'em feel at home.

There's no television network in Fiji and, apart from newspapers, they will have little idea of what is news in Australia, let alone the Regions.

To encourage communication, the RCA has arranged for a weekly 'mail-bag' service at Head Office. You can send letters, newspapers etc., to the Mail Room by simply addressing the correspondence: 'C/- Fiji Road Project, RCA'. But don't forget to add the name of the person or persons you're writing to.

If you're not a big letter writer don't be disenchanted—drop them a postcard showing a fairy penguin.

## Going north?

The same service will be provided for David Rolland and Rob Scott, seconded to the Northern Territory Roads Division in Tennant Creek and Darwin respectively. Any mail can be addressed to the officer, c/- Northern Territory Secondment, and forwarded to the Mail Room.

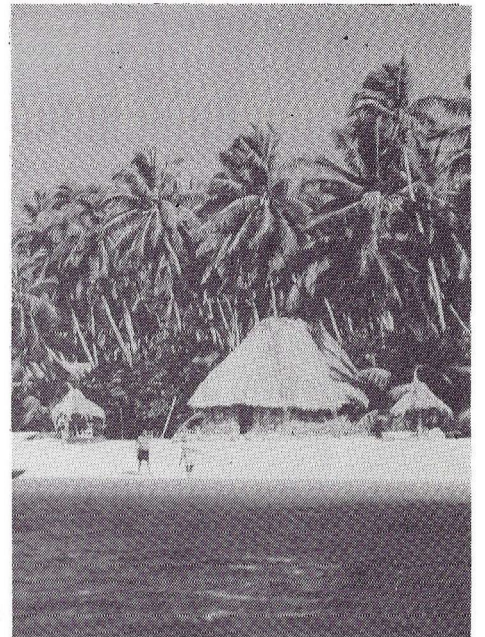
## Fiji facts

Fiji has been the South Pacific's most prosperous island nation with booming sugar, gold and timber industries. Tourism is also worth about \$222 million (Australian) to the country, and is the island's most important industry. There were approximately 800 Australian tourists lazing in the sun at the time of the military takeover, as well as 1000 other Australian residents living there.

It has a population of 714,000 comprising of Indians (49%), Fijians (45%) and Chinese, Europeans and Pacific Islanders. Its 300 islands enjoys a mild, tropical maritime climate, and English is the chief language.

Australia has been the largest aid donor to Fiji, which is an independent Commonwealth country.

• Continued from front cover



## "We're Off!"

Geoff Hose (Direct Works Engineer—Central Gippsland) has been appointed Project Management Engineer for the Road Upgrading Project in Fiji. He will be ably supported by Cliff Lawton (Dandenong), the new Principal Road Maintenance Engineer, Lyle Grinter (Central Gippsland) and Peter Hasset (Wimmera-Mallee) both Senior Road Maintenance Engineers, David Wood (Manager-Reporting), the Senior Cost Accountant, Barry Bromham, (Materials) the Senior Soils/Materials Engineer, Bill Farrell (West Gate Fwy), the Senior Estimating/Measurement Engineer, and John Moylan (Baddaginnie-Bowser), the Senior Bridge Engineer.

• David Wood, Manager-Reporting, with Doug Thompson, Acting Manager-Finance, at his farewell. David packed his accounting books and suntan lotion and left for Fiji on July 4.

## Not a new role for Geoff

Geoff Hose (Direct Works Engineer—Central Gippsland), takes on the prestigious role of Project Management Engineer for the Fiji Road Upgrading project.

The secondment will be for approximately three years.

Those taking up the positions will be working for the Public Works Department of Fiji, which is responsible for roads as well as water, sewerage and public buildings.

The work will be jointly funded by the Asian Development Bank, World Bank and the Fijian Government and will cost about \$64 million (Australian).

Included on the agenda are the upgrading of 107 km of roads, the replacement of two major bridges and the purchase of construction plant.

"An additional requirement of the World Bank is that an improved road maintenance system be implemented on the total road network," says Geoff.

The secondments have been arranged in conjunction with the Overseas Projects Cor-

poration of Victoria, a private corporation established by the State Government to promote Victorian skills, expertise and technology to overseas countries.

For Geoff, the role is exciting—but not necessarily an entire new venture. He has spent several weeks holidaying in Asia, including Laos, and spent two years working for the Snowy Mountains Engineering Corporation in Thailand.

But he still regards it all as a challenge.

"It is a totally different work environment to Australia," he says. "You can't always rely on other resources to do things for you. But you really feel like you are achieving something when you help to build a road or a bridge in these places."

Geoff expects he will be looking into all elements of the project, which will involve travelling to various activities around the country.

He says his children, aged 9, 10 and 12, are keen to settle down in a new culture. After all, they got conditioned to non-Western living when they went to school in Thailand.

## Into the (Thai) hills

Are you one of the thousands of tourists who were contemplating a visit to Fiji in the next six months?

No doubt you may be having second thoughts about touring the popular South Pacific retreat.

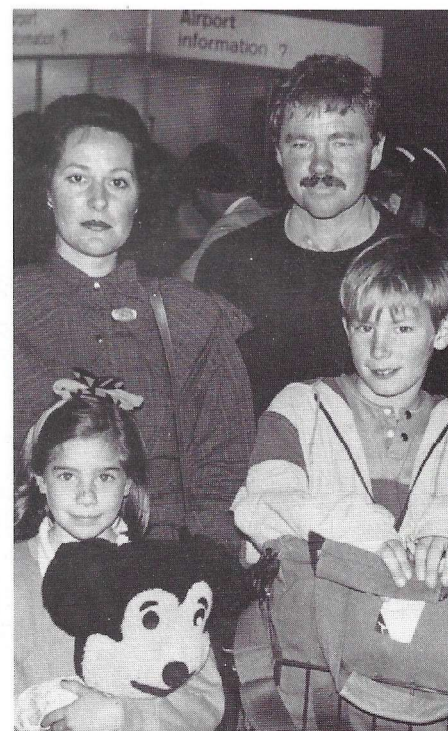
Well you don't have to look far for an alternative holiday.

The enchanting Buddhist kingdom of Thailand is only a short flight away, and now a Melbourne based travel company is offering the 'adventure holiday of a lifetime'.

Thai Trekking Adventure Tours, run by Lance Horsley, organises trekking groups to explore new horizons beyond the country's most northern capital, Chiang Mai.

For around \$1630 you can organise a 14 day holiday which includes airfares, a barge trip on the Mac Nam Chao River, meals while on the trek, and an elephant safari.

"Before departing I meet with group members for briefing and a fitness assessment," says Lance. "Trekking in Thailand is no more strenuous than bushwalking in Australia, provided everyone is prepared." For more details about this year's treks, call Lance at his office on (03) 698 0238.



• Peter and Glenda Hassett and family.

What do Central Gippsland people think of their Region? The general consensus is that . . .

# “The Valley is Okay!”

**Geoff Hose, now working in Fiji on secondment, admits he had misconceptions about the Latrobe Valley when he decided to apply for the position of Direct Works Engineer in late 1985.**

“I was reluctant at first,” he says. “But I have liked it here. I think people who don’t know the area have ideas that it is very polluted. Well it’s not. The pollution is not as bad as in Melbourne, and that’s factual.”

And for those who want the facts, says Geoff, a six year study of air quality in the Latrobe Valley has shown that Valley air is generally far better than Melbourne air.

The study was the most comprehensive of its type in Australia, and included scientists and engineers from the SEC, CSIRO, Environment Protection Authority and Latrobe Valley Water and Sewerage Board.

The study’s main aim was to develop a detailed knowledge of the relationship between emissions and their effects on air quality.

The report, entitled ‘Air Quality in the Latrobe Valley—The State of Knowledge June 1986’, also established that air quality in Latrobe Valley townships is no worse than anywhere else, and pollutant concentrations are well below levels of concern for health.

All health-related air quality objectives set by the EPA have been met during the study.

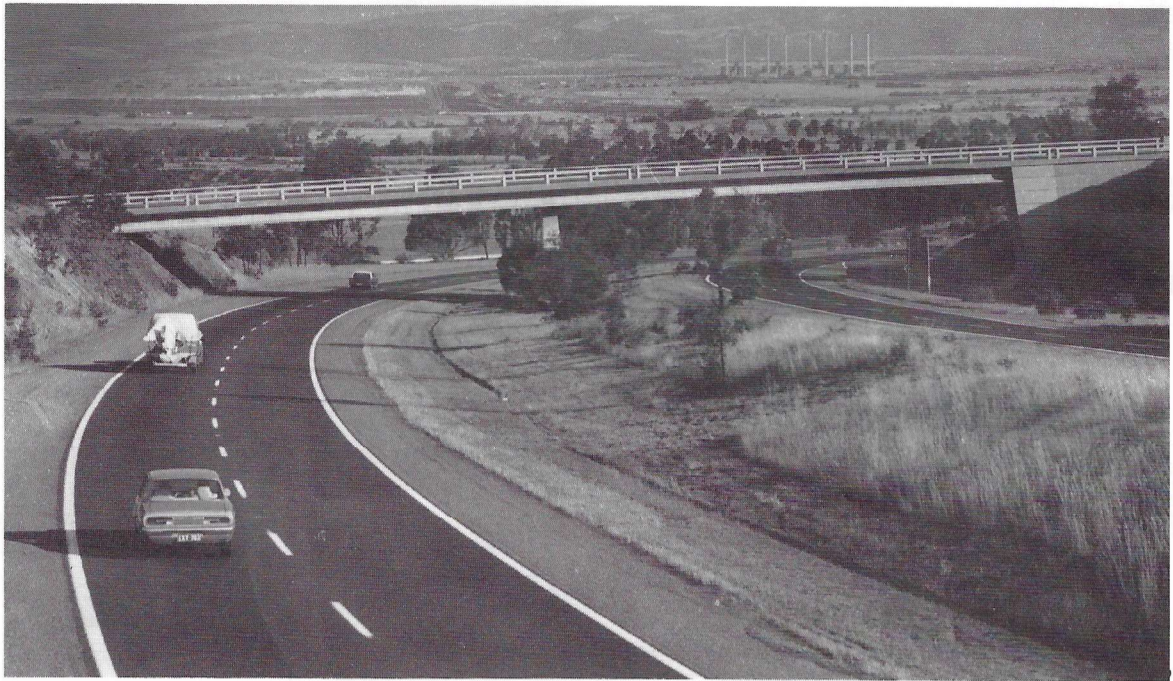
The study discovered some interesting facts about the effects of discharges from power station chimneys. One important find was that plumes of smoke rarely reached the ground level in the Valley due to air temperature inversions.

The report makes the point that air quality in the Valley seems to be poor because brown coloured layers are sometimes seen hovering in the air.

These layers concern people even though tests have shown that the air quality is good at ground level.

“The layers are due to emissions of particles which occur from, not only unusually high emissions from tall stacks, but also burning off, incineration and windblown dust from agricultural land and open cuts,” says the report.

The report concludes that emissions control equipment at power stations will ensure that the Latrobe Valley air quality continues to be good.



• The Princes Highway—much of it is duplicated between Melbourne and Traralgon.

The Region’s Planning and Design Engineer, Ian Inglis, is decidedly pro-Gippsland. He’s been in the Region since 1974.

“What you have got in the city, we have in a rural environment. Shops, community facilities and so on. Plus we’ve got a choice of beaches, mountains and some great national parks, the best of everything, really.”

Ian walks to the office on most days which, he assures, is much healthier than sitting in a car fuming for an hour in Melbourne’s peak hour. Like many of the staff at Central Gippsland, a 20 minute drive to work would be out of the question—unless you had a blown head gasket or a flat tyre.

For Neil Jones, a supervising engineer who lives in the tiny township of Tyers, the office is only fifteen minutes away. Neil’s neighbour and colleague, Jeff Bennett, an Experimental Officer on the Morwell project, doesn’t mince words when it comes to talking about urban lifestyles.

“I’ll never go back to Melbourne again,” he says. “At Tyers where I live, it’s rural and peaceful. Originally I came from the city, but when I go back there now I only get aggravated travelling on the roads.”

For those who aren’t familiar with the area, the Central Gippsland office is located in Kay Street, Traralgon, which Geoff Hose claims is only a short “one and a half hours drive to Melbourne”.

Then again, some would say that’s the only disadvantage about the place. It should be two hours.

### Other Strengths

Geoff believes that, from an engineering point of view, the Central Gippsland Region has much to offer.

“There is a lot of diversity for technical or engineering staff here. The region has a wide variety of major works as well as the more routine areas.”

Geoff highlights the multi-million dollar bypass of Morwell as the Region’s most important project, but he adds there are always a range of activities in progress. On any day, various road crews in the Region could be working on the

tourists’ road through Wilsons Promontory, on the busy Princes Freeway near Morwell, up in the alpine areas near Mt Baw Baw, or on the isolated forest road north of the historical town, Walhalla.

“From an engineering viewpoint, it’s very good,” says Ken Salter, Construction Engineer on the Morwell Bypass. “The Gippsland area provides a great variety of urban and rural work; the full engineering spectrum.” Ken was also Construction Engineer with the Warragul Bypass, which he quickly reminds us ‘won an engineering excellence award in 1986’.

## Latrobe area has many trump cards

The Latrobe region extends from the snow capped peaks of the Baw Baws to the towering granite bluffs of Wilsons Promontory. Through its heartland runs the Latrobe Valley which holds vast brown coal deposits that provide 85% of Victoria’s electricity.

But it doesn’t end there. The area boasts 87% of Australia’s crude oil reserves, 53% of Australia’s natural gas liquids, 36% of Australia’s natural gas reserves, 15% of Victoria’s water resources, 13% of Victoria’s dairy cows and a 10% slice of Australia’s potato production.

Plus what many consider to be the most diversified tourist potential in the country.

Many RCA staff members cannot be located on weekends during summer—you’d have to track them down at their beach houses at Lakes Entrance, Loch Sport, Venus Bay and Inverloch. While on the topic of housing, current prices in the Traralgon area are said to be ‘quite reasonable’.

“You can live in town or out on your own farmlet,” says Bruce Van Every, Acting Regional Manager. “Introductions to friendly bank managers can be arranged.”

### The problem is the perception

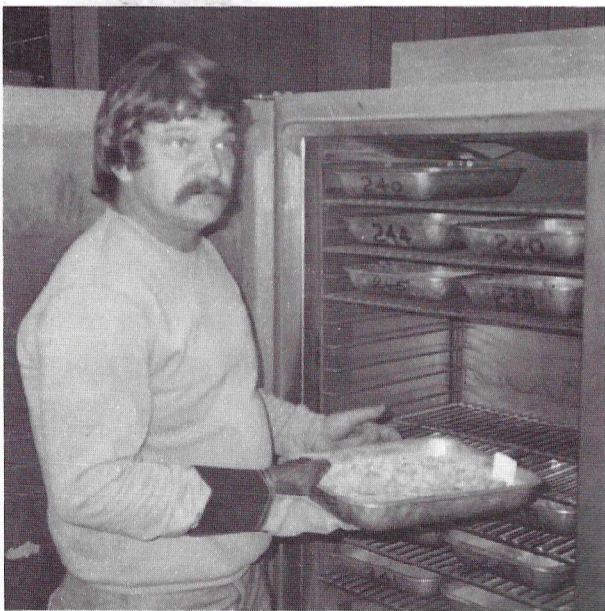


Latrobe Valley air is not a health risk and the major problem is changing the views of the people outside the Valley.

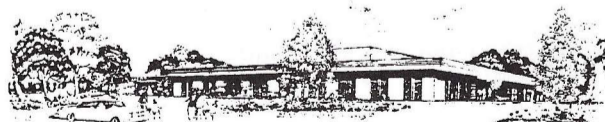
Many of them, it seems, wrongly believe that the air in the Valley is of unacceptable quality. This was the point made in the release of the State of Knowledge report released in December, 1986.

Dr Brian Robinson, chairman of the Environment Protection Authority, says that the ‘problems of perception need to be addressed’.

Copies of the report have been issued to local authorities, interest groups and libraries.



• Jeff Bennett prefers the rural life.



• Until 1944, the area now known as Central Gippsland Region was controlled by Head Office staff. An office—inside a prefabricated house—was established in Traralgon in 1950 when Mr Frank Docking was appointed Divisional Engineer. The current office and laboratory building were officially opened in February 1969.

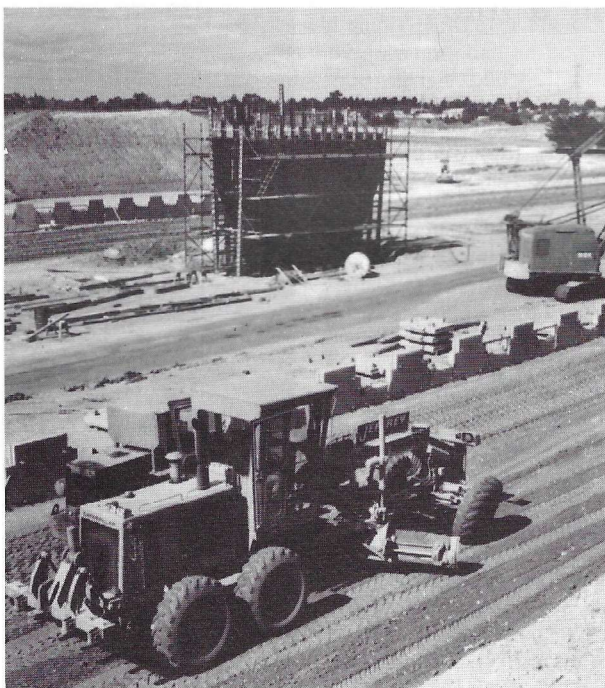
### A River of Little Fish

The name Traralgon is often mispronounced by people, including some who actually live in the city. Perhaps its original spelling, ‘Tralgon’, would have been a little easier.

It is thought that Traralgon received its name from two early settlers, Edward Hobson and his brother, Dr Edmund Hobson, who had land running on both sides of the Traralgon Creek in 1844.

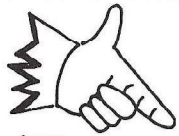
The name comes from the aboriginal words ‘Tarra’, meaning a river, and ‘Algon’, meaning little fish, forming the title ‘River of Little Fish.’ It was said that the present spelling of the name originated from the doctor who spelt it ‘Tralgon’ in a letter to his wife.

— Valley Express, July 1987



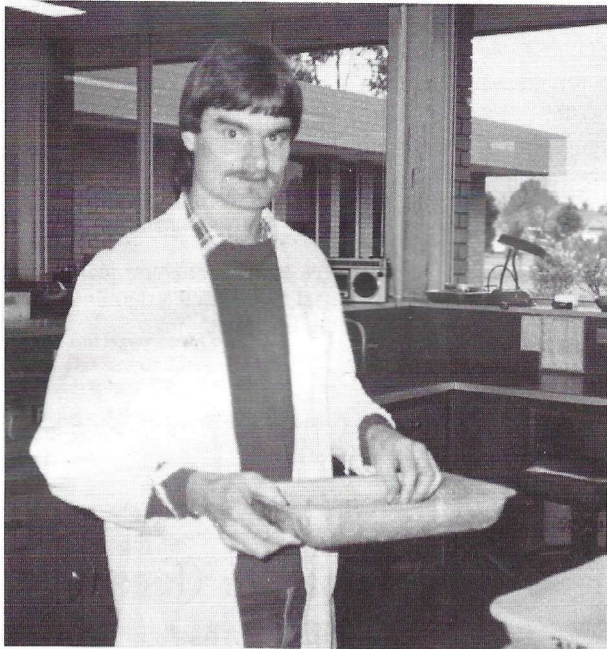
• Stage One of the multi-million bypass of Morwell should be completed in 1989.





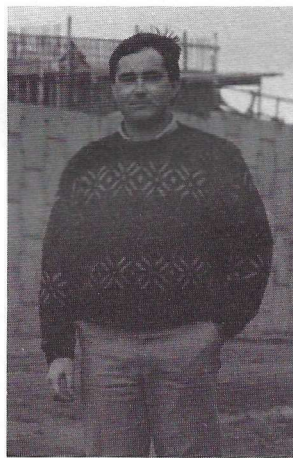
## 'Personally, I think . . .'

Some people from Central Gippsland talk about their Region.



• Daryl Lancaster, Experimental Officer: 'I like Traralgon . . . I did go to Queensland once and liked it

better, but Traralgon is good. I'm a skier and it's only a one hour drive for me to the Mt Baw Baw summit'



• Richard Fanning, Engineer Class 1: 'It's easy to adapt to the work here. I've lived in a few other country towns, and I think there seems to be more to do here in Traralgon . . .'



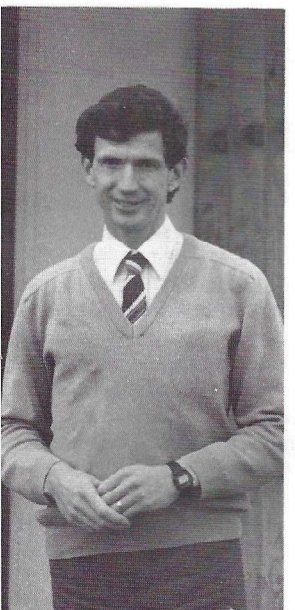
• Paul Redel, Clerk of Works: 'I certainly don't mind being here . . .'



• Dawn Newby, WP Operator/Secretary: 'When we were living in Springvale South some 14 years ago, two of my sons were suffering from Asthma. We came here, and they both grew out of it. It's a fantastic place to live. Almost everyone who has come to work here has liked it, . . . nine out of ten have gone back to Melbourne only because of promotion . . .'



• Sharon Suares, Admin Officer: 'I live in Morwell and it's only a ten minute drive. There's no traffic hassles here . . .'



• Peter Ryan, Bridge Construction Engineer: 'There are excellent opportunities here for engineers . . . there's major work on freeways to minor maintenance of roads around Walhalla . . . I've spent time at Benalla, and regard the work at Baddaginnie Bowser and Morwell to be equally as fulfilling . . .'

• Graeme Rodgers, Regional Admin Officer: 'A pleasant aspect of life here is that everything is so close. In most cases, it only takes five or ten minutes to travel somewhere—you don't spend half your time sitting waiting at red traffic lights. We're conveniently situated to snowfields, national parks, seas and lakes and Melbourne. Everything within an hour and a half drive . . .'

Craig Cinquegrana, an Engineer on the Career Development Scheme:

'One of the main attractions in this region would be the quality of work experience, particularly in the construction area. Since starting at Traralgon I have worked on the South Gippsland Highway, with relatively small direct labour construction gangs, followed by large scale freeway work by contract at Morwell. This work included bridge construction experience.'



• Neil Jones, Supervising Engineer: 'I like the area; the people are friendly, and there is a good range of sporting, social and cultural activities available in the Latrobe Valley area . . . as for the pollu-

tion. The APM and the SEC were a problem in the past but they have greatly improved in order to meet EPA regulations . . . being in heavy traffic in Melbourne is much worse.'

• Pas Monacella, Draftsman: 'There's plenty of night life . . . you've just got to know where to go . . .'

## Shopping Around



• Graeme Rodgers inside the Traralgon Centre Plaza where it's 'retail life in the fast lane'—lots of shopping trolleys, lots of cash registers, and everything from cat food to fishing rods.

## Highway One Will Soon Be Two

Traffic estimates show that by the year 2000, approximately 20,000 vehicles a day will be using the Princes Highway between Melbourne and Traralgon.

Fortunately, a long time before that date, the entire section of Highway One will have been duplicated to meet the increased volumes.

A new section was opened recently, near Tynong, which means that 120 km of the total 160 km length have now been converted to dual car-

riageway. The 9 km duplicated Tynong section was opened on 10 April by the Transport Minister, Mr Tom Roper.

Mr Roper said that the Government had placed a high priority on the duplication of the Princes Highway between Melbourne and Traralgon.

'The entire project should be completed by 1989 at a total cost of \$51 million,' Mr Roper said. 'Work is progressing on the Bypass of Morwell too and the first stage is also expected to be

completed in 1989.'

The Tynong to Longwarry project is being funded by the Federal Government under the Australian Bicentennial Road Development Program and the Australian Land Transport Program. Work is being carried out by a project team based at Pakenham and headed by Mr Ted Goddard.

The section was the first stage of a 24 km project which extends from Nar Nar Goon, past Bunyip and Longwarry, to the Bypass of Drouin.

## Archery, anybody?

Lindsay Marshall has to make an important decision whenever he decides on a round of golf.

Mainly, which Golf Club to head for.

From his home in Traralgon there are no less than five courses within a 20 minute drive—Yallourn, Moe, Toongabie and Yarram—as well as his home town.

'This area is great for golf,' says Lindsay, a Roadmaster, adding that some enthusiasts even travel the 40 minute trip to Sale for a round.

For active sports purists, there's everything in this region from archery to ultra-light aircraft flying.

Traralgon townfolk also have access to a diverse range of community organisations including clubs for aeromodellers, cacti lovers, country music fans, nudists, would-be mountaineers, gliders, surf fishermen and fisherwomen, Scottish dancers and bird observers. There's even a Community Tug-Of-War Club, if you're that way inclined.

Geoff Hose, the Region's ex-Direct Works engineer says that residents can get into practically any type of sporting club they want.

'We possibly can pull a few strings here at the office,' he says. 'Bruce Van Every is Vice-captain of the Traralgon Golf Club, and Col Scammel is captain of the Tyers Cricket Club.'



## Success won't spoil the Humpy Club

Just how good are the Humpy Back Llamas?

More importantly, who are the Humpy Back Llamas?

'It's the Region's official sports club,' replies one of its founding members, Col Scammel.

'And we admit to having limited sporting attributes.'

Formed about four years ago, the Humpy Club, assures Col, is probably more famous for its convivial after-hours imbibing.

'It's a very sociable club,' he says. The spirited Col explains that he and Tony Joyce (ex-RCA) started the Club in 1984.

'We play all year round, participating in local competition indoor cricket, volleyball and basketball.'

Col admits that, generally,

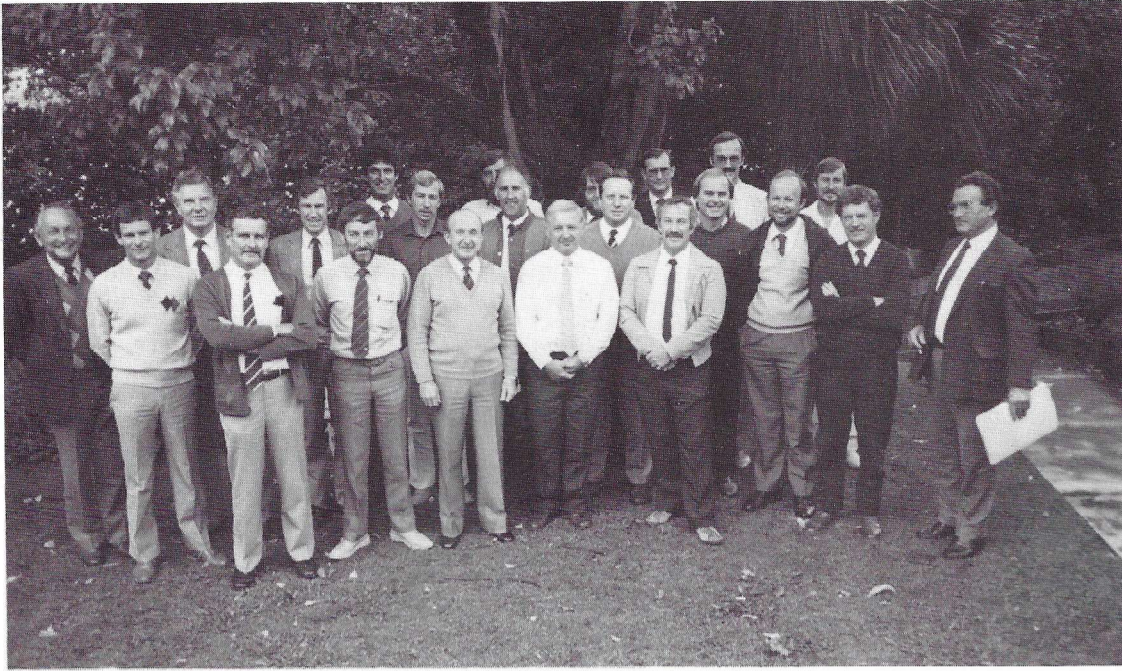
• A slick combination—the Humpy Back Llamas.

they are non-achievers except in the volleyball stakes. That's when the going gets serious. 'We've made the finals each year,' he says. 'Although in basketball we did crack it twice out of eight seasons for a finals appearance.'

At the end of each particular season, the Humpy crew indulges in a celebratory bash which really tests one's stamina. So, what are the esoteric connotations behind the name Humpy Back Llamas?

'It means nothing. Tony came up with the Humpy Back and I came up with the Llamas,' explains Col with a docile shrug.

The gregarious Humpy Backs are always looking for new members who meet their strict entry standards. If you can play sport—it's even better.

PEOPLE *From page 6*

## Drafting Matters

When these lads get together every so often, the conversation always turns to drafting matters.

What can you expect when 90% of the group is made up of Supervising Drafting Officers from all over the RCA.

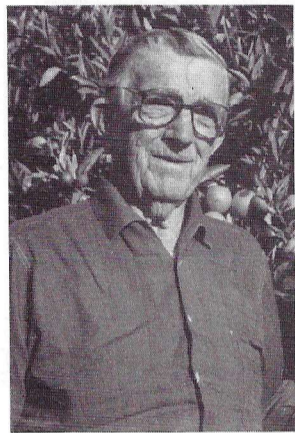
The officers attend regular meetings organised by Road Design, and a recent gathering was held at Dandenong.

"The meetings provide a useful forum for the interchange and communication of technical and drafting matters between various design groups," explains Norm Bettess, a Supervising Drafting Officer from Dandenong.

The meeting gave the officers a chance to inspect some low profile drafting tables and chairs, currently on trial, and watch a demonstration of a new Xerox plain paper plan printing machine.

• *Regional Manager Stan Hodgson, sixth from right, with Supervising Drafting Officers at a recent meeting in Dandenong Region.*

## Eric: a flair for electronics



• *Eric at the age of 80.*

Eric Martin, the man who developed and installed Victoria's first traffic signals for the CRB, died on Friday 19 June.

His death closes another chapter in the life of one of the CRB's most colourful and unassuming staff members.

A radio ham and qualified radio telegrapher, Eric joined the organisation in 1934 to work on the road gangs with the South Melbourne Storeyard.

But his talents were more suited to other tasks. In 1936 he was offered the position of chauffeur to the Chairman, Mr McCormack. The Board was obviously impressed with Eric's qualifications; he had previously been official driver for the Duke and Duchess of York (now Queen Mother) during their visit in 1927 to open Parliament in Canberra.

Eric drove the Board over every kilometre of road in the State; if roads were impassable, inspections were completed on horseback.

After serving with the RAAF during the war, he returned to the CRB's film unit, screening movies to the workers at depots all over Victoria.

It was his flair for electronics, however, where Eric made his biggest impact. His skills saw him develop and install the first traffic signals in the State at a busy highway intersection near Deer Park. He adapted American traffic counters to suit Australian conditions and refined them to register both cars and multiple axle vehicles. He invented transistorized counting machines which were later patented by the CRB.

When Eric retired in 1969 he was, rather appropriately, the Electrical Officer and his duties were as varied from changing blown light globes to testing concrete on bridges with his own specially devised meter.

His send off was fairly low key, in keeping with his own unpretentious nature.

"I'm sure he would never have told his friends at the Board of all his accomplishments," says his daughter, Vivienne, who lives at Ringwood. "He was such a modest person. It has helped us in our bereavement to think he had such a full and interesting life."

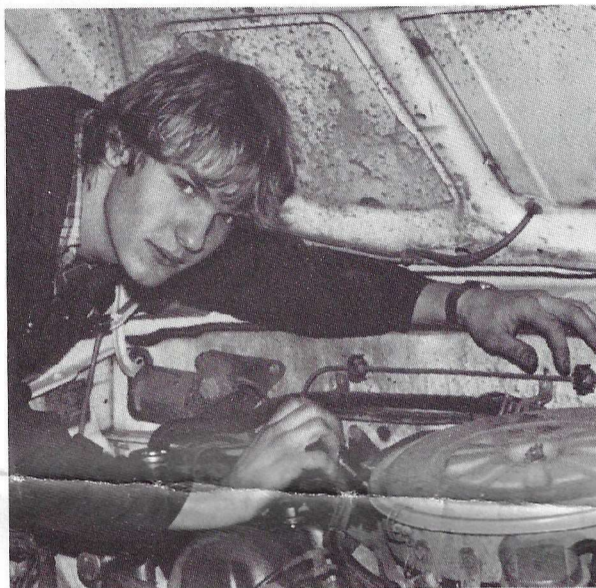
Eric's fascination with electronics never waned. Just one week before he died he was working on circuits for a new metal detector. He was 83 years old.

## Big 60



• *When you need 60 birthday candles on your cake, you have to be very careful not to stand too close to the smoke detectors. Roy Claringbold, Senior Clerical Assistant in Stationery, celebrated his 60th on June 25, and is seen here with Keith Dever, Stationery Supplies Officer, and Ian Walker.*

## Showing Merit



Having a knack for working on car engines has paid off for 18 year old Chris Hummer. He recently was presented with a 'Merit Award' by the Rotary Club of Waverley during the 1987 Apprenticeship Year awards. Chris took out the honours in 'Fitting and Motor Engineering', and has been training at Batman Automotive College. He says he has been getting valuable experience working as an apprentice both at Head Office and Glen Waverley.

"I've had the chance to learn all about earthmoving equipment and heavy stream motor mechanics," says Chris, who also spends the odd after hours moment working on his 1969 HK Holden.

## Well Versed



Princes Street Senior Cafe Attendant, Heather Haywood, was farewelled recently with some sentimental verse, read by composer Noreen Meagher.

## Former Chairman in Queen's Birthday Honours List

Former RCA Chairman and Managing Director, Mr Tom Russell, was one of the 320 Australians awarded in the Queen's Birthday Honours List.

Mr Russell was made a Member of the Order of Australia (AM) 'for service to road engineering and construction'.

The honour is an appropriate reward for Mr Russell's distinguished service with the RCA. He joined the then CRB in January 1943, as a diplomate engineer, working his way up to Chairman in December 1978. Due to the restructuring of transport in Victoria, he became the last Chairman of the CRB and subsequently he was appointed Chairman and Managing Director of the new RCA.

When he retired he was one of the organisation's longest serving members.

## New Directions

Keith Barrasford has had a rather significant change in his lifestyle over the past 12 months. He's recently returned from a 12 month jaunt travelling overseas, is about to shift his family to a new home in Warburton, and has resigned from Asphalt Division—to sell new cars.

Well, they do say a change is as good as a holiday.

Keith joined the RCA in the summer of '71 when he was appointed to the Wages Section in Head Office. He then took on a few stints in Claims and Costing before moving to Asphalt Division.

Keith, 36, says he has no reservations about his new career prospects with Graham Werner Toyota in Ferntree Gully. "It'll be a refreshing change and more of a challenge."

Keith says he is only too happy to meet staff members from anywhere in the RCA. He's already sold one new Toyota to a Head Office employee, and can be contacted on (03) 758 8222.

## Personnel Notes...

### Other movements around the Authority :

• Dennis Daly retired in June after 29 years service. Dennis joined Bridge Design in August, 1958, before moving to the then Geelong Division as a Supervising Engineer. He was appointed to Engineer Class 3 in May, 1967, and then to a Class 4 position in April, 1986.

• On 7 July David Turnbull retired as an Admin Officer with the Freight Vehicle Limits Section at 89 High Street. David has been involved in transport since he joined the organisation as an Assistant Traffic Officer in December, 1963. He was appointed Traffic Officer two years later, and then became Senior Traffic Officer in 1976. In 1983 he was appointed an Admin Officer with the then Vehicle Limits Section.

• The Regional Manager of the Central Highlands, Ted Oppy, retires on 3 July. Our reporter in Ballarat will file a story for the next edition of Interchange.

• Regional Admin Officer at the Northern Region, Ross Furness, resigned in early April. Ross has been one of our two intrepid newshounds based at the Region, and Interchange would like to thank him for his assistance over the years.

• Mr Vic Moll retired in May as Acting Principal Construction Engineer in Operations Branch. Vic was the most senior person to transfer to the CRB when it amalgamated with the MMBW Highways Division. He joined the organisation as the Chief Urban Projects Engineer.

• A sad but at the same time happy event took place at Glen Waverley on 3 July when Eric Piper, Senior Plant Inspector, retired after a staggering 47—count them—47 years with the RCA. Staff from all over the State attended his farewell... after 47 years you certainly build up quite a few contacts.

# INTRAY

## SURVEY & MAPPING DIVISION

### From our Writer in Head Office

Knowing where some of us are may assist us all in knowing where we will want to be in the future.

Introducing the Survey and Mapping Personnel Roundup.

We welcome Mr Adolphus Twitt to the ranks. Adolphus comes from the division for Putting Things On Top Of Other Things and is our new Corporate Model Developer Class 1. Well done, Adolphus. 700 High Street has been incorporated in the NACAIDS campaign (refer the advertisement in "The Age" on 6 April, page 2) and our staff there have been moved to 27 Cotham Road Kew. Affectionately known as "Cotham City" it is open for business via the new bat phones.

Since the last issue in which we featured spectacularly, many things have happened. Red Roses were given to all female members of staff on Valentines Day—courtesy of the "willing to contribute" male staff ably led by Lou "lock up your daughters" Marsal. Congratulations to those 3 members of staff who recently completed their final practical exams to become licensed surveyors. Two of those persons who shall remain nameless gave a new meaning to the phrase "just in case something goes wrong I'd better have . . . ."

Bike week was celebrated with a breakfast spectacular at the recently constructed BBQ. B.R.A.G. (Bicycle Riders Action Group) has been actively campaigning for a new weatherproof bike shelter and construction is expected to begin as soon as the weather improves.

## Feedback & Follow-up

### A column which features interesting correspondence to the RCA

Dear Ms. Evans,

This is a short note to thank you for the field experience opportunities the RCA made available to our fourth year students this past year. Both students, Julie Collins and Michael Roberts, gained good insights into the environmental sciences used by the RCA. As well, they apparently enjoyed their time with the Authority.

A special thanks goes to Mr. Matthews for his effort to expose our students to a wide range of activities and to Mr. Tutt for the speed and ease in which he placed the students into the field experience. It is clear that without such individuals our programme would not be as meaningful to our students.

I hope that we will be able to place one or two of our environmental science students with the RCA again this following year. Until then please accept our gratitude for the time and concern shown to these students.

J.Stuart Hoverman  
Environmental Science Centre  
Melbourne College of Advanced Education  
Carlton.



• On your bike . . . Survey and Mapping celebrate 'Bike Week'.

The sports star of the month is cycling ace Ken Toose who broke all records by re-charging the batteries for his lights in a record 4 hours 36 min 10 sec—gut busting stuff, Ken.



• Janine (Chukka) Stainer, above, turned 21 and was presented with a bright pink bike from her work mates (another convert to bike power).

To celebrate, a 'Bad Taste' party was held and several members of staff who attended gave their all and easily won the bad taste award on the RCA's behalf. Some still refuse to accept that the Bundy was not spiked.

Our illustrious Manager, Mr Roger Gamble, turned 50 and you can rest assured that this event was an honourable if not mundane affair.

In the matrimonial stakes we are pleased to announce that Peter Beavis is unengaged again, but not for long. Also, Alan Rickard is not a father of a baby boy. Welcome to them all—whatever they aren't.

Steve Drummond is off in search of better things to New Guinea. Please send all donations of pigs—so he can purchase a wife—to Ken (only male pigs) Adams.

## NORTH EASTERN From Mike Farmer in Benalla

Staff were shocked to hear of the death of Kevin Morrison, Admin. Officer, who retired after a period of ill health in December after 25 years of service. Sympathy is extended to his widow June and family.

Ex-Overseer, Mick Mitchell, who retired a number of years ago, died recently. Mick was one of the longest serving members of the CRB when he retired after 40 years of service.

Heather Hall has recently returned from her honeymoon. Staff were pleased to see Jo-Anne Boyd back to work after surgery to her shoulder.

Sophie Sharkie, our receptionist, has returned from her holidays in Brisbane. Believe she and her husband Don had a lovely time with their daughter and family.

## NORTHERN From Sandra Grace (nee Curnow) in Bendigo

With all the name changes recently, Bendigo Division—whoops—Northern Region failed to make an appearance last issue. However we are all alive and well with plenty of news this time.

We have farewellled a number of friends including Bill Swinerton after 28 years service, Eddie Quinn, (Precast Yard), Paul Ayres (Apprentice Painter), Bill Whately (Spray Gang), Jenny Hopcott (Office), Ross Furness (Office). Ross has taken up the position of Personnel Manager at the Bendigo college of TAFE and we all wish him well in his new job.

We were sorry to hear of the death of Bill Halson from the Stanhope Patrol and extend sympathy to his family.

Bill Dunstan celebrated his 50th birthday on 2nd May.



• The depot social club at Northern Region is renowned for the success of its social functions. Here are a number of "familiar" faces enjoying their Christmas party: rear, from left - Ian Thomas, Alan Gray, Don Jackson, Andrew Smith. Front - Paul Staff, John Shelton, Ian Tomlins and his wife.



• A number of office and field people made the annual journey to Civinx to see how they could spend all the RCA's money. Ian Brown dreamt of a new tractor, Shane Mannix, yet another new chainsaw and Rick Hattam, well, that's him above.

The Transport Minister, Mr Tom Roper, and Local Member, David Kennedy, made a brief visit to the office back in April. Eats and drinks in the office garden provided just the right atmosphere for people to air their views. Denis Carolan (Lab) made



• Fifty and not out: Mr Gamble at a recent birthday function.

sure everyone knew his political bias when he spilt his beer over David Kennedy. Denis claims he was having trouble lighting his cigarette and it was just an accident, but we are not so sure about that.

If anyone has a set of trainer wheels for sale, Lindsay Clay would be interested in buying them. It seems Lindsay has had trouble manouevring the tram tracks along High Street on his bike and recently came off second best. Obeying all the road rules and hand signals, Lindsay was indicating a right turn into a busy street one Friday when his wheels caught in the tram tracks and over he went. Without a moments hesitation, he picked up the bike and his glasses and ran to safety, carefully avoiding oncoming traffic. The only casualties were his good trousers, his bike and his pride.

ryn Moffatt joins us as the Office Systems Co-ordinator and David Sajfar joins us as an Information Systems Officer, both part of the Information Centre.

In case you're wondering where the ergonomic's team (Helen Murphy and Peter Sanders) have gone, they've been relocated to Human Resources. On leaving MIS, they presented to the staff an ergonomic chair with a rounded seat for ease of use. The "potty" now has pride of place in the MIS area.

Also some of you may have wondered what happened to Lois Elmer from Training & Development. I've pinched her! Actually Lois at the moment is being shared between MIS, assisting me with computer training, and Human Resources, assisting them in Occupational Health & Safety.

Other staff happenings are Sonja Boyce (Data Prep) has gone on Maternity Leave and Ian Mullen recently got remarried. From all accounts the wedding was slightly unusual, the bride wore black, the groom wore white and black and the cake was black & white. For all of you who know Ian, it seemed very appropriate behaviour.

Congratulations to Warren & Jacqui Scaech (both from MIS) on the arrival of their new baby boy Luke.

## WIMMERA - MALLEE

### From Ivan Jones in Horsham

Depot Foreman Bob Dumesny's wife, Lorraine, is back in Horsham after undergoing major surgery (liver transplant) in November at Brisbane Princess Alexandra Hospital.

Lorraine and Bob wish to express their heartfelt thanks to the doctors and staff at Princess Alexandra Hospital, Alfred Hospital, Melbourne and Wimmera Base Hospital, Horsham. The Red Cross also assisted Bob and Lorraine during their stay in Brisbane. Lorraine is once again enjoying Old Time Dancing and we wish her well for the future. Bob and Lorraine wish to express their thanks to the many friends and workmates who offered support.

After 26 years of faithful service (give or take a couple of years for storage) one Horsham Workshop employee's mode of transport finally bit the dust (or ground) after a slight fall from the top of the Depot flagpole. We certainly know how to celebrate our Xmas breakup at Horsham Workshop.

### RETIREMENTS BILL COUTTS

Truck driver retired on account of ill health earlier this year and we wish Bill all the best in his retirement.

### VASIL FILIP

Maintenance Worker in Charge retired on 2nd March 1987. Vasil commenced with the RCA in 1956 and worked on maintenance in the Wimmera-Mallee Region until his retirement. A farewell dinner was held at the local RSL club and was largely attended by all his workmates and friends. We wish to extend to Vasil a healthy and happy retirement.

### BILL O'NEIL

Bill O'Neil commenced work with Wimmera-Mallee on 17th October 1961, and most of his period of employment was the Quarry in Stawell where he was a crusher driver. This work entailed operating secondary crushing and screening plant and Bill's knowledge gained over many years was invaluable. With the closure of the Quarry, Bill was employed in one of the Region's B.S. Units until ill health forced his retirement in May.

### JOE RIVETT

Joe Rivett spent most of his term of employment at the Stawell Quarry where he operated most of the plant involved in crushing operations. With the shifting of crushing operations to Mt Drummond, Joe operated the Barber Green Asphalt Plant located at Mt Drummond until the time of his retirement in March. Joe began with Wimmera-Mallee in late October, 1969.

### BOB STEPHENS

Bob Stephens was employed as a Bitumen Tanker driver with one of Wimmera-Mallee B.S. Units operating out of the BS Depot in Horsham. Unfortunately Bob's health has not been as good as he would wish it to be and has been the cause of his retirement last February. Bob has a strong affiliation with the Horsham Urban Fire Brigade, being a former captain, and he proposes to spend some leisure time keeping in contact with the brigade and members. We wish the above former employees of the Wimmera-Mallee Region a long and happy retirement and look forward to meeting them at Regional functions.

### FAREWELLS

Peter Hassett (Maintenance Engineer) who commenced with us in 1974 has decided to leave us and to go to Fiji as Senior Road Maintenance Engineer for approximately 3 years. After numerous farewells Peter and Glenda were able to leave Horsham and prepare for their trip to Fiji. We wish Peter and Glenda and family all the best for the future.

Iain Aitken (Engineer) who commenced with us in 1985 has transferred to Right of Way. We wish Iain all the best—Hockey in Horsham will be all the poorer with his transfer.

Shayne Cross (Tea Lady) has done it again and has left to continue building up the population in Horsham. Shayne who is not short of a bit of gossip or for a bit of gossip will be greatly missed. We wish her well on her new venture.

### WELCOMES

Mark Davies (Engineer) commenced with us in April this year and we wish Mark all the best in his stay in Wimmera-Mallee Region.

Anne Schofield (Tea Lady) has replaced Shayne Cross and will no doubt continue with the good service.

### SOCIAL CLUB NOTES

May 29th saw the start of the social club year with a Haytober Fest (Happy Hour) after work. It was a popular and successful occasion with an abundance of refreshment and good cheer. The left over grog was raffled and won by Jack Ritchie (well done). A Wine and Cheese night at Alan Mason's home was held on June 12th. Alan took a weeks holiday to South Australia to find some goodies for the night. A coming event is a Hockers Golf Day at Royal Toolondo G.C. in August. This is the home of the hairy nosed divot and the dreaded bracken fern.

## EAST GIPPSLAND From Ian Ellis in Bairnsdale

In the past months we have been able to welcome many of the new faces to our Region. Anne Evans, Director - Human Resources; Peter Lowe, Director - Technical Resources; Graeme Marshallsea, Principal Engineer; Bob Morison, Acting Manager - Road Design & Traffic Engineering; Peter Berketa, Manager MIS; Laurie Jones, Director - Operations.





## Good Living

A new Interchange feature about health, work, safety, sport and lifestyles

# Prepare your car for the snow

A visit to the snowfields can be costly for unprepared motorists, according to the RACV.

Each year RACV service contractors in Victoria's major snow resorts attend to thousands of calls - many of them involving costly repairs - simply because motorists are ill prepared.

RACV General Manager - Public Affairs, Mr Ray Bartlett, says many problems could be overcome with careful preparation of the car, defensive driving and the correct fitting of snow chains.

Problems for motorists visiting snowfields include frozen motors, jammed chokes, loss of compression due to the cold, frozen hand brakes, the inevitable wet ignition and "lock-outs" due to keys being lost in the snow.

"It is important for motorists to place anti-freeze in the car radiator in the recommended quantities, unless the vehicle has a sealed cooling system," says Ray.

Any leaks in the radiator should be repaired and poor quality radiator hoses should be replaced. The radiator cap should fit tightly and should be in good condition. Other checks of the vehicle which should be made include tyres, brakes, lights and windscreen wipers and washers—a small amount of washing powder or detergent in the washer reservoir will lower the freezing point of the water and give improved performance in the cold.

### Join the Chain Gang

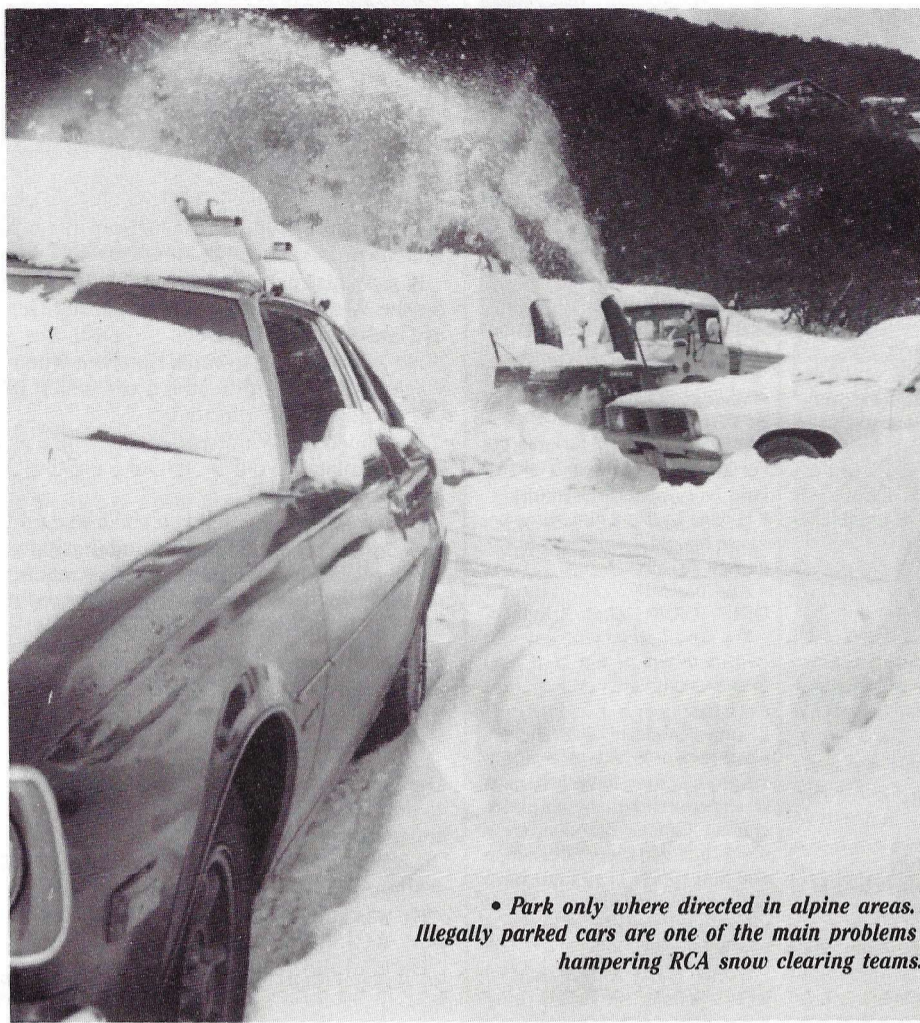
"It is mandatory to carry snow chains in snow resort areas and motorists driving to the snow for the first time may need to practice fitting chains to both driving wheels," explains Ray.

The easiest method of fitting chains is to lay them out on the road in the track of the drive wheels and then reverse the car. The chains are then lifted and wrapped around the wheels connecting the various links, including the tension links, and tying back any spare links so that damage to the vehicle is prevented.

Chains should be fitted at specially designated bays on approach to the resort. At some resorts motorists can be fined for not complying with the request to fit chains.

Special care is needed if the car has radial ply tyres. In such cases, the position of the chains on the tyre should be changed every 14 kilometres, tyre pressure should be increased by 25KPA (4PSI) and motorists should not drive faster than 40 km/h.

"After the chains have been fitted, it is advisable to drive for about 200 metres before stopping and checking tension and re-tightening if necessary," adds Ray.



• Park only where directed in alpine areas. Illegally parked cars are one of the main problems hampering RCA snow clearing teams.

## Driving in Snow

Driving in snow is an acquired art, just like skiing is perfected over a period.

Motorists should travel slowly on snow and ice and braking should be gentle and early.

Unnecessary gear changing should be avoided because there is always a momentary loss of traction during a gear change which could lead to a skid.

It is necessary to keep well behind the vehicle in front as braking distances in slush, ice and snow can be many times greater than under dry conditions.

Upon approaching the snow-covered section of road a brake test should be carried out to give the driver an indication of how hard the brakes can safely be applied on similar surfaces if braking becomes necessary.

On downhill sections lower gears are preferable to using the brakes, while travelling uphill it is often better to retain a higher gear than one normally used, as over-revving can cause the wheels to spin or lose traction.

Skidding should be avoided at all times if possible. But there will be occasions where avoidance is impossible. Rear-wheel skids can be corrected by turning the steering wheel into the skid and front-wheel skids, which are more difficult to control, can be better handled without using the brakes.

When parking in snow areas, the hand-brake should not be applied as moisture can freeze the cables and brake linings to the drums. Vehicles should be left in gear with the front wheels turned toward the bank.

Probably the best advice which can be given to motorists visiting the snow areas is to make sure that the car engine is clean as there is less chance of a mechanical breakdown.

## Some good ideas....

The US giant, Exxon Manhattan, offers the following time-saving tips on being efficient and effective:

- Learn the difference between being effective and efficient, between doing the job right and doing the right job;
- Write out your duties each day—and set their priority;
- Set aside the time you work best for your most important projects;
- Handle each piece of paper once;
- Outline topics before making telephone calls;
- Learn to be firm and say 'no';
- List things you can do in less than five minutes. Do them when you have a small amount of time available.

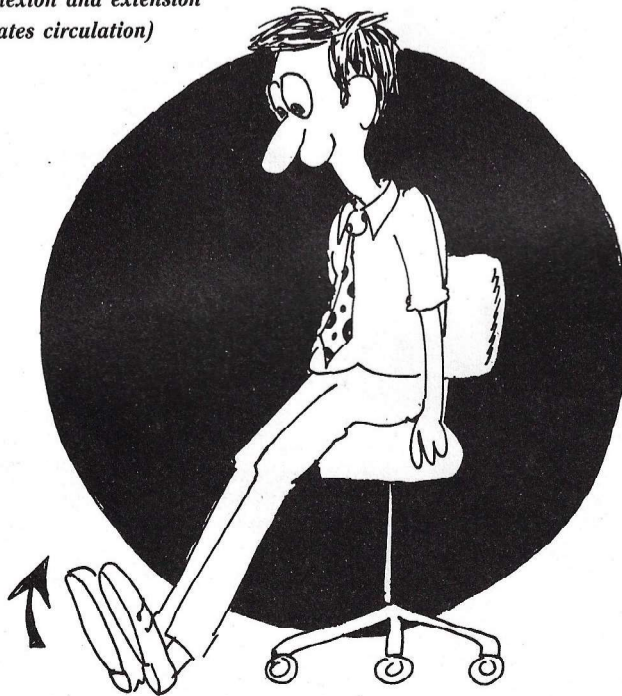
### Let Anthony Rub You Up the Right Way

Anthony Ashley-Brown, ex-Printing Section, is now available any time for a relaxation Massage. He also specialises in Shiatsu and Sports Massage.

Call Anthony - a member of the Society of Clinical Masseurs - on (03) 836 8337.

## Workercises

Ankle flexion and extension  
(Stimulates circulation)



(Text from the Department of Youth, Sport and Recreation)

Sit in a chair with your feet flat on the floor. Count one-flex ankles by pointing toes up and down. Continue eight times. Now rotate ankles eight times.

## EPILEPSY — what you should know

The first step to living and working with epilepsy is to overcome the appalling community ignorance about the disorder. It is a common condition which occurs in at least 1% of the population, and can affect anybody of any age.

It is not a mental disease and many people with epilepsy are very effective members of the workforce. The majority of them, provided they take their medication and look after their health sensibly, have very few if any attacks.

Anybody who is free of such attacks for two years can also obtain a private drivers licence.

### What should an onlooker do?

If you witness somebody having an attack, it is important to remain calm. Make sure the person is not in danger from traffic, fires, sharp objects or falling from a height, but let the fit run its course and observe the following rules -

- Do not try to force anything between the teeth to stop the tongue being bitten; tongues heal - broken teeth do not!
- Do not try to stop the body movements - wait until these movements stop and the first deep breath is taken.
- Turn the person onto one side placing something soft under the head.
- Carefully loosen any tight clothing around the neck.
- Stay with the person until he/she comes round fully but do not restrain them or try to "bring them round".
- Once the person is conscious, wait until they speak to you.
- Do not give the person anything to drink.
- Write down a description of what occurred during the fit as this is important information for doctors.

Emergency medical help should be called for: if fit lasts for more than 10 minutes; if another fit occurs immediately after the first; if recovery is very slow; if there are obvious bodily injuries.

### Some questions prospective employers may want to ask applicants with epilepsy

- How often do you have attacks?
- When was your last one? Did anything special bring it on?
- What actually happens when you have an attack?
- Do your attacks happen at any particular time of the night or day?

An assessment for a particular job should include the question of safety.

## A walk over!

Walking 20 kilometres a week on top of a moderately active daily schedule can ensure the average person an extra two and a half years of life. A health expert from Stanford says that burning 2000 calories cuts heart risk by one-third and extends the lifespan of a middle-aged person by 30 months.

## Out of puff?

Remember this the next time you have a smoko - research findings have shown that the tar absorbed from puffing a packet of cigarettes a day produces as much radiation of smokers' lungs as several hundred X-rays in one year.

## Sitting pretty

A tip for office workers on how to avoid back problems: adjust your seat so that your knees are level with your thighs. If you cannot get the chair low enough, use a footstool to raise your feet. The backrest should firmly support the small of your back and the top of it should be at the middle of your back.

Got a suggestion for an article for 'Good Living'? Ring our Interchange 'Good Living' Editor on 860 2584.

# Good Living

## It's happening in Hawthorn

What were you doing on Friday 22 August last year? Think back. Chances are, you were one of hundreds of RCA staff members who spent an evening dining and dancing at HOSA's dinner dance at Leonda.

Well you will be pleased to know that HOSA believe in the old maxim: 'you never have too much of a good thing'. It's all on again this year at the same riverside restaurant in Hawthorn on Friday 14 August.



The nosh-up begins at 7pm with pre-dinner beverages which will be followed by a sumptuous three course dinner. Beer and wine will be provided on all tables. One of Melbourne's best bands will be there too, so there's no excuse not to dance.

"Tickets will be \$60 double or \$30 single if you are a HOSA member, and \$70 double and \$35 single for others," says Carolyn Aitken, HOSA Secretary. "Only 400 tickets will be sold, so it's first in..."

Any queries about sales or seating can be directed to Sue Rumbold on 2767 or Bev Thompson on 2288.

## Join The Club

"I'm in the Country Club, you realise?"

"Country Club?"

"The Yarra Valley Country Club. In Bulleen."

"I've heard that's expensive. And it's only got nine holes."

"Well, it IS expensive, if you're not a member of HOSA. The Social Association can get you to join the Country Club for \$360... a saving of \$100."

"That's a lot of golf balls."

"Yes sir. You join the Club as a Corporate Member which entitles you to full membership rights, plus access to tennis courts, bowling greens, squash courts, swimming pool, and the restaurant and bar. What more could you want?"

"It's still only got nine holes."

"You'll be joining, then?"

If you're interested in becoming a member — contact ALAN BAKER (2387) or JOHN ALCORN (2214) for application forms...

... join the club and save \$100!

## Wodonga Fired Up To Host Sports Day



Hans Raun believes the Wodonga 'Entertainment and Sports Weekend' later this year will be a resounding success.

For several weeks now Hans and his colleagues at Wodonga have been organising what may possibly be the biggest inter-RCA sports weekend ever.

There's no doubting that the border cities of Wodonga and Albury have the facilities.

"For starters," says Hans, the chief organiser, "the Wodonga Tennis Centre is recognised as one of the biggest in Australia with 31 grass courts and 22 hard courts—they're as good as Kooyong."

"We're also able to organise events for the Wodonga Golf Course, Indoor Cricket at the Entertainment Centre, squash, ten pin bowling and anything else that's requested."

The 'Entertainment and Sports Weekend' will be held in Wodonga and Albury on Melbourne Cup weekend—Saturday 31 October until Tuesday 1 November. As the title suggests, the emphasis will not just be solely on sporting pursuits.

"On the Saturday we've organised a bus tour of wineries such as Campbells and Morris," says Hans, "and in the evening we can arrange four courtesy buses to take people to the Commercial Club, Albury, for a night wining, dining and playing the pokies."

The games are planned to kick off on the Sunday with six grass courts booked at the

Wodonga's sports weekend: hoping to attract a big crowd

Wodonga Tennis Centre and a Stableford event at the Wodonga Golf Course. Hans is also inviting teams to enter into Indoor Cricket at the Wodonga Entertainment Centre.

"Squash, ten pin bowling or any other type of popular sporting event can also be organised if I'm given ample time," says Hans, who is planning to join in the tennis and golf tournaments.

But the fun doesn't end with the sports events. A barbecue is being arranged at the Kelly Park Tennis Centre at Wodonga for all participants and visitors.

"This will be a weekend of fun for everybody, the whole family," says Hans. "We can cater for the kids too."

Albury-Wodonga has a combined population of 60,000 and much to offer in the way of recreational and accommodation facilities. Lake Hume offers nearly every type of water sport, while anybody can play 'Mr and Mrs Tourist' and visit the nearby wineries, historic townships and alpine areas. Of course, if you really want something different, the famous 'Ettamogah Pub' is only a short drive north of Albury.

If you've got any questions about the weekend, contact Hans Raun at the Chiltern site office (057) 26 1582 or Liz Hayes at the project office (060) 24 3577 or tie line number 561.

•Volleyball

## CRABS crash to CHAMPS

The Road Traffic Authority may have triumphed in the recent volleyball Grand Final, but we're assured their ecstasy will be short lived.

"We will avenge this defeat," says Gary Battershill, member of the Road Design team, CRABS, who were overwhelmed by the RTA's CHAMPS.

It's probably a threat that the RTA will not take too lightly. The tenacious CRABS team are the only RCA group in the ten team competition, as opposed to the RTA who has six teams. Yet in the past eight years both organisations have shared the same amount of wins.

The Grand Final was played during a lunchtime competition at the Hawthorn Recreation Centre.

Members of the CRABS also include Richard Murphy, Mary Morgan, Cathy Cardaciotto, David Hosking, Phil Dent, Anton Van Der Shoot and Peter McCulloch.

## Good Sports

• Wodonga: Raff Gangi, Gary Girvan, Ian Thompson, Phil and Daryl Eaton and Dave Chapman were runners up in the Mens Basketball Grand Final recently.

• Doug Dick (Dandenong Laboratory) successfully defended his Anslie Park Chandler 4 cricket premiership. Ainslie Park, located at the Maroondah High grounds, fields six senior and six junior sides. See advert. this page.

• Di Lockett (Central Highlands) coached the Country Victorian Under 18 Girl's Basketball team to victory in the recent Australian country championships.

## What's On...

### August

6 : 'METRAS and the RCA' with Jim Webber, Manager-Project Development, Seminar Series, Head Office Theatre—4.45 pm

11 : Authority Meeting

14 : HOSA Dinner Dance, Leonda Restaurant, Hawthorn

17-21 : New Zealand Roading Symposium 1987

20 : Aust. Retired Persons Advisory Services—Seminar, Melbourne

26 : 'Open Day'—Gisborne bypass, Central Highlands

28 Aug-2 Sep 14 ARRB Conference, Canberra

### September

3 : 'Business Area Systems Analysis' with Peter Berketa, Management Information Systems, Seminar Series, HO Theatre 4.45 pm.

8 : Authority Meeting

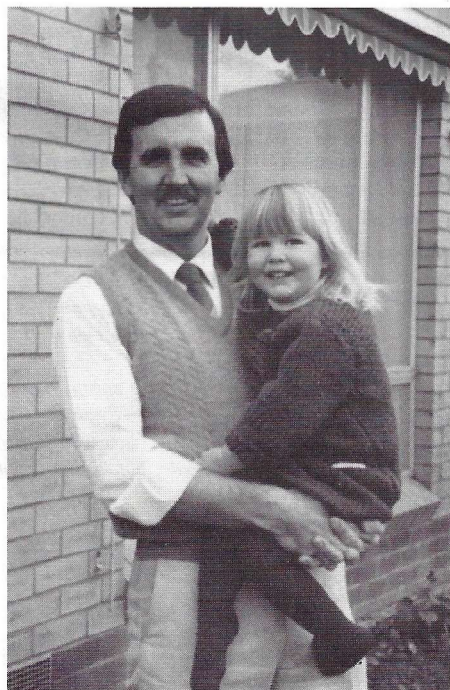
10 : Visit by Blood Bank Unit to HO

19 Sep-4 Oct : School Holidays

24 : Melbourne Show Day

Want to plug a sporting event? Notify everybody of your next Horticultural Society General Meeting? Advertise a roading symposium? Write to the Interchange 'What's On' and we'll publish details in our next issue.

## Paul's a Trivia Quiz Whiz Winner



Paul White, an engineer from the Baddiginnie-Bowser Project, is the winner of our April Interchange/Beta Being sports competition.

Paul, who enjoys tennis, won a \$100 voucher from the Kew sporting gear specialists, Beta Being, by correctly answering our five trivia questions:

1. What sport would you helicopter to the Bugaboos for? (snow skiing)
2. Which State cricket side won the 1986/7 Sheffield Shield competition? (W. Aust).
3. Who was the first team to occupy 14th spot on the ladder after the first round in the expanded VFL competition? (who else! Collingwood).
4. Who were the male runners who came first and last in the recent Westfield Sydney-Melbourne Ultra-Marathon? (Yannis Kouris and Cliff Young)
5. What has a maiden thoroughbred horse never done? (won a race)

Beta Being offer RCA staff a discount on all items purchased from their store on presentation of a HOSA membership card—or some other similar form of ID. The shop is located at 246 High Street, Kew. And if you're keen to join their daily 'Fun and Fitness' aerobic classes, ring them on 861 5482.

• Paul and daughter Fiona

## We need blood

The next visit of the mobile blood bank unit to the RCA head office will be on Thursday September 10.

## Wanted Cricketers

Players are wanted to join the highly successfully Chandler Shield Cricket Club, based at the Maroondah High School grounds, Croydon. Senior players are coached by former Hawthorn East Melbourne and Ringwood District cricketer, Peter Gardiner.

Anybody wishing to become part of an exciting, successful team can contact Doug Dick, Dandenong, on (03) 561 3375.

• At your service: part 2 of an irregular series on the RCA's service sections.

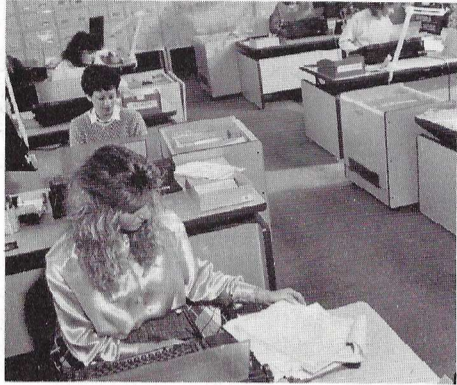
Correspondence Registry

# Throwing down the gauntlet in the paper war

It's open season on paper!

Inter-office memos, duplicate forms, A4 photo copies... they're in the firing line.

"Twenty two million pieces of paper were produced by RCA staff last year," says Darrell Ross, Records Management Officer, "which works out to be 22,000 pieces of paper per person."



• Registering mail for quick retrieval.

Darrell's Registry Section is now leading the march against paper proliferation within the organisation and Darrell says he knows what has caused the staggeringly high figure.

"You might have thought it was management's seemingly unquenchable thirst for reports as being the main cause," he says. "Well it isn't. Research shows that it is those extra photocopies—used by everybody—that is behind the problem."

Correspondence Registry, which is part of the Administrative Group, has responded to the Managing Director's challenge to cut the RCA's paperwork by half.

Already we have made achievements in our section," says Darrell. "We've been streamlining internal procedures and have been actively identifying areas of duplication."

Darrell says everybody can help minimise the amount of paper in the organisation.

If you have just finished with a report or piece of correspondence—put it on file. And don't bother making a duplicate! "Why clutter up your office with copies?" asks Darrell, "when the original can be quickly retrieved through Registry."

"Registry can help you, if you help us," he adds.

## Central Depot

# When it absolutely, positively has to be there . . .

When it comes to 'delivering the goods', there's no stopping those chaps at Coleman Parade.

Speed . . . efficiency . . . competitive rates . . . excuse us for sounding like a well lubricated advertising manager, but there's no denying that they know what they're doing.

David White, the Dandenong/Metropolitan Regional Workshop Foreman, recently saw a vital need for self-propelled vibrating rollers on the Arterial Road Link.

"Plant Branch engineers determined that twelve months use of rollers had been planned, and subsequently offered to purchase two new rollers for the project's use," explains David.

It was estimated that the scheduled RCA plant hire rates would result in a saving of some eight thousand dollars for the project.

SEMARL decided that it was an offer too good to refuse, accepted, and Plant Branch were in action.

On May 13 the Plant Contracts Engineers were advised that they should go ahead with the purchase. The specification was completed and advertised, tenders were studied and an order was finally placed—all within three weeks.

"Promised delivery to site was Thursday 18 June," says Ken Huffer, Senior Admin Officer at the Branch. "Well the units arrived in Melbourne, were registered and on site on

the 16 June". Ken points out that it took only five weeks from the initial offer to SEMARL to buy the rollers—to actual delivery.

"How's that for service with a smile," says Ken.

The purchase will provide an end benefit to both Plant Branch and the RCA in that the rollers will, at completion of their work, be only 12 months old.

"Therefore they will be of a high resale value if there is no further use within the organisation," explains Ken.

*For the technically minded, the units delivered are Dynapac model CA 25D/PD series 2 self propelled single drum rollers with two pneumatic tired wheels at the rear. The units are dual drive (drum and wheels are driven) and are powered by Deutz 80 kw 66 cylinder diesel engines. The drums are smooth, fitted with variable amplitude, and are convertible to pad foot by the addition of three clamp-on segments. These shaped segments have pad feet welded on and weigh 1.5t per set of three. The rollers have a net minimum weight of 10t each, and are fitted with an air-conditioned cabin and roll over protective structure (R.O.P.S.) for operator comfort and safety. They have an operating speed of 8 kph, and cost \$86,300 each.*

*"To all those Regions and Projects with similar known or anticipated plant requirements, please contact Plant Branch—our answer could be pleasant news," says Ken.*



• "Your rollers, gentlemen." Peter Robinson (3rd from right) with Harold Stark, Plant, Graham Deviney, Victorian Manager of Dynapac, Tom Bell from Dynapac, Don Ross, Bill Wilson and Dale Carmody from SEMARL, and Don Durant, Project Engineer.



• One of Darrell's loyal troops on Extension 8—Michaela O'Brien taking a call.

"Miss O'Brien, never mind the Euroa Bypass file . . . just try to find the telephone."



## The Future of Managing Records . . .

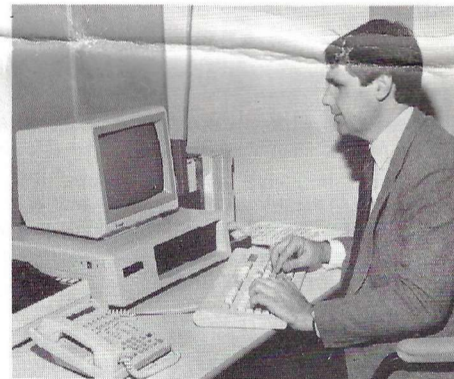
According to the Records Management Association of Australia, a record can be defined as: . . . any medium upon which information is stored or recorded . . . paper, film or electronic media . . .

And electronics are playing a bigger role in file management in the '80s.

A computerised system will be developed and installed in Head Office by Administrative Services as a pilot program.

"It will ultimately be available to all Regions, Branches, Groups and Sections via the RCA network," says Darrell.

"This will in turn eliminate the need to keep multiple copies of correspondence, as the original reports will be accessible via computer terminals distributed throughout the Authority."



• Darrell at the keyboard

Darrell says anybody with a query on records management can call 2388.

## Join AA—and meet some old schoolmates

Ever wondered what happened to those fellow students you studied with in your tertiary education days?

Well, if you studied at Chisholm Institute of Technology in Caulfield, you'll be interested to know that an Alumni Association has recently been formed for Civil Engineering graduates.

The aim of the Association is to develop an extensive information network, says

Secretary, Neil Paynter, at Dandenong Region.

"Members will be able to seek advice and assistance from other graduates working in specialist fields," says Neil.

"They'll also be kept informed of developments at Chisholm, which was formerly the Caulfield Institute." Neil says that the Association produces a regular newsletter and provides a comprehensive contact list for members.

"We've not only had enquiries from Victoria, but also interstate and overseas," says Neil.

The Association is also active in social activities and events this year include a barbecue and an annual Dinner where Max Lay, the Executive Director of ARRB, will speak on some 'unusual discoveries' he's unearthed while writing his history of roads book.

Membership of the Association simply involves a \$10 joining fee, the provision of a few brief personal details—and a little bit of enthusiasm.

## Diversions

There were more than a few suspicious glances being exchanged by staff in parts of Metropolitan Region during June. The reason behind the atmosphere of uncertainty could be traced to a newspaper advertisement which appeared in a major daily newspaper for a new service, "Dial-A-Condom". Apparently the business address for the company was listed as "2nd floor, 700 High Street,

Kew East"—normally the home of Metro's Construction and Maintenance engineers. But the story has a happy ending—so to speak—the company was actually run by a firm of accountants who occupy a small section of the second floor.

A true story from the Northern-Eastern Region:

An engineer, using all manner of sophisticated instruments, was calculating the alignment of a remote mountain road. A local, who had been watching him for

some time, asked him what he was doing. "I'm finding the alignment of the road," the engineer replied a little impatiently. "But why use all those gadgets?" the local persisted. "All right," said the engineer, "how would you do it?" "Why," said the local, "I'd hold a carrot in front of a donkey and then map out the route it takes up the mountain!" "Oh yes?" said the engineer, "And what if you couldn't get a donkey?" The local shrugged, "Then I'd have to get an engineer."