

Interchange

Closing date
next issue:
Fri 27 January, 1989

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Monkey Business



**Inside: The Age/Interchange 'Good Food Guide' competition-get stuck into it today!
Back Page Service Awards. Page 4!**

Cover



What's all this then? There's a valid reason for featuring a trio of monkeys on our front page. The cover story is featured on page three. (Photograph courtesy Melbourne Zoo)

Oops!

It's a bit late, but Interchange would like to acknowledge The Herald & Weekly Times for providing the photograph of Emergency Services workers, Mal Coulson and Brian Morphett, featured on page 3 of our last issue. The omission was due to an oversight on behalf of a reporter.

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Interchange

Interchange is the staff magazine of the Road Construction Authority and is produced by Corporate Affairs at Head Office, 60 Denmark Street, Kew, 3101. Editorial staff: Sally Healey (ext 2551), John Allison (2584), Kevin Fox (2160).

Contributions: we accept both colour and black and white photographs and prefer prints to negatives and please make sure all contributions include captions. Interchange can also provide photographic film to staff members for RCA related activities (ring 2584). Written material is encouraged and, if possible, should be typed or submitted on MS Word or Displaywrite. Material will be returned if requested. Contributors should appreciate that editorial staff may have to edit material for reasons of space or clarity.

**Closing date for February issue:
Friday 27 January, 1989.**

Interchange is printed by the RCA Graphic Services at Head Office. RCA photographers: Barry Sawyer, Bill Jansen, Theo Anagnostopoulos.

DIVERSIONS

SPYCATCHER . . .

Three RCA officers doing business in the city recently had occasion to hail a cab to return them to work. Informing the driver of their destination: the RCA Head Office, Denmark St, Kew, the driver remarked "Isn't that the intelligence organisation? Not guilty, pleaded our loyal staffers."

LONG DISTANCE CALL . . .

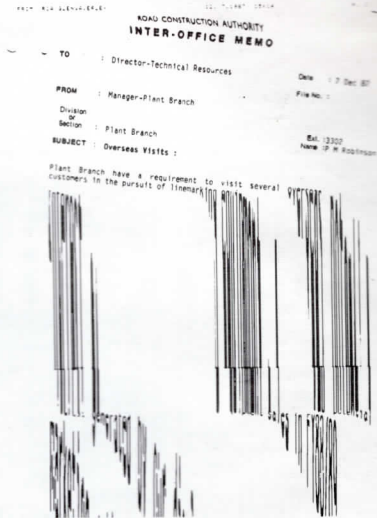
Overheard recently: a couple of engineers on the two way radio in Northern Region. First engineer: "What is your location?" Reply: "I am down the stairs in the BS office. Where are you?" First engineer (after a pause): "I'm upstairs in the construction office."

KEEP OFF THE GRASS . . .

Staff member from Corporate Development who recently moved house had an embarrassing experience with her new lawnmower. After cutting her lawns, the temperamental mower wouldn't stop. Despite turning the control lever to "off", the Victa just refused to die. Being a lateral thinker she figured that the faster she pushed the mower the quicker it would run out of petrol and stop. She did . . . and it didn't! "Just practising", she later told her new neighbours who had watched in bemusement as our novice gardener kept mowing over her freshly cut grass. Wiser for the experience, she now only half fills the tank!

FREEDOM OF INFORMATION . . .

Patrol gang from Northern Region had a problem in recent months with an unknown offender pilfering back copies of Penthouse and similar lurid reading matter from depots and vehicles. After a time the minor thefts worsened to include the disappearance of small tools and other property. Local police were called in to investigate the thefts. The two police women in attendance began to compile a list of stolen items and were bemused at the embarrassed silence that greeted the following question to the overseer. . . "Exactly what were the nature of the important documents stolen?"



The Head Office fax machine had only pumped out half a sentence before it went haywire creating this unusual pattern on a piece of correspondence from Plant Branch. Oddly, the last word reproduced before it spat out this imaginative piece of graphics was "linemarking".

Seems the Chinese have the right idea about playing fair when it comes to traffic bookings. Article 56 of Beijing's Traffic Control Regulations states: "minor offenders against traffic regulations will be criticised. Offenders who refuse to accept criticism and to follow instructions of a traffic police officer will be penalised".

There's been some innovative excuses for sick leave and latecomers, but the following must take some beating. A staff member at the National Bank branch in Liverpool, NSW, rang the office to say she and her husband would be late as they had "locked themselves INSIDE their house". Elaborating, she explained: "the keys are locked in the garage and the spare set locked in the car". Evidently they couldn't even climb through a window as the house was completely secured with deadlocks. All they could do was ring a locksmith—and watch cartoons on the morning television till he arrived.

More items from Holt & Associates glossary of management terms: "delegate" – pass the buck; "delayed" – forgotten; "urgency" – panic; "extreme urgency" – blind panic; "ambitious" – ruthless; "terminal payment" – golden handshake.

RCA helps with “monkey business”



The monkey house at Melbourne Zoo has been ‘refurbished’ to suit the occupants’ taste for treetop living—and it’s all been done with a little help of the RCA.

A huge, old roadside redgum at Euroa was recently lopped and taken to the Zoo exclusively for the Colobus monkey family from Central Africa. The excited primates have tried it out and found it just right for climbing—as our cover photograph attests.

The Zoo teamed up with RCA workers to cut the nine metre tree which had died and was a potential danger to passing motorists. A road crew helped with witches’ hats and Stop signs while the Zoo’s tree surgeon, Paul Grimes, cut it down. It was then loaded on to a Zoo truck

No monkeying around here—this is business. The tree being safely loaded on a truck while an RCA crew assists passing traffic.

We’re off to the Zoo...

for the trip to Melbourne.

Michael De Oliveira, head of the Zoo’s horticultural section, says he’s “always glad to be tipped off about a suitable dead tree”.

“We like to make the animal residents feel like they’re in their natural environment,” says Michael. So if you see a likely one around, be in on the roadside or in your backyard, just ring the Zoo and let him know.

Photographs: RCA



On the right course

Stan Hodgson, Dandenong Region Manager (left), John Alacque (Chelsea City) and Frank Fitzgerald (Camberwell City) are pictured at a recent Road Maintenance course for local government employees.

Stan has been a most enthusiastic supporter of the combined RCA-Local Government courses, and has contributed a lot to their recent success.

The course, held during August, attracted staff from a number of regions and seven councils and was based at the Kew Civic Centre courtesy of Jim Tutt, Counsellor-Human Resources Planning and last year’s Mayor of Kew. “Enthusiasm was keen among all who attended,” said Jim. “There were many favourable comments on the valuable information available and the importance of being able to discuss work practices.

“We also got good reports about the tasty spreads put on by our Head Office catering manager, Paul Hoffman, and his staff.”

More courses are planned in future featuring a wide variety of topics.

Service awards. A time to collect and reflect

No plans of retiring after 42 years

John Hanks looks a good decade younger than his 62 years and nurtures no particularly yearning to retire. As one of the RCA's longest serving members, he is enjoying his role at the moment as Research Scientific Officer in the Geotechnical Section of Materials Branch—though he admits that 'it was better in the old days': "I joined the Materials Division on 12 June 1946 when it was located in the Exhibition Buildings," he recalls. "I really do think it was better in the old days. It was a lot smaller, and everybody knew everybody else by name—or at least by sight. Today you can walk around this building and not recognise anybody."

John graduated from the University of Sydney before venturing to Melbourne, as a keen, young Science Graduate, to seek out work.

"I was out of work for six months when all of a sudden I was offered three jobs simultaneously," he says, recalling how job interviews in the mid-1940s were fairly high pressure engagements.

"I was interviewed by the Chief Engineer, the Deputy Chief Engineer and the Materials Research Engineer." John seemingly handled the drilling quite adeptly as he was accepted on the spot. He spent 11 years at the Exhibition Buildings before moving with the Materials Division to Drummond Street. In late 1963 he was again on the move, this time to the new Laboratory Building in Kew.



Photo: John with Ian Stoney at the presentation in October

Out of the lab John has enjoyed rugby ("A grade—but that was over 40 years ago") and tennis ("Twice the CRB played the Tasmanian DMR in tennis, and twice Merv Williams and I convincingly thrashed them. They soon lost interest in tennis"). His achievements have also extended to chess where he has been three times Victorian Champions—and "no less than ten times runner up". He played on Board One for Australia during its first appearance in the Chess Olympiade in Israel where his group "bolted in". Today John likes to get his daily exercise from a quick sprint up the stairs. It's a routine he has faithfully observed since he moved into the Denmark Street building in 1963.

"I do have one achievement that I'd like to mention," he adds unassumingly. "I think I'm the only person to work for the RCA who can say they've come to this place by train." Before being met with skepticism, John quickly elaborates that his train ride was way back in 1946. "That was at least 15 years before Head Office was built," he explains. "When I took that train ride I never realised that the line would one day stop running and I'd be working here."

Doug no longer lowest paid on 6th Floor

"I went for my interview on the Thursday . . . and was told to start on the Monday," recalls Doug Thompson, Manager - Financial Services Branch.

"That was on Monday 13 January, 1963," he hastily adds. The service awards in Head Office on October 10 gave Doug, and his long serving colleagues, time to reflect on their 25 odd years with the organisation. "I was the lowest paid staff member on the sixth floor then," he says, "well I've been with Accounts ever since and now I'm running it." Doug is seen here accepting his service awards from Managing Director, Ian Stoney.





Take it away, Ted

A contented Ted Taylor accepts his award at the North Eastern Region presentations. Ted has been an Area Maintenance Supervisor for the past 14 years in this region and has mainly been working on the Hume Highway near Benalla and the Goulburn Valley Highway near Shepparton. Before moving here he was a Patrolman in East Gippsland.

Ted received one of 23 awards presented by Mr Stoney. Other recipients were Gary Edwards, Sophie Sharkie and John Spinks (all office), Barry Shuttleworth, Frank McMahon, Mick Harper (Workshop), Rusty Callow, Jim Lindsay (Depot), Bill Peyton, George Bray, Bill Trolleu (Hume Project), Des O'Keefe, Tom Lappin, Rex Allen, Ted Taylor, Ron Unger, Des Lewis, Ted Hall, John Buntine, Keith Lipscombe, Wasyl Sawchyn, Doug Westwood, Max Davey (all field staff). Sophie Sharkie, the ever chatty switchboard operator at North Eastern is seen on the left.



Les Notches Up 25 Years

Les Hing is congratulated by the Manager - Plant, Peter Robinson, at the recent 25 year award presentations in Glen Waverley. Seen in the group shot with the Chairman and Managing Director are, from left, Leigh Brown, Graham Moon, Filip Speranza, Harold Walklake and Ian Hughes.



Veterans line up in South Western

More than 120 people attended a reception at the regional office in Warrnambool on 17 August for long service awards. Seen here with Bruce Phillips (Regional Manager, 5th from left) are Tom Wong, Barry McLaren, Les Clark, Neil McKenzie, Bill Collins, Ron Clements, Brian Kerr (40 years), Stuart Collins and Roy McLaughlin. Absent is Gordon Holmes.

A time to collect.

From previous page



Reg Patterson congratulates John Hutchison who started work with the RCA in 1960 "with a pick and shovel on the Walhalla Road". He then became a Plant Operator, Ganger and Overseer.

Reg Patterson returned to his old stomping ground in Central Gippsland during September to present the Regions's service awards. The former Assistant Divisional Engineer met awardees Noel Linford, Senior Storeman, Ron Davis, BS Truck Driver, Maurie Parr, BS Truck Driver and John Hutchison, Bridge Maintenance Overseer at the presentations on 27 September.

"The CRB and the RCA has always had a family feeling about it and it is important to recognise and thank the senior members of the family," Norm Butler, Regional Manager, said when introducing the foursome.



Noel Linford started as a Labourer in 1963. He was so keen to begin work that he "upped his age".



An achiever

Achiever of the night at East Gippsland's presentations was Orbost Patrolman, Ted Jones, who after 40 years of service was presented with a gold watch. Engraved pewter tankards for 25 years service were presented by Reg Patterson to Brian Bagley, Geoff Edgley, Bill Hall, Rex Nash, Ron Hodder, Merv Light, Keith Light, 'Tutt' Smith, Ron Collings, Roy Price and Robert King—with apologies being received from Mike Napper.

And at Horsham...

They came to the White Hart Hotel from the four corners of Wimmera Mallee... Stawell, Edenhope, Ouyen, the workshop, the regional office: all in the name of the 25 year service awards.

Almost 60 members of the Region were presented with awards by guest of honour, Director - Human Resources, Anne Evans, and master of ceremonies, Wimmera-Mallee's Direct Works Engineer, Glen Savage.

Recipients included John Waddell (Regional Manager), Alan Deans, Bob Brighton, Leo Moloney, Alec Ross (all construction), Bill Flack (Horsham Patrol), Tom Moran (Donald Patrol), Eric Smith (Edenhope Patrol), George Smith (Acting Area Maintenance Supervisor), Morrie Smith (Ouyen Patrol), Jeff Tyler, Norm Wilson, Brian Young (all Bituminous Surfacing) and Mick Young (Bit Surfacing Overseer). Ron Scott from the Stawell Patrol responded on behalf of all and thanked Anne for her time in attending the function.

Barwon recognises veterans



Seen above at the long service awards night at Barwon are, from left, Jean Wright, Wayne Wright (25 years), Alan Perrett (25 years), Neil Cooper (25 years), Robin Willmott (40 years), Lloyd Roberts (25 years), Eileen Roberts, Julie White and Gary White (25 years). The presentations were made at the Corio Bay Rowing Club on 17 October.

Ken heads Down Under

Ken Healey knew his boat trip to the Australian Antarctic was going to be exciting. But he didn't expect a force-12 storm only 300 nautical miles out of Hobart.



Ken Healey (with the model) warms to the idea of working in Antarctica. Photo: RCA.



Ken, a plant operator at Malvern Project, was bound for the Casey Station where he will be working for six months with the Australian Government.

But the first part of the boat ride was anything but plain sailing: the ice-strengthened ship 'Icebird' had to return to Hobart when the storm wrecked four Squirrel helicopters, causing \$3 million damage.

Ken had left Melbourne two weeks earlier for some rigorous pre-South Pole survival and field training in Hobart with the Australian Antarctic Division.

He is one of about 90 people at Casey and will be helping Australian Construction Services with the reconstruction of some two-storey buildings at the base. Although he's venturing to one of the col-

dest places on the planet, he's not complaining about the weather—he will be there during the Antarctic summer, the warmest part of the year.

Ken says it was a bit of a rush to prepare himself for the long sojourn.

He had an urgent appointment with the dentist just before he left, since 'there isn't one round the corner if I get toothache'.

Casey Station is on the Antarctic continent, 3800km directly south of Perth. It has a huge penguin population, but no Eskimos and no polar bears. In winter, its population plummets to about 30 diehard residents. Let's hope Ken took enough winter woollies – and we'll be eagerly awaiting and news and correspondence about life 'down under down under'.

Cold facts about Aussies in Antarctica

Australia's Antarctic stations, Mawson, Davis and Casey, provide a centre of operations for exploration and scientific research across the east of this vast continent. The design and construction of buildings for Antarctica must take into consideration the many constraints created by the location and harsh environment.

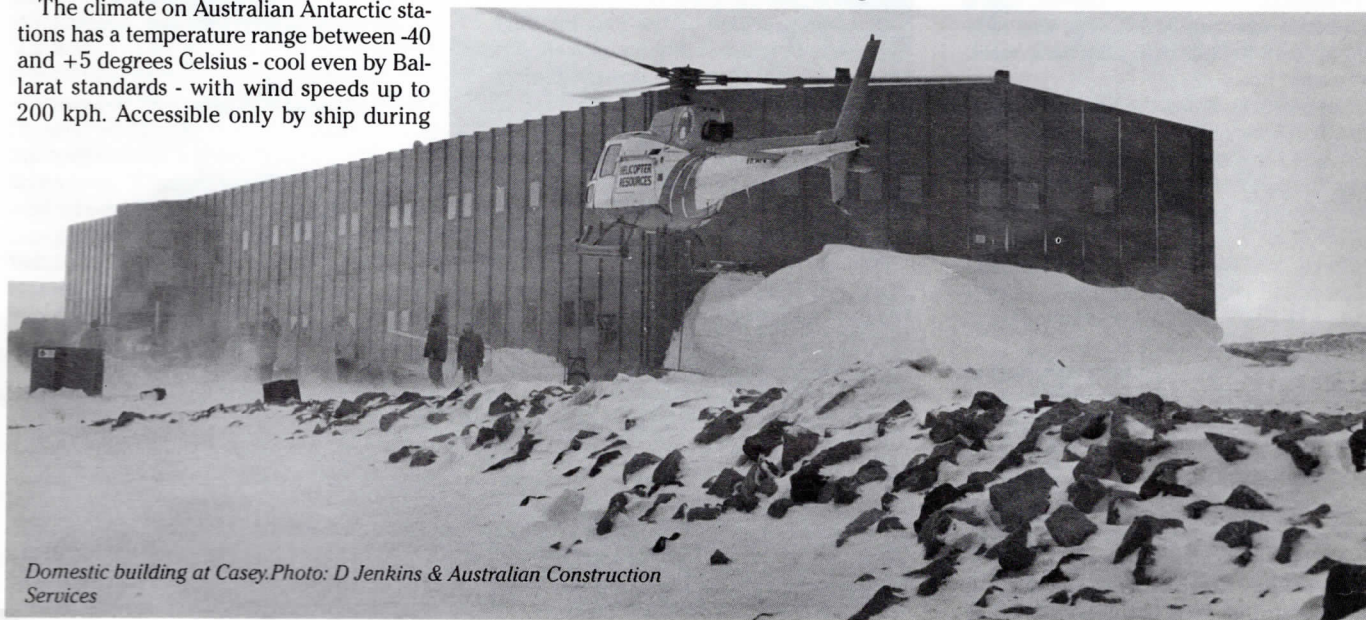
The climate on Australian Antarctic stations has a temperature range between -40 and +5 degrees Celsius - cool even by Ballarat standards - with wind speeds up to 200 kph. Accessible only by ship during

summer when the sea ice breaks up, Australia's stations do not have wharf facilities and all materials must travel to shore by barge. Casey was first built between January 1965 and February 1969 to replace the nearby Wilkes station.

Australian Construction Services is the Federal Government's construction agen-

cy offering a broad range of building and engineering services to clients.

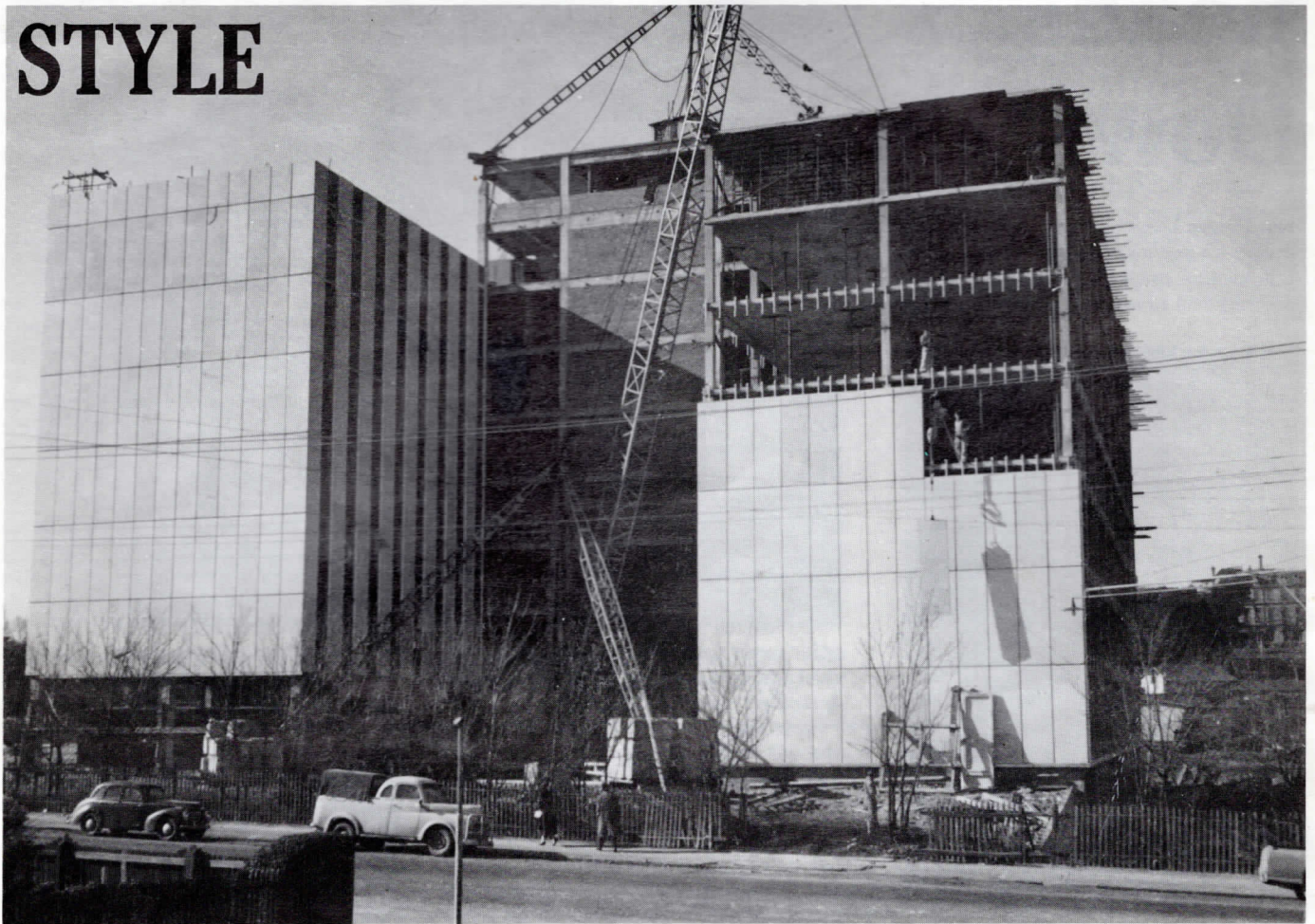
ACS has been involved in providing buildings and services for Antarctica since the Antarctic Division of the Department of Science and Technology began operations on Macquarie and Heard Islands in the late 1940s.



Domestic building at Casey. Photo: D Jenkins & Australian Construction Services

Looking Back:

MOVIN' WITH THE TIMES 60'S STYLE



The 15th February 1961 was a day of big moves in more ways than one.

Johnny Horton's, "North To Alaska" was moving up Melbourne's pop charts, the Australian XI were moving into a winning position in the 5th Test against the West Indies at the MCG, and in the Arbitration Commission the ACTU's dynamic young industrial advocate R J Hawke was moving for a 49 shilling rise in the basic weekly wage.

But closer to home the biggest move in the RCA's history was taking place.

It was on that day the Country Roads Board staff officially moved into its modern new headquarters in Denmark Street Kew.

Since 1928 the Board's central administration had occupied offices at the Exhibition Buildings and other buildings scattered throughout Carlton.

According to contemporary reports their "... cramped and obsolete nature have caused many difficulties in administration and have militated against recruitment of adequate staff".

A remedy for the situation was proposed when in 1959 a 98 year lease was obtained from the Victorian Railways for the site of the former Kew Railway station. In November that year Lewis Constructions

was awarded the contract to build the CRB's new home, estimated to cost 824,000 pounds.

The building design was radical for it's time and the "H" configuration was selected to ensure that the office wings had full advantage of the northern and southern light. 141,000 square feet of office space was to be provided by the new building, adequate to comfortably house staff with a small margin above the Board's immediate needs.

At the time the CRB was engaged in a number of significant projects for Melbourne including construction of our first freeway, the Maltby Bypass and King's Bridge across the Yarra.

But as the new building rapidly took shape in Kew's skyline the attention of staff was directed more and more to their future home.

Furnishing and fitting out the premises was to be a mammoth task and in the months leading up to occupancy much time was spent deciding on the final touches for the place to which we've all become accustomed.

Naturally bringing the project in on cost was a major concern and a search of correspondence of the day gives some fascinating insights into the thinking at the

Head Office takes shape

Photos: RCA

time.

Chief Accountant, Russ Cooper, it seems was keen to lead by example and on the question of flooring for the Accountants Branch he wrote to the Secretary R.E.V Donaldson: "The only factors which need to be considered . . . are cost and efficiency. Carpets meet neither of these tests. At Kew I want not only an efficient office but also a business like, efficient looking office and this aim can best be furthered by having a standard floor treatment throughout the entire branch. It is recommended that the floor treatment in the Accountants Branch be vinyl tiles—no carpets to be provided".

With construction well advanced, planning for the opening got underway in mid 1960.

Tentative opening dates were considered and to ensure that it didn't rain on our parade, advice from the Bureau of Meteorology was sought.

A rather optimistic letter was despatched by the Secretary on 14 June 1960 requesting "... a forecast of the likely

weather conditions in the week 12th-16th December”.

The weather bureau was unable to give a forecast 6 months in advance but helpfully provided historic data on weather conditions in December dating back to 1856 which suggested we could expect temperatures in the mid seventies (Celsius). The shift from Carlton to Kew was sure to affect the commuting arrangements of staff and anticipating this, advice of the forthcoming move was forwarded to the Tramways Board.

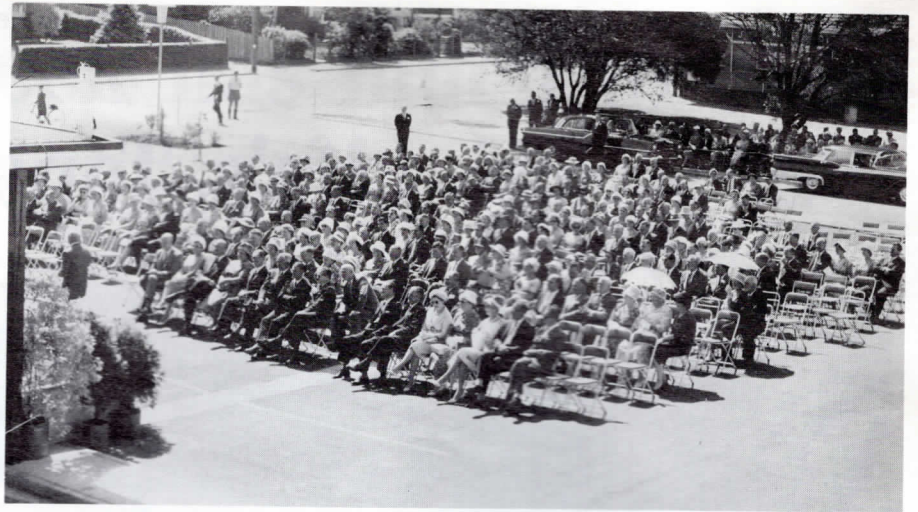
History doesn't record whether our move led to a drastic upturn in patronage for the 42 tram to Kew Junction. With the opening date fast approaching management turned its attention to protocol for the occasion.

The building was ready for occupation on the 5th December 1960 and it was decided to settle staff in prior to an official opening.

The move of equipment from the Exhibition Buildings to Denmark Street took place over the weekend from Friday night 2 December through till the Sunday evening.

Arrangements were made for the “opening” to take place six weeks later on Wednesday 15 February. More than 300 invitations were despatched to staff and various dignitaries including all State politicians, Board members, the local police and fire chief and all CRB Officers of Class A and above. According to the guest list compiled at the time, “each gentleman will be invited to be accompanied by a lady.” Staff who did not make the guest list were invited to a staff family day to inspect the new building. In anticipation of overwhelming interest admission was to be by ticket only.

The “draft” circular to staff noted that “Charitable donations by silver coin may be placed in boxes at the entrance doors.” In the actual notice distributed however,



The February sun shines down on assembled guests at the opening of the Head Office building

the entrance fee was deleted. The official opening was to be staged in the front car park with a dais constructed for the occasion adjacent to the entrance foyer.

In the weeks leading up to the big event the seating arrangements for dignitaries in the official party were a subject for considerable debate in particular whether wives of dignitaries should be seated on the dais. The views of many people were sought including that of Mr E Brown from the State Rivers and Water Supply Commission who had made similar arrangements for the openings of dam projects throughout the State.

A memo from the Secretary to CRB Chairman, D V Darwin, noted Mr Brown's views: “He does not advocate having ladies on the dais. If the Premier's wife is invited all the other wives will want to be on the dais too. It is usual practice . . . to reserve the front row of seats immediately in front of the dais for wives of the official party.”

After due consideration of the issue the CRB Secretary Donaldson concluded:

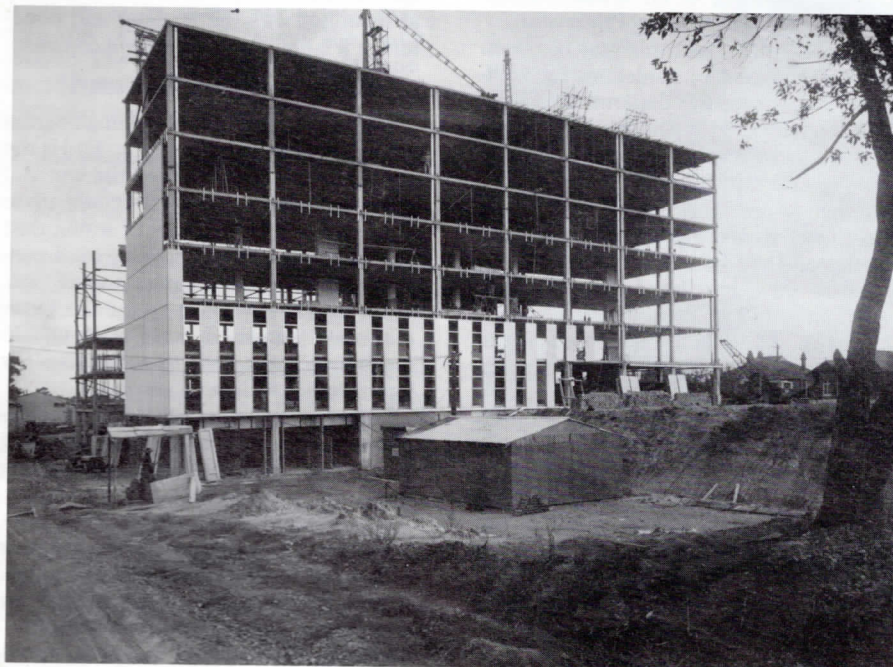
“I see no disadvantage in permitting ladies to be present on the dais,” thus in

an early victory for equality of the sexes, the wives took their place.

Finally the big day arrived and at 2.40pm on Wednesday 15th February 1961 CRB Chairman, D V Darwin welcomed the guests and introduced the Commissioner for Public Works, the Hon. Sir Thomas Karran Maltby.

Speeches concluded and plaque unveiled, the guests adjourned to afternoon tea and pleasantries in a marquee on the lawns near the site of the present Materials Building. And the planners of the day had nothing to fear from the heavens.

The ceremony was bathed in pleasant sunshine and a temperature of 80° F.



CRB Chairman D V Darwin addresses the gathering

Access: a feature where we invite contributions about any matter. Readers can send material to 'Access' care of The Editor, Interchange, Head Office.

Do they still exist? The answer is 'yes'—that seemingly long lost duo, Dave Rolland and Rob Scott, on secondment to the Northern Territory. Here the latest from the north . . .

Life's Tops at the Top

By Rob Scott



Well, it's hard to believe that 18 months have gone already. It only seems like yesterday that we were packing the 4-wheel drive and wondering if we were going to survive the heat and humidity.

And survive we have! When we first got to Darwin, in May, 1987, it was (to us) hot and humid. We soon acclimatised and continued our running and bike riding. The humidity (and heat) increased incredibly during the build-up to the wet season, October to December, but providing you slowed your pace, as the locals do, then it was not hard to cope. Cheryl and I continued to run and cycle in the early morning or evening. When you have an air-conditioned car, an air-conditioned bedroom and an air-conditioned office, it's quite easy to cope.

No ties in Darwin

Darwin is an easy place to live in. The lifestyle is very laid back—ties, for instance, are only worn by politicians and as fancy dress. It offers most of the facilities of the southern capital cities and yet is just a big country town with a population around 70,000.

Just about every type of sport you can think of is played here, though some are held at different times of the day to down south. Late afternoon and Aussie Rules are the go, and squash courts are air conditioned.

Because people from so many States are up here there are always office arguments on "Aussie Rules versus Rugby League

versus Rugby Union versus Soccer . . . and so on". Working for the Roads Department has proven to be an interesting and enjoyable experience. Head Office has only a couple of hundred people spread over three floors, and the relationship between all levels of staff is informal and relaxed. The very senior staff are generally approachable and available.

My work in the Planning Branch has been varied and interesting. One of my main ongoing tasks is the coordination of detailed planning of an urban freeway from the Darwin CBD to Palmerston.

My other main task this year has been the development of guidelines for landscaping roads for this department. I have also been involved in planning the upgrading of a main access road within Kakadu National Park, which has implications for uranium mining and therefore has meant high level discussions with mining companies and the National Parks Service.

There have also been some exciting experiences—I've been involved in dealing with Aboriginal communities and Land Councils and this has seen me on site with tribal elders looking at Sacred Sites.

As a Class 3 Engineer there is an interesting mix of responsibilities. You are considered management and yet often are supervising few, or no, people and because of the limited personnel you are required to do some of the duties normally required of junior staff in the RCA.

Then again, you are given a much more active role in decision making affecting the organisation, you are constantly deal-

For Rob, this is just one of the many problems of investigating new road alignments. "You get a shower of rain and the grass just starts growing."

ing with very senior management within and outside the authority, and you get directly involved in ministerial matters and correspondence—whether you think that is good or bad, it is still a positive experience. I have even found myself being the only Roads Department representative at meetings with the Minister and directors of a large interstate mining company.

Challenges Abound!

One of the most interesting engineering experiences up here in the Top End is the enormous contrast between the wet and dry season. For six to eight months there are dry pavements, a lack of water, dust and harsh conditions making road construction and maintenance a challenge. Then for the rest of the year the pavements are inundated, dusty roads turn to quagmires and access to some places is impossible.

Drainage design and deciding acceptable immunity levels make road planning and design an interesting and challenging task.

Another interesting aspect of the work is that local councils are restricted to their respective "urban" areas. Consequential, Roads Division has responsibility for everything else in the Territory from National Highways to pastoral access

Tennant Creek has much to offer

By Dave Rolland

It's hard to imagine the anticipation and uncertainty we felt 18 months ago, leaving Port Augusta, South Australia, to head up "the track" and into the "unknown".

I am amused, looking back and remembering how we felt that 500km per day was a reasonable average and the number of times I would check the mechanical condition of the vehicle to ensure that we were going to make it to Tennant Creek. Now, all that has changed and we feel at home in the vastness of this unique part of Australia.

TC - a long way from anywhere!

Tennant Creek is isolated from other towns in the NT—it's 1000 km from Darwin, 680 km from Katherine and 500km from Alice. Distance, however, isn't an obstacle in the Territory. It is quite common for people to travel to Alice Springs from Tennant Creek on an early Saturday morning for shopping in the supermarkets, returning home that evening. The Stuart Highway is generally in a good condition and with an unrestricted speed limit, the trip to Alice can be completed within five hours.

Janice and I have settled into TC quite well and are leading an active community life. Territorians are actively involved in sport although the heat normally imposes night competition in tennis, netball, etc.

There is certainly an opportunity for children in sport in the NT due to the relatively low population, but the isolation make it difficult to attract coaches to towns such as Tennant Creek.

I have just started sunrise golf: 6am on a Sunday at the local course. The course suits my long drive—along the hard ground. The greens are sand scrapes and on the fairway a player may take a preferred lie within one club length, usual-

Life's Top at the Top

routes and Aboriginal community roads. This gives one a much broader perspective of roads and the needs of the community.

My final note is to comment on the fantastic opportunity that Cheryl and I have had to travel and explore. With six weeks annual leave and very cheap Asian airfares, there are a lot of temptations. We spent Christmas in Borneo, part of April exploring Alice and the Centre, May at Expo and July/August saw us touring the Gulf and Cape York.

I have just returned from three weeks working in the Alice office. And you tell me life wasn't meant to be good!

ly a tuft of spinifex to save damaging irons. The game is relaxing with no pressures except the wind, heat, flies and spinifex.

Janice had no difficulty obtaining work, initially part time at the Tennant Creek & District Times and now full time with a major gold mining company.

The children are settling into the local primary school, Karguru, and although missing their friends in Glenrowan are developing some good friendships. Tennant Creek is essentially a gold mining town, founded in 1934, with a current population of 3000 (30% Aboriginal). Although gold is a major source of income for the community, the town also services the surrounding cattle stations.

The Department of Transport and Works is probably one of the largest Government bodies in Tennant Creek and has a very good community image. It manages the road network and all public works in a vast region of more than 300,000 km². The road network consists of 970km of sealed National Highways, 380km of sealed Rural Arterial Roads and 3000km of local roads.

Roads Division in Tennant Creek has a current office staff of 22 people plus ten plant operators/drivers/labourers in the bush gangs. About 90% of construction and maintenance work is undertaken by

contract and with an annual budget of approximately \$13 million, the pressure is on with a relatively small staff so supervise work over such a huge region. Computers are widely used resulting in close monitoring of expenditure in the regions.

There is a good relationship between all levels of staff, particularly within the region and good communication is maintained with Head Office in Darwin, considering the 1000km distance involved.

A healthy respect for the RCA!

I have found that people within the Department are keen to learn about the techniques used in the RCA and have a healthy respect for the RCA—except when competing for Commonwealth Funds!

Training, as in Victoria, is a high priority and management courses are excellent. The greatest difficulty is distance away from road research organisations and there is a general thirsting for technical information in the NT.

I suppose the most satisfying part of my secondment has been dealing with various engineering problems and different people ranging from mining companies to pastoralists to Aboriginal communities.

I believe further engineering secondments are being offered and I would recommend the experience to anyone.



Dave and Rob on the job

BLACKTOPics: what's happening on the roads

The latest instalment in the quest for a duplicated highway between Melbourne and Sydney involves a new river crossing at Wodonga and Albury...

Getting prepared for the Second Crossing

The Hume Highway is one of the most important National Highways in Australia, with its popularly recognised 'halfway house' between Melbourne and Sydney situated on the border of Albury/Wodonga. Recently the Minister for Planning and Environment, Mr Tom Roper, supported the RCA's recommendations for a second Murray River crossing at the twin towns of Albury/Wodonga.

The RCA's Environment Effects Statement (EES), September 1987, sought community and agency views on evaluations of alternatives, and on the recommended proposal. To alert the public to the proposal, newspaper advertisements were placed to announce publication of the Statement and the proposal was put on display at the Wodonga Council offices for two months to gauge public opinion.

"The RCA has recommended that the connection of the Hume Freeway and Murray Valley Highway routes at Wodonga is the best possible from the environmental point of view," said Jim Webber, Manager - Planning and Programs Branch. "The Hume Freeway route will, if the proposal is finally approved at local and interstate levels, become part of the Hume National Highway linking Melbourne and Sydney." Together with the Murray Valley Highway connection, it will serve future traffic demands of the Albury-Wodonga Growth Centre.



Population in the Growth Centre is estimated to increase to more than 100,000 just after the turn of the century, and traffic capacity of the existing Lincoln Causeway is expected to need augmenting before then.

A number of Technical Officers and Engineers participated in the planning of the proposal which extended over a long period of time. Closely involved were Sven

RCA staff look at a model of the proposed crossing

Eriksson, Peter Wong, Anton Pommers, Peter Bartlett, Vic Zagorski, Barry Gutteridge, Leanne Knudsen and Alan Kemp. The services and assistance provided by the staff at the Springhurst-Wodonga project office in the North Eastern Region must also be acknowledged.

Duplicating the Hume to the border: we're getting there!



The Hume-one of the most important National Highways in Australia

The new Chiltern to Barnawartha section of the Hume Freeway was officially opened on 15 September by Transport Minister Jim Kennan.

The new duplicate carriageway provides safer driving conditions over a section of highway with a poor accident record, especially the notorious Black Dog Creek, where numerous accidents have occurred over many years.

"The newly opened section of 11.6 kilometres provides a duplicate carriageway from west of Chiltern to near Indigo Creek at Barnawartha," Mr Kennan said. "It will reduce travelling time for motorists, and make significant cost savings for the community."

This section of freeway crosses Chiltern State Park, and special emphasis has been placed on causing the least possible disturbance to all existing plant life in the area.

Go West Gate, Young Man

Heading to the west of the city from Melbourne's south-eastern suburbs?

Well the drive is a lot easier these days following the opening in September of the final section of the \$175 million West Gate Freeway extension. The new section provides a direct link from King's Way to the West Gate Bridge with the major portion being on twin bridges spanning South Melbourne's skyline. John Cain, the Premier, opened the west-bound lanes of the 3.6km freeway extension in a colourful ceremony on 29 September.

"Back in 1985 we honoured an election pledge to remove discriminatory West Gate Bridge tolls which placed an unfair burden on businesses and people from the western suburbs," Mr Cain said. "As a result, patronage of the bridge and freeway has increased by as much as 20,000 vehicles per day as more motorists make better use of this major road asset." Apart from the West Gate Bridge itself, the elevated freeway is the longest bridge in Victoria.



John Cain, Premier, and Jim Kennan, Transport Minister, are driven through a huge banner specially created by the Richmond Football Cheer Squad



Unveiling the plaque

BLACKTOPics

Odd Spot 1

The West Gate Bridge celebrated its 10th birthday on November 15 and was closed to all traffic for an hour. To those who were caught up in the traffic diversions, please note that the closure wasn't so much because of exuberant bridge officials as the brisk air stream which dumped hail and several millimetres of rain onto the city, and the Bridge. They say the first 10 years are the hardest. . .

Odd Spot 2

As always when road conditions are hazardous, the RCA received scores of phone calls from the public asking details about road conditions. A very wet Tuesday 15 November was no different, except for the gentleman who rang to ask if the Nepean Highway at Seaford was "still closed due to the bushfires".

Award winning road opens

Summertime driving on the Mornington Peninsula is now much safer with the opening of the Moorooduc Road duplication on 28 October. The final section of the road duplication between Frankston and Moorooduc South was jointly opened by Transport Minister Jim Kennan and Senator Barney Cooney. The project won a Roadside Conservation Award for the RCA and the Shire of Mornington. The Victorian Roadside Conservation Committee commended the efforts of the RCA and the Shire with a special award in recognition of steps taken to preserve native vegetation along Moorooduc Road.

Give 'em a ring about the Ring Road

The RCA has begun an in-depth study into developing the western section of the Metropolitan Ring Road. The study aims to establish the need for—and to identify the location of—a major new road between the busy Tullamarine Freeway and the interchange with the West Gate Freeway and the Princes Freeway at Laverton North. Operating from 89 High Street, Bob Evans heads a team consisting of Warwick Bull (Manager-Keilor Section), David Ryan (Manager-Sunshine Section) and nine team members. For more information on the project, ring Mark Blundell on 2644 or if you would like an information bulletin, call Corporate Affairs on 2633.





WE'RE EARLY.!!

WONDER IF I COULD ARRANGE
A QUICK CHRISTMAS DRINK....?

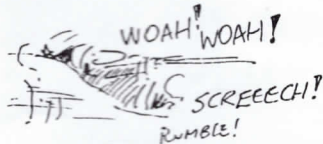


BUT THOSE AUSTRALIAN PUBS...
...YUK!!..

..SNIFF.. SNIFF... HMM... A BBQ!!
.. COULD BE INTERESTING.



DOWN WE
GO!!



WOAH! WOAH!
SCREECH!
RUMBLE!



NOW JUST WAIT THERE!!
...I'LL ONLY BE A FEW
MINUTES.



HMM... ROAST BEEF

SNIFF!!

LIKE THE SUIT...
ALAN!!



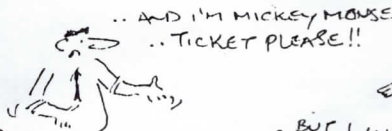
GOOD AFTERNOON
... LOVELY
DAY!!

... MUST BE ONE OF
THOSE CORPORATE
DEVELOPMENT
PEOPLE...!!



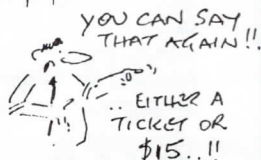
TICKET
PLEASE!!

EEC YOUR PARDON
... I'M FATHER
CHRISTMAS!



... AND I'M MICKEY MOUSE
... TICKET PLEASE!!

... BUT I WON'T BE
HERE LONG!!



YOU CAN SAY
THAT AGAIN!!

... EITHER A
TICKET OR
\$15...!!



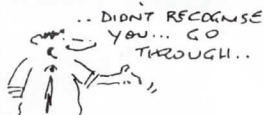
MONEY...
I'M FLAT, STONEY
BROKE... ALWAYS
FORGET ABOUT
MONEY



... I'M TERRIBLY
SORRY... I'M
STONEY
BRO...

MR STONEY!!

... OH WELL



... DIDN'T RECOGNISE
YOU... GO
THROUGH...



STRANGE
FELLOW!



AHH...
AUSTRALIAN
BEER!!



... YOU MUST
BE HOT
IN THAT
OUTFIT?



OH I'M...

HOW ABOUT A
LITTLE CHRISTMAS
KISS... ALWAYS
LIKED BEARDED
MEN... !!



STOP IT... MADAM!!
GET AWAY

COME ON
PUCKER UP...



... OH MY GOD!!
REINDEER!!

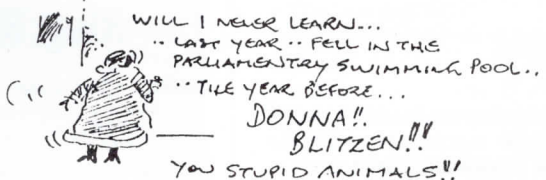
RAIN!!
DONT BE
SILLY...
THERE'S
NOT A
CLOUD IN
THE SKY!!

OH MY GOD... THEY'VE GONE!!

WHERE



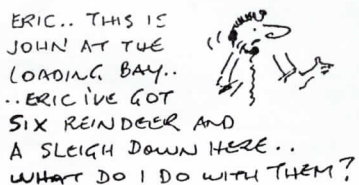
ARE YOU!!?



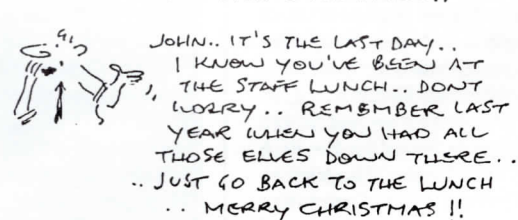
WILL I NEVER LEARN...
... LAST YEAR... FELL IN THE
PARLIAMENTARY SWIMMING POOL...
... THE YEAR BEFORE...

DONNA!!
BLITZEN!!

YOU STUPID ANIMALS!!



ERIC.. THIS IS
JOHN! AT THE
LOADING BAY..
..ERIC I'VE GOT
SIX REINDEER AND
A SLEIGH DOWN HERE..
WHAT DO I DO WITH THEM?



JOHN.. IT'S THE LAST DAY..
I KNOW YOU'VE BEEN AT
THE STAFF LUNCH.. DONT
WORRY.. REMEMBER LAST
YEAR WHEN YOU HAD ALL
THOSE ELVES DOWN THERE..
.. JUST GO BACK TO THE LUNCH
.. MERRY CHRISTMAS !!

People



Fair exchange

The exchange between the RCA's Peter Lowe and the Australian Road Research Board's Max Lay is not only aimed at enhancing the interactions between the two road authorities. The move also should start providing opportunities for new initiatives that come from an "outsider's view of an organisation".

In this age of customer-orientation, both Peter and Max have been customers for the products that they are now charged with producing.

So, whose idea was it to swap job roles?

When asked, each exchangee looked questioningly at the other. As both believe the move is proving successful they were tempted to claim credit for the idea. After some reluctance, however—they admitted that the actual initiators were Director-Human Resources, Anne Evans, and Chairman and Managing Director, Ian Stoney.

"One major change I have noted in my working habits is the multitude of concepts that I have to consider each day," said Max. "I'm also impressed by the way

Peter and Max talk over a matter at Kew. Photo: RCA.

the informal communication network makes things happen within the RCA." Peter, on the other hand, has found the opportunity to think and consider concepts "a little disconcerting". "I have been impressed with the calibre and commitment of the staff at the ARRB," he said.

In their different areas, both have found that establishing robust customer links and standards of performance, while maintaining a reputation for excellence, were the key elements of their current tasks. Peter was Director of Technical Resources before moving out to the ARRB offices at Vermont. He joined the CRB in 1958 and worked at Bairnsdale, Bendigo and Materials Divisions before being appointed as General Manager Works in 1983. Max joined the ARRB in 1975 following several years with BHP. He is author of a number of books and is currently "trying to find someone to publish a world history of roads" (any interested publisher can contact Max at the RCA on 860 2758).

Back to base for Bob

Back 'home' with the RCA is Bob Evans, newly appointed project manager for the Metropolitan Ring Road.

Bob was first with the RCA for about 10 years during the 1970's.

He has been seconded back to the RCA after four years with the Ministry of Transport. While at the Ministry, Bob was leader of the CRB/MMBW Joint Road Planning Group. After that he was appointed to the Board of Works Planning Branch, and then to the Ministry.

He has worked on the Gardiner's Creek Valley Study, which resulted in the con-

struction of the South Eastern Arterial road link.

Bob's job is to manage the Planning Study for the western leg of the Metropolitan Ring Road from the Princes Highway West to Tullamarine.

"By September 1989 we must have an Environment Effects Statement ready for public exhibition," he said. Bob is now choosing a team of 10 to be announced during the next few weeks.

Senior staff already appointed are David Ryan from Corporate Planning, who will lead the team looking after the Sunshine section, and Warwick Bull, also from Corporate Planning, who will look after the Keilor section.

Getting into local issues

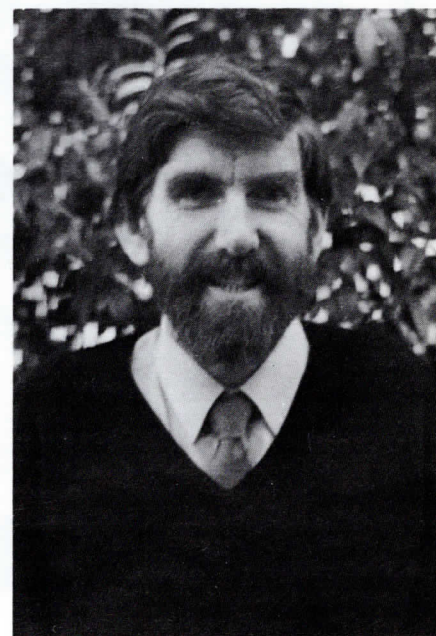
"My secondment to the Melbourne City Council can be summed up in two ways," reflects David A Jones from his office at Dandenong. "They're the helpfulness of the staff and the emphasis on local issues."

David was part of a staff exchange with the MCC and worked in the council's Traffic Strategies Section. His counterpart from the council was Andrew Cron who went to the Planning and Programs Branch of the Western Bypass Project. "I had expected an emphasis on local issues because, after all, that is the local government's function. But the depth of community feeling on those issues was noticeable." David's first role was local area traffic management in Ascot Vale.

"The problem of through traffic and accidents in the Mooltan Street area had been around for several years and trial road schemes had been implemented and assessed," explains David.

"While a proposed course of action had been discussed, it was my task to report to the Council Committee on the issues and make recommendations. Council reports discuss the issues in depth and are long and detailed. Also there is very little delegation of authority and the Council may not follow an officer's recommendations. David was also involved in looking at the effects of the recently opened east-bound carriageway of West Gate Freeway on local traffic, traffic assessment of proposed developments and the effects of a mall at Queen Victoria Market.

"My thanks are extended to Tim Rees, Manager City Transportation, Bill Thompson, Haig Polson and all the MCC staff whose assistance made my secondment a pleasant, rewarding experience."



David Jones: found local government "pleasant and rewarding".



Reg is honoured

It was a blue ribbon opening for the new conference room in Head Office by Reg Patterson, Director-Operations, after whom it is named.

Chairman and Managing Director Ian Stoney looks on approvingly as Reg officiates at the "unveiling" of the room named in his honour.

The new Reg Patterson Conference Room can be used by groups of up to 24 people, and was previously Reg's office. He has moved to a new, more convenient office on the 4th floor where he is closer to his managers in Operations Division.

Late news: Reg has been known for being one of the most dedicated senior workers in the organisation, but lately there have been a few tell tale signs that his keenness may be waning. He took a sick day on 7 November—his first since 1949, exactly one week after he took his first ever Flexi-day.

Fare enough for farewell



The succulent food was really laid on at the send-off on 7 October of HO cook, Miller Miller, and general hand, Nick Pavaskevas. Seen in this shot are, clockwise from left, Lorraine Boyson, Marie Thomas, Nick, Grace Licciardo, Miller, Ann Williams, Annette Hasler, Janet Court, Darren Jones, Claire Upsom and Norma Woodbridge. Photo: RCA.

Surprise, surprise!

When Pat Mundie arrived at West Gate Training Centre for her Time Management Course on November 14, she thought that all she would go home with was a few hints on how to fit more into her already busy day.

What she didn't count on was the keen eye of West Gate's Administrative Officer, Maria Bianculli, who had noticed only a week before that the centre was close to approaching its 1000th trainee.

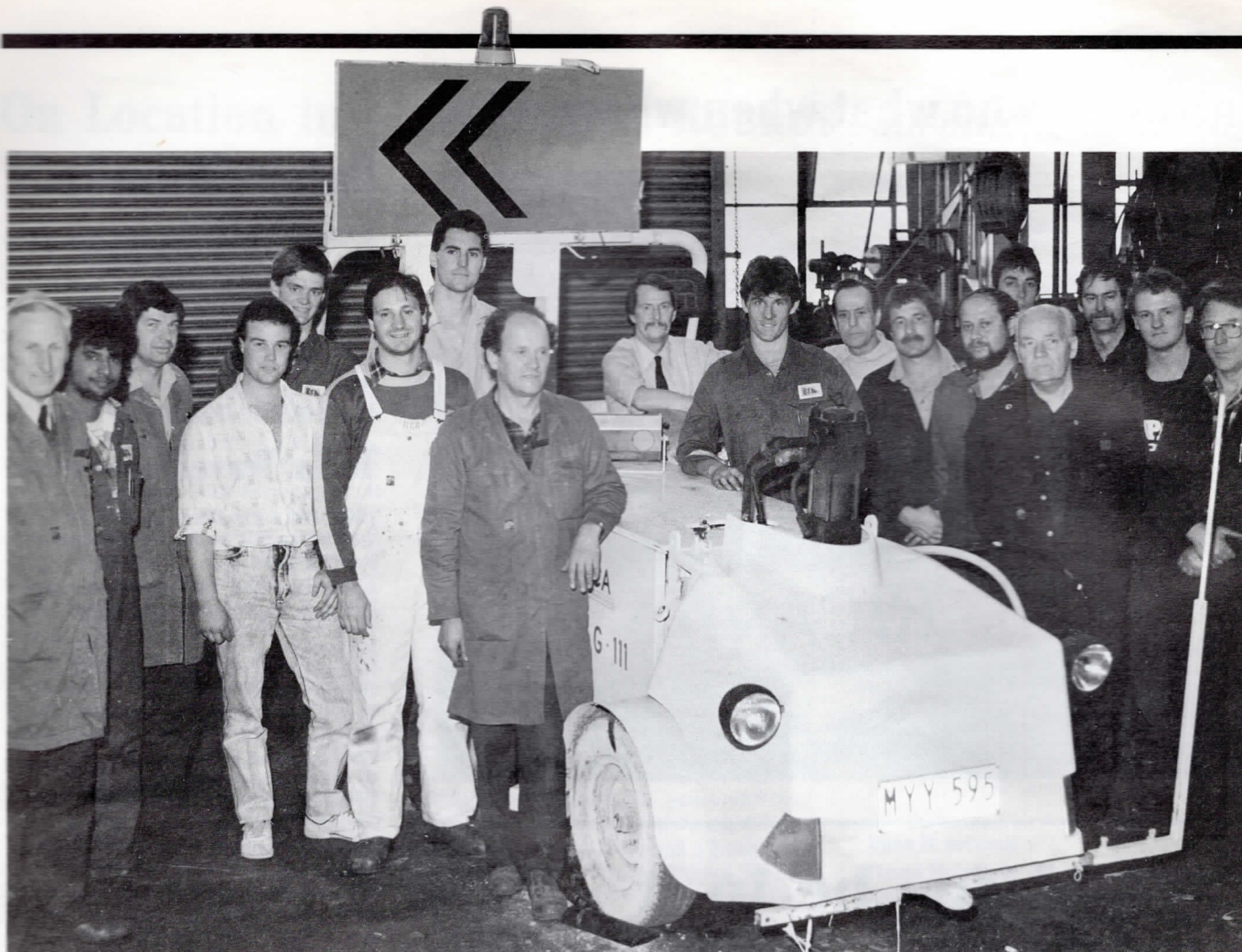
You guessed it—Pat's course nomination was the 1000th registration for the centre. And to add to the significance of the event, Pat was reminded that she took part in the first course ever conducted at West Gate—the Supervision Training Workshop on 2 February this year.

In a surprise presentation, Pat was given a book and certificate by Training & Development Officer, Graeme Turnbull.



A surprise gift for Pat Mundie (centre), the 1000th person through West Gate Training Centre. She's seen here with Phil Davies and Maria Bianculli.





All in the line of duty

The RCA Medium Linemarker made a gala appearance at the Royal Show this year and drew the crowds as well as some white lines.

"The marker was on show at the Government Expo pavillion and was a great success with adults and children," said Ken Paton, Field Liaison Engineer at Glen Waverley. The display was specially rigged so that children could press a control button to run a conveyor belt fitted into the floor. This simulated spraying white road lines, much to the delight of the adolescent operators.

The photograph above shows the team who built the Royal Show model (see be-

low), most who are involved in regular production of RCA linemarkers at the Glen Waverley workshops (the machine featured with them is the genuine thing).

Left to right: Ken Doyle, Alan Morris, Leigh Brown, Phil Beveridge, Dean Taylor,

Angelo Pappas, Greg Staples, Frank Peschke, David Friday, Andrew Beasley, Dennis Walton, John McLean, Oscar Jacobs, Ashley Martin, Tom Cowan, Mick Fraser, Kevin Humphrey and Drew Tillema.

And it's goodbye after 16 years



Wanda Egerton hasn't let blindness deter her from being one of the most adept telephonists in the RCA. It all comes with a lot of dedication, an excellent ability to memorise telephone numbers—and 16 odd years in the business of operating a switchboard at Glen Waverley.

Wanda joined the RCA in February, 1972, as a Telephonist following a training period with the Victorian Institute for the Blind.

The first switchboard, she recalls, was modified by the then PMG especially for her needs. It was later replaced by a Philips unit. In recent times, several staff members at Glen Waverley have under-

gone tuition under her "expert eyes". She has endeared herself to many people over her term at Plant and this was evidenced by the large influx of visitors at her farewell on 21 September.

"She is always ready to participate in any activity organised by the Plant Branch Social Club and this, combined with her friendly interest towards her workmates, will make her sadly missed by all," said Peter Robinson, Manager-Plant Branch.

Seen in the photograph is Wanda and husband Alan, who is employed at the Blind Institute.



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



Farewell to Ted

Roadmaster Ted Ricardo, who recently retired from the RCA after 40 years service, was farewelled by 130 of his mates at a Northern Region Workshop luncheon. Our picture shows a happy Ted and Wilma at his retirement (see last issue). The verse below was composed in honour of Ted by an anonymous poet from Northern:

Ted's Travels

This is the story of Ted
Who for a while he did live in a shed
He went to see Les
'Cos his shoulders were a mess
When he left his face was quite red
Then when Graeme and Herb
Were replacing the kerb
He had plenty of advice to give
Then he jumped in his ute
To see Henry Stute
It is Bylands where this man does live
Then he zips straight across
To where Brownie's the boss
Of the largest patrol and physique
Then he went to see Shane
Along the Northern he came
And he found him at Mt Ida Creek
When he finally got to Russ
All covered in dust
It was close to the end of the week
He then reported to John
What he found going on
Then off home for a spell did he seek.

On show

Today, one of the major responsibilities of the RCA is to identify and address community needs through consultation and openness, and that's exactly what they're doing in Central Highlands Region.

A new display centre has been set up at the Ballarat Bypass project which features a comprehensive exhibition on all aspects of the project.

"We're using a video and aerial photographs to show how and when the bypass will be completed, and why it is needed," explains Rick Driscoll from the project team. "The centre also doubles as a conference facility and can comfortably seat 35 people."

Good idea? Give Rick a call at the project site (053 381 744) if you've got any queries.

Life : be in it

Neil King believes in living life to its fullest : just ask his former colleagues from East Gippsland Region. Since working at the regional office in Bairnsdale for the last 11 years, Neil has been involved in a wide range of activities including football, cricket, umpiring, hay carting, canoe building and prawning. And that's only on Saturdays!

Neil, who arrived in Melbourne recently to take on the role of Engineer Class 3 in Road Design, admits he likes to try everything—at least once. "I really enjoy getting out and about," he says. A send off for Neil and his wife, Marg, was held at the Main Hotel, Bairnsdale, on 31 August.



Above: Neil, left, at a recent management meeting.

Top Record

In August the Horsham Service Centre and Depot topped their previous record of 'no lost time due to accidents' with an impressive 290 work days. Their previous best was 225 days—and now Bob Dumesny and Noel Janetzki, Superintendents of Work, are asking: "has any other Region done this well?".



On Location in Materials

From Graham Gazzard

There's been a mass migration from Materials and Asphalt over the past few months, writes our former Materials Interchange correspondent, Lee Scott (now in Road Planning). John Bethune is now Manager - Major Works, while heading off in all directions have been Mick Budiza, Giuliano Gava, Jeff Gerrish, Richard Ingram, Di Coomber, Mike Kennedy, Scott Mathews, Warren Peck, Keith Robinson, John Scrivens, Sebastian Thompson, Ken Wright, Robert Kriek, Matt Walsh and Bob Morgan. Most far flung staff member is David Tilley who is now in Lesotha in southern Africa.

New arrivals to Asphalt include David Girvan and Ross Parker while we welcome David Gallian to Pavements and Robert Parker to Soils Lab.

Baby Scene

Many babies have been born to Materials staff this year: Ben Munforte's daughter, Laura, Cliff Parfitt's daughter, Tabitha Jane, Sue Cordeschi's son, Steven, Graham Foley's son Connor and Laurie Watson's daughter Amelia Claire. And stay tuned: there are three (3) more babies due within the next few months (someone over here must have been working overtime!).

Best kept secret of all was the marriage of Ray Batty to Alice Oxenbauer - congrats to both. A good day was had by all at the Materials Cup Day barbecue where excellent food was provided by Eileen Walsh with the help of Denise Nash. First prize of a turkey (in the raffle) was won by Jim Jacobs. Rumour has it that the turkey's comments later were: "I was hoping for something better, but I suppose I could have done worse".

People abroad

Eileen Walsh has been visiting Ireland, England and Scotland and is now refreshed and making plans for this year's Christmas/New Year celebrations. Mari Maldoni spent a few weeks in Italy and met the new love in his life. They will be reunited shortly. (see Classies Engagements for more news).

Graham Gazzard and Eileen Walsh are the eager newshounds in Materials... give them a ring if you have a good story.

It's Free!

Want to get away from it all on your push-bike? You can collect a free copy of the new brochure, "Freewheeling on Rural Freeways", from Corporate Affairs at Head Office. The colourful brochure is a guide for cyclists on the ins and outs of riding on Victoria's rural freeways.

Wimmera Rounds *inwards & outwards*

We wish a long and happy stay to our new Experimental Officer, Malcolm Talbot, who arrived with his family to Wimmera-Mallee Region on 22 August.

Tourist news

In the travelling news it seems that Expo has been the most popular destination for a holiday with a large number of Wimmera-Mallee Region staff members visiting the Expo sites in Queensland. Other staff have decided that a trip around half of Australia or Bali might be more enjoyable.

They're off...

Past and present workmates and friends held a sendoff for Kevin Lackman at Murrayville for his retirement. Kevin, a Maintenance Worker In Charge of Murrayville Patrol, has been with the RCA for 34 years - all the best, Kev! Engineers, Area Maintenance Supervisors and Patrol Personnel from St Arnaud, Woomelang and Warracknabeal attended a farewell Donald for Bert Cullen's retirement in July. Bert, Maintenance Worker In Charge of Donald Patrol, retired after 31 years and was presented with a wallet of notes while his better half, Mavis, received a bouquet of flowers - all the best to the Cullens. See also Classies (births and engagements).

Attention Contributors : address material (text, photographs, graphics) to 'Intray', Interchange, c/o Corporate Affairs, HO.

Moved!

Members of Land Information and Survey are moving up in the world: all staff located on the south wing of first floor in Head Office are now on the 5th floor of 89 High Street. The move includes Survey Information Centre and contact phone numbers will stay the same.

Career decisions...

Counselling and advice is now available on all aspects of personal development and career planning. The RCA's Career Development Team, 2nd floor at HO, can help you with your enquiries: ring either Bob Morison (2691), Jim Tutt (2626), Gary Battershill (2351) or Judyanne Buckler (2406).

STA man joins RCA

On 30 September Dr Peter Greig began work in the Planning and Programs Branch as Manager - Program Development. Dr Greig comes from the State Transport Authority Plan which is a strategic plan for V/Line's rural and interstate services.

Pass it around

David Holmes is the new Freedom of Information Officer with Executive Services at HO. Tony Christian is now Manager - Bridge Construction within Bridge Branch in Princes Street. In Financial Services, John Anderson is now Manager - General Accounting. Iris Whittaker is now Manager - Library Services.

Can you take the pressure?



Road crews in the outer areas of East Gippsland were given the good oil on the dangers of high blood pressure when they were treated to tests by the RCA's Health

and Safety Officers recently. Seen above are "Yappa" McRae watching Rodney Ross keep his blood pressure down while working at McKillops.

Classies

Births

Baillie, John (Snowclearing team, North Eastern) and Kathleen, a daughter.

Dinelli, Harvey (East Gippsland) and Di, their first daughter, Kasey Victoria, on June 28.

Donaghy, Mick (Ouyen Patrol) and Di, a daughter, Sheridyn, on 30/6/88.

Furphy, Graeme and Dot (Central Gippsland) announce arrival of Christopher Gerard - brother for Nicholas.

Magee, Lisa (East Gippsland) and David, a daughter, Jacqueline, on 13 Sept.

Morgan, Robert (Orbost Roving Patrol) and Yvonne, a son, Andrew John, on 25 April.

Just married

Clarkson, Robert (Northern) to Donnalee May. Congrats. Lee, Lois (Central Gippsland) and Ian Dye at Walhalla's Anglican Church.

Calling it a day

Airey, Stella (WP Operator, Finance), on 28 October.

Clark, John (Maintenance Worker in Charge, Metro) on 24 November.

Dye, Lois (Central Gippsland) in October after 22 years off and on.

Lee, Kevin (North Eastern), Cost Clerk after 38 years of dedication to roads.

O'Connor, Mick (North Eastern), Leading Hand for many years retired recently.

Pedelty, Frank (Manager-Bridge Drafting) on 23 September.

Stafford, Frank (Casting Depot, Northern) after 25 years.

Simpson, Ron (Road Design) on 12 September.

Winnett, Al (Bridge) on 3 October.

Granddads

Banks, David (North Eastern) - first time.

Dunstone, Henry (Central Gippsland) on 2 August.

Mihan, Bob (North Eastern)-again!

Engaged

Reynolds, Kerry (Wimmera-Mallee) to Gavin Simmons (RTA) on Sept 4.

Scholfield, Anne (Wimmera-Mallee) to Peter Andrea (Vulcan) on Sept 16.

Condolences

Shuttleworth, Barry, and Peyton, Bill (North Eastern)-on Collingwood's final aspirations this year.

ADVERTISERS!!

CLOSING DATE for next
Classies: Friday 27 January
1988 - 5.00 pm!!

Good Living

Snaps of the Melbourne Cup Caf Luncheon



Friday 28 October

The hosts lined up on the Big Day: Norma, Paul and Grace... and some of the guests looked fairly dapper too

Man behind the lens:
Stephen Fyffe



Michael Ma, Experimental Officer from the Lab, dressed for the occasion. The Rolls was parked in the Loading Bay...

Good Living



Want to improve your golf?

Merv Williams, former Manager – Major Works, demonstrated at the RCA Golf Day that, if anything, retirement improves your golf. Merv completely outclassed the opposition to win the F R Oldfield Trophy.

Retirement must be the secret to success because the Retired Persons Association, represented by Merv and oldtimers Don Durant and Bill Thomas, won the C G Roberts Team Trophy. In 1989 the RPA team handicaps will have to be slashed to give all the hard-working RCA staff a chance to have a win. More photographs in our February edition of Interchange.

Dropping Names . . .

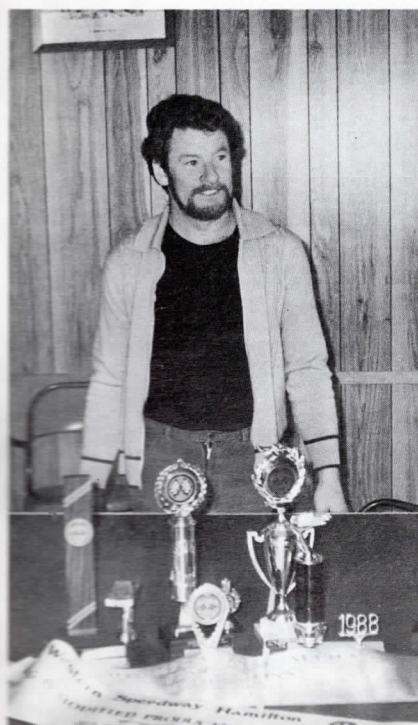
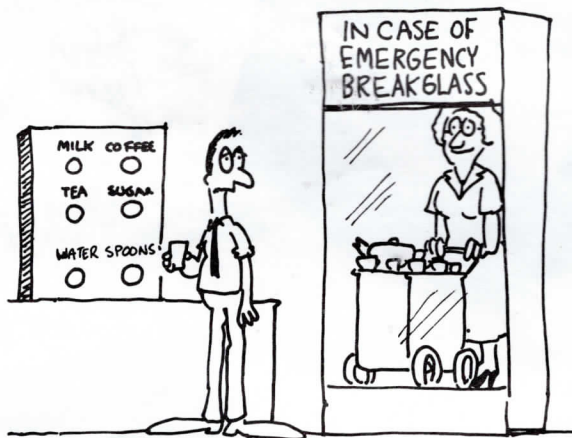
The people of Argyle, Costerfield, Mount Camel and Spring Plains probably don't know it, but their local shire was named after a pub. According to the September edition of the "Australian Municipal Journal", the Mclvor Shire was named after the Mclvor Inn, a popular roadside watering hotel in the 1860s. The article isn't a beat-up on the imbibing habits of the fine citizens of Mclvor, west of Seymour—it's simply an interesting piece on the origin of how Victorian municipalities got their names. The agricultural district of Numurkah was Christened after an Aboriginal word meaning "wild turkey", while Walpeup, well known for its wool, wheat and salt lakes, means "stumpy-tailed lizard" (or, in zoological circles, *Trachysaurus rugosus*). While on the track of animals, Narracan is a local Aboriginal word meaning "odour of a snake". Far less imaginative are the scores of shires who took their name from famous people or places. Glenelg is named in honour of some Secretary of the Colonies, one Lord Glenelg, Healesville comes from a Premier of Victoria, Richard Heales, Maffra is the English spelling of Mafra, a town in Portugal, Mortlake's namesake is on the Thames in Surrey, Romsey is after a borough in New Forest, Hampshire, while Traralgon owes its name to a Melbourne doctor.

Which reminds us of the story about the commercial traveller selling his wares throughout Victoria.

As he travelled the State he collected souvenirs of the towns he visited. At Portland he got some port. When visiting Flowerdale he got a flower. Unfortunately for him his roadmap didn't show the way to Bangholme.

Obituary

The Tea Trolley's Final Fling: A Time to Remember. Reading the solemn Ode To A Tea Trolley is Corporal Klinger, alias John Duyker of Information Services, at a special service to commemorate the ubiquitous tea trolley. The 11 November at Head Office will now be remembered as the last day of the use of tea trolleys by Cafeteria staff.



Top year for Greg

Greg Carter has had a successful year on the speedway track—and he owes it all to his "B mod pink EH". Greg, left, has had more than 60 placings on racetracks in the State in the last season.

At the Wimmera Intercapital Speedway he collected top points in the "scorer B mod saloon" category, plus "best prepared all classes" and "best presented" categories. He and his trusty Holden also won points at the Western Speedway, Hamilton, and the Borong Basin, Stawell.

But it wasn't all trophies and ribbons, says Greg. "The EH suffered damage through several freak accidents," he says. "I've had an axle broken and was also hit by a rolling Torana."

Greg has been busy in the workshop adding the final touches to a "A mod EH Holden" which will be hitting the circuits. "It won't be pink though," he says, "they always pick on you."

Country kids get into tree planting

Schoolchildren from the Genoa area in East Gippsland recently teamed up with the RCA in planting more than 500 native trees near the Princes Highway at Nowa Nowa. They were later asked to write about their experiences, and below we have reproduced a selection of essays by the youngsters . . .



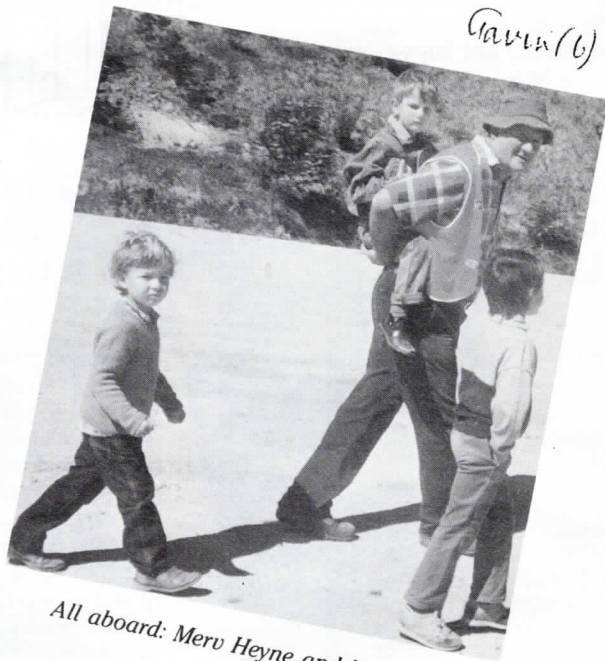
The man in charge, Ted Schaeche, an Overseer, with some of the youngsters. "I think it's a great community idea getting local school children involved in RCA activities," says Ted

On Wednesday the R.C.A. came to our school and talked to Genoa and Mallee children. The R.C.A. let us plant trees along the new road. It was fun Peter and I even planted thirteen trees

Gavin (6)

On Wednesday all the Mallee rural group and Genoa school went to plant trees along the new road. We planted them to grow big and to look beautiful because lots of nice trees have to be chopped down when new roads are built.

Michael (6)



All aboard: Merv Heyne and hitch hiker

Photos: East Gippsland Region

Comments from Omps

- I liked planting the trees
- It was fun. *Jodie McCorke*
- When we are grown-up we'll be able to see how big the trees have grown and show our own children *Rebecca Page*
- The trees will make the road look nicer and stop some of the noise going into house *Tina Smit*

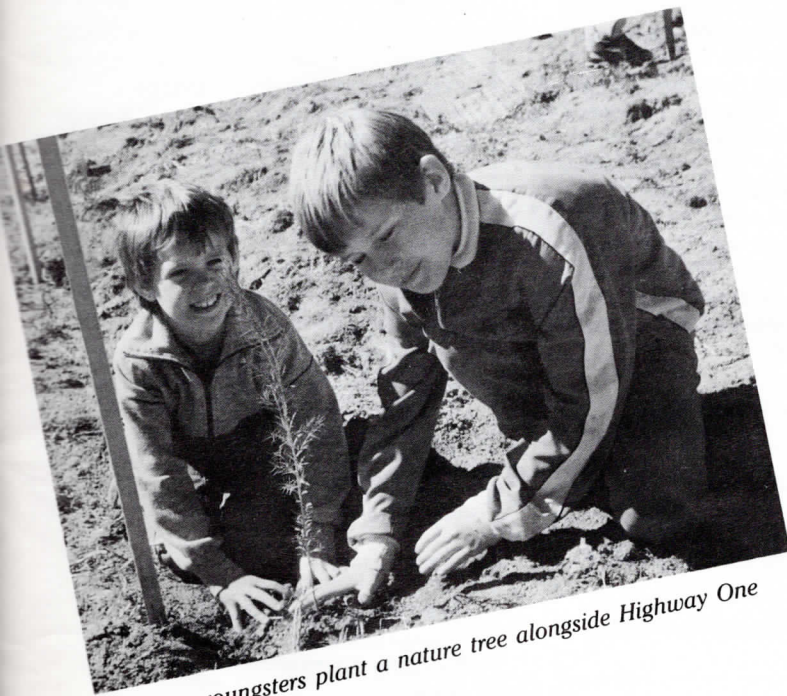


There's a lot at stake here, and Charlie Nicholls shows the kids how it's all done

On Wednesday the 11th Mallocoota came up and we planted trees along the new road. We got in Pairs because there was 38 people altogether. Ted told us how to plant the trees then when everyone had finished planting their trees we were told to plant another tree. Then we went for a walk on the new bridge when we got to the end of the bridge the teachers, Parents and R.C.A men were talking. Then we went back to where we planted the trees and we were given a drink, some sultanas and heaps of stickers and pamphlets, the we had to pretend we were planting trees and they took some photos.

Yesterday (Wednesday 15th) a Mallocoota school group came down and we all went up to the new road. We planted a lot of trees. It was great fun planting trees. First we were shown how to do it. After we had finished we put wire fences around them to protect them from rabbits. Dennis and I planted eleven trees.

Nathan Age 7½



Two youngsters plant a nature tree alongside Highway One

K FOX
A great new competition



Late News

The Age/Interchange 'Eating Out' competition

Many people probably think that being a food writer would be the best job in the world. We'd like to ask Claude Forell and Rita Erlich, editors of The Age 'Good Food Guide', but they always seem to be out at lunch.
Well we all can't be food writers, but

there's always the next best thing—mainly, having a copy of the 1988/89 'Good Food Guide'.
And you can win an edition of Melbourne's most palatable food bible by entering our Interchange/The Age 'Eating Out' competition.

Enter today!

We've got five copies to give away—all you have to do is fill out the coupon on this page, answer a very simple question, and send it off to us with the masthead of Epicure.
Epicure is the popular supplement in Tuesday's Age serving up all the latest news in wining and dining.
So act today and get the coupon (and any Epicure masthead) off to the Good Food Guide competition, care of the Editor, Interchange, RCA Corporate Affairs.
And you may be starting off the new year with the very best food guide in Australia.



Send in the masthead of Epicure (see illustration) with the coupon—and you could be a winner.

Something to hoe into . . .

You don't need to be a gourmet to appreciate the latest Age Good Guide.
Edited by Claude Forell and Rita Erlich, the book offers 194 pages of nourishing reading on restaurants in Victoria. Everybody is catered for in this comprehensive book which includes stylish Melbourne restaurants, posh pubs, the best in ethnic eating, how to eat well on the cheap, a guide for vegetarian food fanciers, and where to go for the best Tanzanian maize cake in Victoria (plus lots more). The book retails for \$12.95.

With the festive season almost upon us, and much of the working year behind us, we can only hope you're sufficiently well stocked with Aspirins, Bex and Panadolsto cope with the approaching jollities.

- And we'd like to take this opportunity to wish all our readers and contributors a happy Christmas and an equally exuberant, spirited office party.
A few terse reminders, however:
- * please take your Pentax or Brownie Box camera to your annual wingding as we'd really like to see, and publish, the result in our February issue of Interchange. Ring us at Interchange if you want a free roll of film;
 - * don't drink and drive. It's anti-social, and as we all work for the State Road Authority we should be setting an example for other motorists. Form a car pool with a non-drinker or ring a taxi or drink Big M;
 - * if you do overindulge, quaff a few glasses of tap water to help alleviate the symptoms of the impending dire hangover: the RCA's Occupational Health Supervisor is, understandably, not always sympathetic to victims of self-induced disorders. We'll see you all in the New Year,

Sally Healey, John Allison, Kevin Fox

What's in a name?

The HO Cafeteria competition attracted scores of names (see 'Give Us A Name', last issue). Some were creative, others comical, a few dull as dishwater.
At the moment a special panel hope to sit down and digest the entries in order to make a decision on the winner.
Some of the more interesting suggestions were Road Stop Diner, Chew 'n Chat, Detour Diner, Roadhogs Diner, Filling Station, Grace Place, Hard Road Cafe, The Fillery, First Floor Foodorama, Corporate Bodyline, Lunch 'N Munch, Indigestibles and Uncle Arthurs—plus lots more. It's going to take a bit longer than we thought sifting through all these entries but the result will be published in our February issue.

STOP PRESS

Printing v Survey Darts Competition has been won by the Printing Section - full story next issue.



Cartoon from the Good Food Guide

Name.....
Section.....
Position..... Telephone No.....
Question: who are the editors of The Age Good Food Guide?
Your answer:.....
Send your coupon (with the masthead from Epicure in any edition of Tuesday's Age) to The Editor, Interchange, by Friday 27 January, 1989