

ROADLINES

June 1993

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ROADLINES

Welcome to Roadlines

Roadlines is the new VICROADS staff magazine replacing the old VICROADS newsletter. Published quarterly by Corporate and Public Relation section, the new format aims to provide staff with an avenue to hear about and tell others about VICROADS people and happenings behind the scenes.

We welcome contributions from staff to publicise the many things happening in your Region, Project or office.

News tips, articles, photos, cartoons or other material of broad interest to others in VICROADS is needed.

Contributions should be typed or if possible, submitted on disk in WordPerfect format. Articles may have to be edited for reasons of space or clarity.

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TIGER TALES

Transport Safety Services Manager, Derek Milner, was recently surprised when he intercepted a truck on the Mallee Highway at Murrayvale only to be confronted by this rather friendly looking feline beaming from the cabin.

"Shouldn't you keep the tiger in your tank?" Derek enquired of the driver, Tony from Queensland (where else?). Not so he replied, indicating that the big cat was good company for his long trip from up north delivering 13 tonnes of Kelloggs Sugar Frosties to Adelaide.



WORK REDESIGN

Our Moscow correspondent reports that he recently watched fascinated while two workmen near Red Square were gainfully employed by the side of the road. One dug a hole in the street then leaned on his shovel while the other filled it in. The pair then moved down the road five metres and repeated the exercise.

Fascinated, our spy sidled up and in his best Russian asked the two men what they were doing.

"Actually, there's three of us," came the reply "...but our comrade's off sick today. It's his job to plant the trees".



But closer to home from South Western Region comes the tale of the construction gang who headed out on the road to a job and arrived on-site to discover they'd left their shovels behind.

The overseer got on the radio to the depot and reported their plight.

"Lean on each other until I can get them out to you," was the helpful advice forthcoming from the operator back at base.

OFF KEY

A draft policy document "Security and the Release of Information" put out by Human Resources Division, provides some enlightening instructions on what people must do to obtain registration details of unidentified car owners following an accident:-

Among other things, the applicant must "...complete the form stating that his or her vehicle has been involved in an accident with another vehicle(s) and *sing* in the presence of a VIC ROADS Officer".



PUSHING IT

History records that the wheelbarrow was invented in China in about AD 100 and it took another 1000 years to reach Europe... and yes the bloke who owned it was very tired.

UNSOLVED

Israeli police rushed to a murder scene south of Tel Aviv recently, just a tad too late.

The skeleton, with a knife in its chest, was unearthed at a road paving site. Archaeologists said the man probably had been murdered in the Bronze Age.

Police said the case was closed, and that officers on the scene had reached the conclusion that finding suspects was unlikely.

TURNING ON THE WEST GATE LIGHTS

We've all heard the one about how many Irishmen it takes to change a light bulb, but when it comes to fixing the lights on the West Gate Bridge it's no laughing matter... especially when you're dangling in the air 300 feet above the Yarra's murky waters.

Late last year, West Gate Works Manager, John Adam was landed with the task of replacing the 100 fluorescent tubes along the bridge cables.

"About two thirds of the lights on Melbourne's famous landmark had blown so that at night time the bridge looked decidedly toothless," said John.

"This complex maintenance task falls

due every about two years but was long overdue because of the scarcity of maintenance funding".

In the past the job had meant traffic delays as two lanes were closed to allow a massive cherry picker to be parked on the bridge for long hours as workmen changed the tubes.

So when the call went out amongst the maintenance staff for volunteers to scale the bridge and they all stepped back, John knew he had to try a different tack.

With the help of contracting firm Vertigo, an electrician and a weekend mountain climber were hired to carry out the job and the results of their double act can

now be seen twinkling across Melbourne's night sky.

The week long operation went without a hitch as VIC ROADS maintenance staff changed the more accessible lights while Vertigo's Greg Callus and Malcolm Matheson tackled the high wire work.



Buffeted by winds ranging up to 33 km/h, the pair **West Gate's John Adam** crawled along the cables and suspended themselves on ropes and bosuns chairs, removing and replacing the faulty 1.5 metre long fluorescent tubes.

Now John is planning to spruce up the central bridge pylons and he is looking for a painter with a liking for fresh air and sweeping city views.

Volunteers are invited to write to him care of West Gate!



View from a bridge: The panoramic scene of the bay and developing West Gate Park as seen from the top of the newly lit bridge.



RON CALLS IT A DAY ON 100 YEARS TRADITION

Down Horsham way the retirement of Ron "Speck" Seary has brought to an end a family involvement of more than 100 years with VIC ROADS.

When you add his 40 years service with that of his father Michael (25 years) and brother Jim (30 years), the Seary's have been down a long road together with the organisation. In more recent

times Ron has worked on road crews but prior to that was a plant operator and with the Bitumen Department for 27 years.

But despite a pledge to spend more time playing golf and bowls, his "retirement", will not be completely quiet. Ron has moved to Wycheproof where he will be running a pub with other family members.

"Ron Seary ... retiring to the pub."

"ROADS" SCHOLAR MAX REVEALS THE WAYS OF THE WORLD

by Kevin Fox

If you're feeling hard done by after copping a ticket for overstaying your time at a parking meter or are seething at having lost your car at one of Melbourne's recently introduced tow away zones then cheer up...things could have been worse!

Had you lived in Babylon around 700 BC, the penalty for such misdemeanours was a bit more severe than minor inconvenience or a temporary lightness in the wallet.

At the decree of Assyrian King Sennacherib, the penalty for parking your ox cart on the Royal Road in Ninevah was death by impalement.



■ An early American traffic signal

These and many other amazing facts have been brought to light in a new book just published by Dr Max Lay, VICROADS Director of Quality and Technical Resources.

"Ways of the World" has been a five year labour of love by Max to write the first ever comprehensive history of the world's roads and the vehicles that used them.

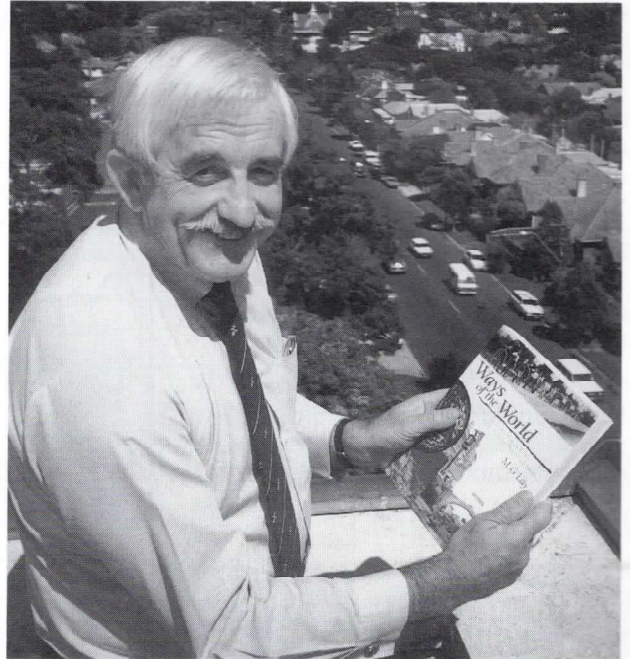
Already a best seller in the United States, the book has just been released in Australia and it's sure to find a wide audience and even wider acclaim from those with a professional interest in roads and people simply looking for a good read.

Though kept busy with his duties at VIC ROADS and also lecturing at Melbourne University, Max is a prolific writer having penned five other books on highway and structural engineering.

While researching for a previous book on road technology, he found that there was no definitive history of the world's roads and thus the seed was planted which grew into the 400 page manuscript for "Ways of the World".

Though dealing with a technical subject, it is written in an anecdotal style which has no trouble holding the interest of readers.

"Ways of the World" takes us on a journey through the ages from the



time when animals created the first pathways as they pushed vegetation aside and pounded the earth with their feet, through to the near future where "smart roads" will provide feedback to drivers giving real-time information on driving conditions or even help them navigate across unfamiliar cities.

Along the way we see how society and civilisations have been shaped by the ability to move about. The demand for travel and the advance of technology to aid movement was then and remains today, largely dependent upon the capacity and quality of our roads.

Footsteps

According to Max it started not with the wheel but the foot. Even up until the 19th century most people rarely travelled more than a day's walk from their home. Around 7000 BC, prior to the invention of the wheel, animals were domesticated and used by agricultural communities to provide transport. Three thousand years later

wheeled vehicles hauled by animals first appeared and the demand for paved roadways soon developed.

Old roads remain

Glastonbury in England is honoured as having the oldest recorded manufactured pathway, made of timber logs and planks. Log roads dating back more than 3000 BC have been found in swamplands throughout Europe. Bricks and stone were more commonly used in the Middle East with bitumen being used as mortar for brick roads in Babylon around 2500 BC.

The onset of roads created many burgeoning needs from road laws to road maps. "Ways of the World" faithfully records these happenings.

As settlements developed into cities and pathways evolved into roads, the need to regulate traffic became more apparent. The Swanston Walk "solution" to city traffic is surprisingly quite ancient in its application when one considers that Julius Caesar banned vehicles from the centre of Rome back in 45 BC.

While Victorians have recently had to come to grips with the new left turn priority rule, the study of road law development over time turns up quite a few surprises.

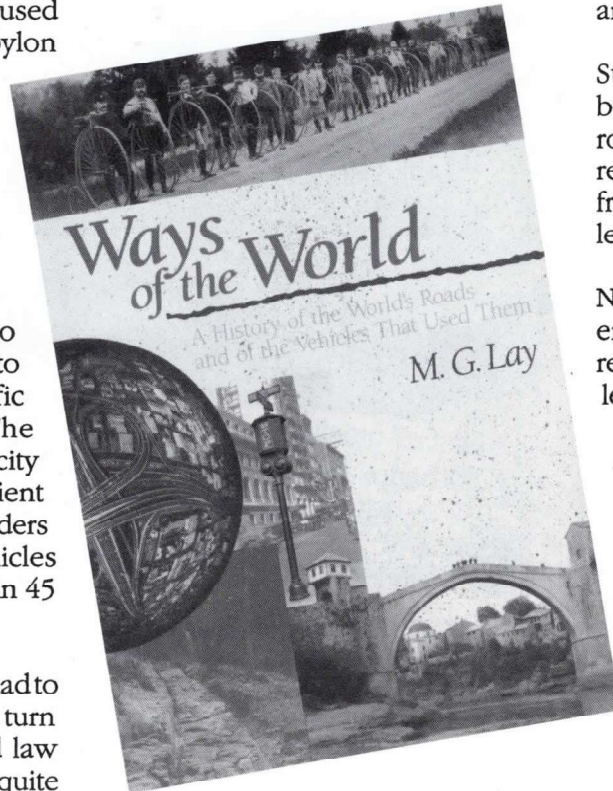
Under the reign of the Zhou dynasty in China, the Book of Rites proclaimed "...the right side of the road is for men, the left side for women and the centre for carriages". And in a push to establish national road uniformity in Italy during the 1930's, Mussolini ended the age-old practice whereby drivers in the countryside stayed to the right but in major cities "keep left" was the rule.

The precursor to today's street directories can be traced back nearly 500 years before Melbourne's cab drivers first reached for their "Melways". In 1560, Frenchman Charles Estienne produced the first comprehensive book of road maps

which passed through seven editions.

Recent history shows that the invention of the internal combustion engine and mass production of the motor car revolutionised road use and travel demand, bringing with it a whole new transport culture and a host of new words entered our vocabulary.

The first "motel" came into being in 1925 while "freeway" was coined in 1928.



Transport accidents had always been around but the road toll as a modern phenomenon only arrived with the motor car.

History records Bridget Driscoll as

the first pedestrian fatality, struck and killed by a car in London in 1896. In that same year, Emille Levassor died during a French car race.

No trivial pursuit

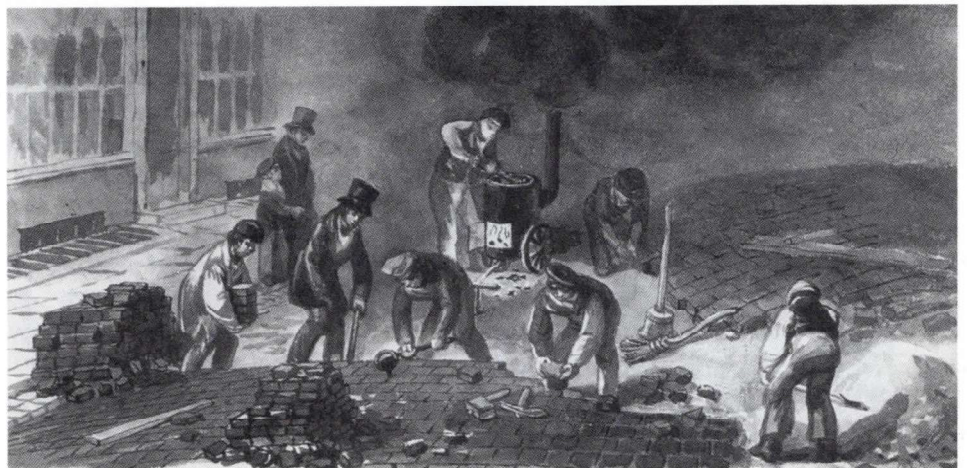
It would be wrong to regard Max's book as merely a handy guide for trivia buffs. The development of bridge engineering over the ages is well documented as is the contribution of renowned road engineers such as McAdam, Telford and Tresaguet.

Sure to find a worthy place on bookshelves of road builders and road users, "Ways of the World" retails at around \$44 and is available from VIC ROADS Bookshop and leading bookstores.

No doubt the publication will further enhance, Max Lay's international reputation as one of the world's leading road historians.

And hopefully too his bank balance will be similarly enhanced in years to come as the "royalty" cheques arrive in the mail.

■ Road building trials in 19th Century London.



ROCKY'S ROLE ON A CHRISTMAS PLATE

Deep within the bowels of the South Building at Carlton, David Rock of the Number Plates Section is a troubled man.

As part of Custom Plate's Christmas marketing promotions, David has been dubbed in to play Santa for the last two years, resulting in his smiling dial being prominently featured in the Herald-Sun's news pages.

And while not shy of the fame his starring role has attracted, David fears he may have been typecast in the role limiting his future career opportunities.

"Despite rumours to the contrary I was not approached by talent scouts from Myer's toy department with a substantial offer to transfer in the March Draft," he said.

David does no special training to prepare for the role apart from watching his diet in November to maintain an adequate calorie intake sufficient



SANTA might not bring us the joy of your season, but he can give us the numberplate to wish it.

Grill greetings, happy U-turns

Three-letter plates cost \$250. Four, five and six letters cost \$300. And if you wanted a "FAT" or "VIC" plate, you would be disappointed. "FAT" or "VIC" plates had proven popular but cost more than the average licence combination.

new BMW," he said. Vic Roads recalled the people couldn't get enough of them. Mr Christopher said it was possible to reserve plates rather than get one personalised. One famous customer has done just that. Vic Roads recalled the trucking businessman served this "VIC" plate for when their time comes.

Plates prove Xmas smash

A Vic Roads spokesman, Mr Kevin Fox, said the plates were popular as Christmas gifts. "We have had more than 350 orders in the three weeks

leading up to Christmas," Mr Fox said. "Figures are down slightly on last year, but they are still very popular gift ideas. "Some people order their plates years before their sons or daughters drive, so that they can ensure they get the plate they want."

He said people did not mind paying \$280 for a set of plates, because they were a "unique gift". Some of the other more unusual plates ordered this Christmas were ROCKON, SPIFFY and BQGGAS. Mr Fox said there were some censorship laws on plates. "This year, we let through PECKER, HOOTAR and BADASS," he said. "But we really have to say no to some of the more explicit requests we get."

■ The Herald-Sun's Santa centrefold 1991 & 1992 - David

Rock

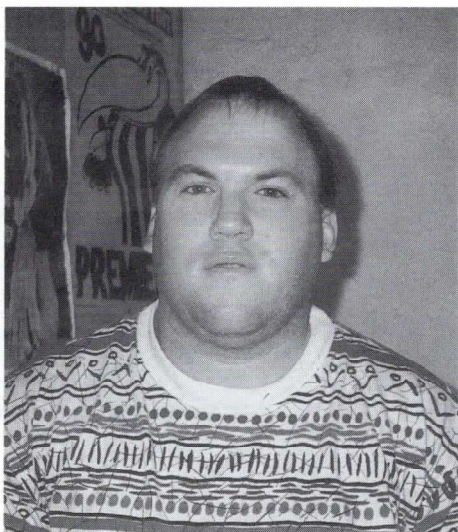
to fill the red suit when the time comes.

"There were some concerns around here last time that I may have needed a pillow to make the "weight" but thanks to some extra work done in the cafeteria I came through," he said.

At this stage Plates Manager, Jim Christopher hasn't got around to revising David's P.D. to include his "extra" tasks.

But there's little doubt that if required to hit the rooftops and chimneys of Carlton in his role as Santa, then "higher duties" may be in order.

In an attempt to break the shackles of his typecasting, David is on the lookout for new roles although he denies reports that he was seen hopping around recently over Easter wearing long white ears and whiskers.



■ The real Rocky sans beard and suit.

VIC ROADS DOUBLE GLORY IN THE VEGIE GARDEN STAKES



While many VIC ROADS workers have at times claimed a close affinity with things in the mushroom world, recently two staff members showed they are pretty adept in the Vegie patch as well, when they finished 1-2 in the World Pumpkin Federation, Australian Weigh Offs.

North West Metro Region Senior Works Manager, Tom Karnatz was afforded Hall of Fame status amongst the growing legion of weekend vegie gardeners when he won two Victorian titles.

His winning pumpkin weighed in at 191.5 kg. But not content with one title, Tom scooped the pool with a giant



squash tipping the scales at 117.5 kg.

Runner up in the "squash title" was another VIC ROADS staffer Wendy

Stayner from Frankston R & L Office.

In past years Wendy's pumpkins have won four Australian titles and her efforts were recognised in the Guinness Book of Records.

This is serious business and in the pumpkin world her standing is well recognised.

"I'm the Australian and New Zealand coordinator for the World Pumpkin Confederation," she says with obvious pride.

The Australian Weigh Offs were conducted at Karingal Hub Shopping Centre in Frankston via a phone hookup with four other states to determine the National champion.

Unfortunately Wendy's Australian record was "pipped" by a Sydney entrant who grew a 228 kg monster. Tom beat more than 30 other Victorian entrants to win the State prize but had to be content with second place in the Nationals.

For his efforts Tom collected trophies for his pumpkin and squash along with shopping vouchers totalling \$250.

With \$2000 up for grabs in the Nationals both Tom and Wendy are keen to see the Australian title return south of the border.

"I'll be doing what I can to beat NSW next year," Tom says.

While not giving away any trade secrets, he revealed the key to success was in the watering and fertiliser.

"Fifty percent is luck and the rest is in having the right fruit and the right location".

Although coy, Tom denied that steroids played any part of his success.

Similarly Wendy decried suggestions that the sport may be tainted by drug scandals.

And where does one find a dinner plate large enough to accommodate the prize pumpkin for a Sunday roast?

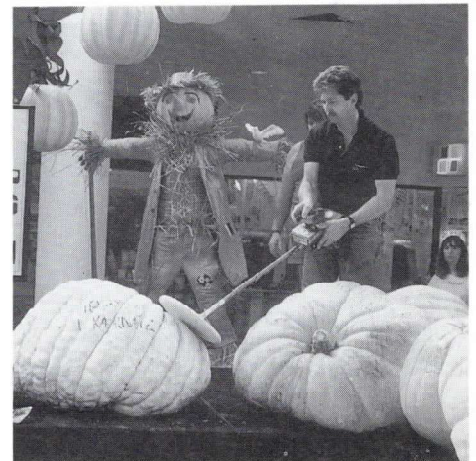
According to Tom the "Atlantic Giant" variety doesn't make good eating.

His winner will end up drying out in the back yard at Belgrave for seed with the pulp rotting away in the compost heap.

So any cooks out there looking to corner the market in pumpkin scones would be well advised to get on the phone to Tom quick smart before it's too late.

And the coincidental VIC ROADS connection? Both deny there is any readily available fertiliser brought home from work which gives them an edge over competitors.

■ **Left: Tom and his prize pumpkin. Below: Competition stewards check for "correct weight".**



BRAYBROOK'S BROWNLOW BULLDOG LEAPS INTO '93



Building up pectorals, pumping iron, swimming laps, endurance running, cycling, abseiling, climbing over Mount Bogong for 3 days, sailing and jumping off planes.

This is what Footscray Football Club's pre-season involved. All in the name of "motivational" training.

The Bulldog's much talked about "jump" into Port Phillip Bay was an exercise in overcoming fear, a demonstration of team spirit and an opportunity for further bonding ...and Braybrook's famous licence tester, better known to some as reigning Brownlow medallist, Scott Wynd, was there in the thick of things.

"Basically if you wanted to parachute out of the plane it was up to you. The main thing was to listen to what was going on and to work together as a team," Scott said.

"Only two out of the whole club didn't jump for their own particular reasons but there were a lot of nervous blokes in the plane on the way up.

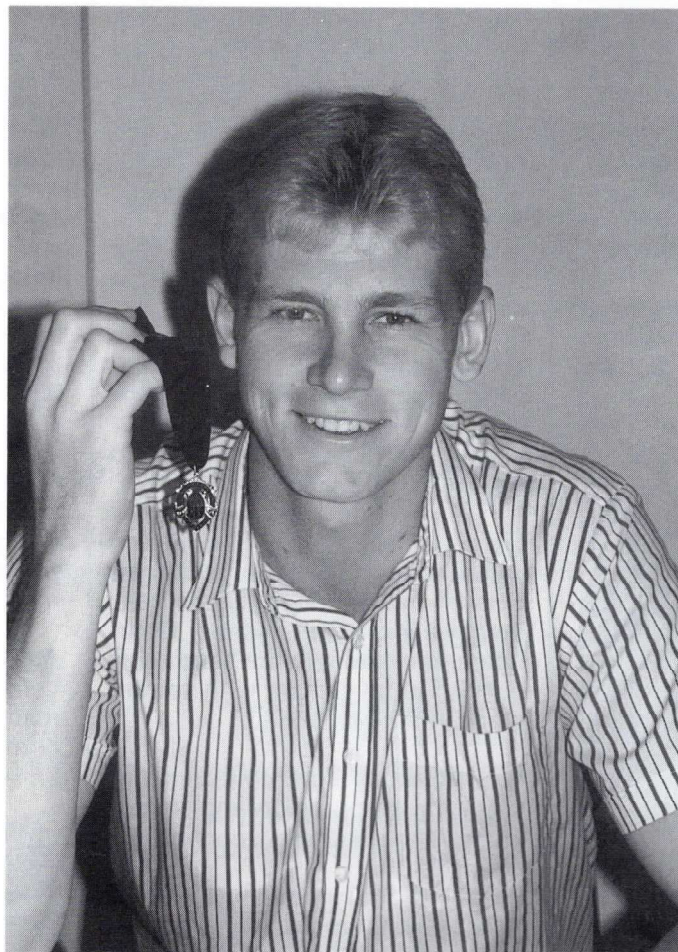
"I wasn't going to jump, because I was sceptical of injuries. Football is my profession and my life but eventually I was convinced things would be OK.

"The first 5 seconds waiting for the chute to open was the scary part. It's something I'm glad I've done and I can say that I've done it and other people can't".

Would he do it again?

— by Karen Myers —

"You would have to pay me but if the Club organised it I'd do it, otherwise I wouldn't rush to jump



again," Scott said.

Pre-season training has certainly changed since Scott joined the Bulldogs in 1988.

"I played most of my junior career at Jacana from the Under 9's to Under 18's and was zoned to North Melbourne. North failed to sign me when I turned 18 so I was a free agent".

Even though I grew up barracking for St Kilda, I trained a couple of times with Footscray. The opportunity was there and I was lucky enough to grab it.

"Training commenced in November, 5 nights a week, with a few weeks off over Christmas. We now train 3 nights.

"It certainly becomes a lifestyle, from work to training then home to bed. I try and sit down around 9 and relax by watching TV, but usually end up falling asleep in front of the "box".

"I've been at Braybrook R & L office for 2 years. One of the Footscray bloke's fathers worked up at Deer Park Depot, where I was for 3 years, then I transferred here as a Licence Tester.

"I'm not quite sure about my future at VIC ROADS, there are opportunities out there and I'd be a fool not to look at them.

"VIC ROADS have been good to me, but it is very demanding having time off

here and there. Winning the "Brownlow" has added more to these demands with the media wanting your time as well. And with the football season starting up there are many functions to attend.

"Things have changed since the Brownlow win but for the first couple of weeks I was on a "high" and too busy celebrating to think much. Then it slowly sinks in and



summer, running around, cycling and lifting weights it's a relief to play football.

In the opening round of the season the Bulldogs played on Friday night at the MCG against Collingwood in front of a crowd of 80,000.

"It felt almost like jumping out of a plane again", Scott said.

And is there any chance that with his recent experience, Braybrook R&L Office Manager, Shane McMahon might have Scott take the staff for a plunge into Port Phillip Bay to build morale?

Or perhaps a teambuilding "bungee jump" off the West Gate Bridge?

Stay tuned because if it happens, you'll read about it here first.

■ ***The rise and fall of Scotty Wynd over Port Phillip Bay.***

you realise what an honour it is.

"You're easily recognised and people watch you more. So when you want, to go somewhere for a nice quiet time with friends its a bit difficult.

"Some people are scared to approach me, but they mumble behind your back.

"A lot of people who come into the office will ask for my autograph before they go for a licence test. I suggest they wait until they complete it.

"One learner who I failed, came back and told me where I could stick my autograph before storming out!"

Scott says the medal is well hidden and you'd have to be very good to find it.

"Hopefully Footscray will go two better in 1993. Last year we surprised a lot of people including ourselves. Earlier in the season, if we had a win we would celebrate. Then it got to the stage where people would expect us to win, it was not a big deal and we would just roll along. This year, hopefully we won't go backwards. It is up to us to maintain that good form.

According to Scott the footy season is too long with the night series starting early.

It would be good if practice matches were incorporated into the Fosters Cup. After training all



WHO DRIVES ON THE WRONG SIDE OF THE ROAD?

Well, of course, there is no wrong side of the road; one side is just as valid as the other. However, when driving, there is a right side and a left side.

Why do people drive on the right in some countries and left in others?

To begin with, about 90% of the human race is right-handed and always has been. Studies by archaeologists of stone tools dating back 50,000 years show that the vast majority of our ancestors were right-handed. And until 200 years ago, this right-handedness favoured keeping to the left. But later, the development of large horse-drawn freight wagons with drivers seated on the left rear horse re-

sulted in rules to keep to the right when passing oncoming traffic.

Finally, once a nation had adopted a custom of driving on one side of the road, it became increasingly difficult and costly to switch

A habit that predates the 18th century influenced later rules of the road. It seems that people walking or riding horseback along roads or lanes without protective shields on their left arms, edged to the left when they saw an unknown person. This was a defensive gesture that allowed both parties to draw their swords or level their lances with their right arms, if necessary.

Horse Sense

Another factor that helped dictate the use of the left hand side of the road was the practice of getting on a horse from the left side of the animal. The rider then tended

to keep to the left on the road. Metre-high pedestals. Used to help riders mount their horses were located along the kerbs of early roads so as to be on the horse's left.

Over the ages natural order has been re-interpreted and enforced to support various political, social and religious beliefs. During China's Western Zhou Dynasty, men were required to stay right while women kept to the left. In the 13th century, Pope Boniface declared that all roads lead to Rome and that pilgrim travellers should keep to the left.

That is a brief trivial history of the right/left side driving.

Test your knowledge on driving habits around the world from the countries listed below. For answers on who drives on what side turn to page 20.



USA	<input type="checkbox"/> L <input type="checkbox"/> R	Thailand	<input type="checkbox"/> L <input type="checkbox"/> R
China	<input type="checkbox"/> L <input type="checkbox"/> R	Indonesia	<input type="checkbox"/> L <input type="checkbox"/> R
Ireland	<input type="checkbox"/> L <input type="checkbox"/> R	Malta	<input type="checkbox"/> L <input type="checkbox"/> R
S Africa	<input type="checkbox"/> L <input type="checkbox"/> R	Russia	<input type="checkbox"/> L <input type="checkbox"/> R
Canada	<input type="checkbox"/> L <input type="checkbox"/> R	U.K.	<input type="checkbox"/> L <input type="checkbox"/> R
Brazil	<input type="checkbox"/> L <input type="checkbox"/> R	Morocco	<input type="checkbox"/> L <input type="checkbox"/> R
Cuba	<input type="checkbox"/> L <input type="checkbox"/> R	Germany	<input type="checkbox"/> L <input type="checkbox"/> R
India	<input type="checkbox"/> L <input type="checkbox"/> R	Japan	<input type="checkbox"/> L <input type="checkbox"/> R



EASIER HIKE TO MOUNT HOTHAM

Hotham was not fully utilised while the road remained partially unsealed. Our maintenance crews will also benefit as the new surface will make snow clearing easier in the winter months," Lester said.

The upgrading of the Alpine Road is one of the three development projects costing over \$8 million being constructed at the Mount Hotham ski re-

sort by the State Government.

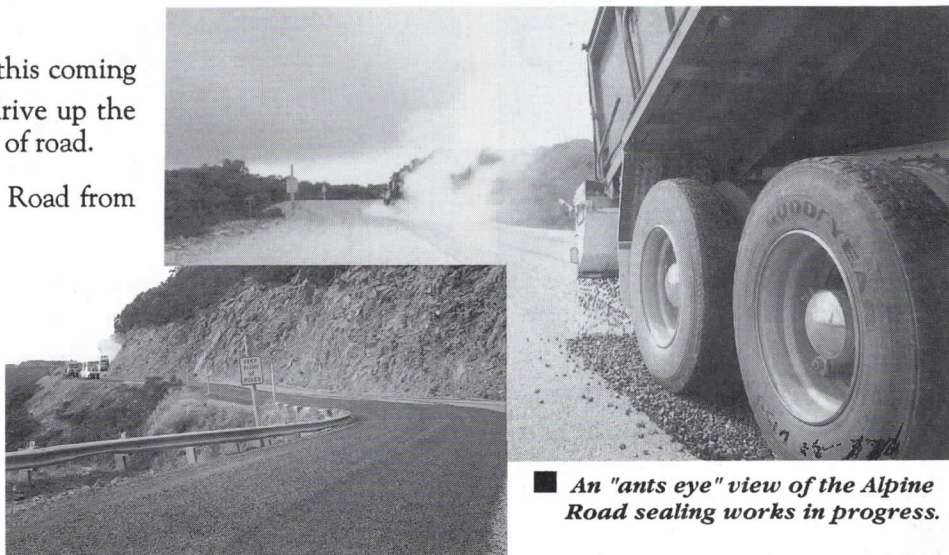
A new chairlift is being installed in time for this winter, the first of a number of new installations planned over the next few years to provide an increased lift capacity for skiers.

Tourists going to Mount Hotham this coming ski season will have an easier drive up the mountain with a new 4km sealed section of road.

"The \$700,000 upgrading of the Alpine Road from Harrierville to Mount Hotham was well overdue," Lester Watt from the North East Region said.

"Over the years, this section of road above the snowline has been a maintenance problem. The sealing will improve safety for drivers and encourage patronage by both summer and winter travellers.

"Unlike neighbouring resorts like Falls Creek and Mount Buffalo, Mount



■ An "ants eye" view of the Alpine Road sealing works in progress.

Moving with the Times... '60s Style

by Kevin Fox

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 one of the biggest moves in VICROADS 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 build-



■ Above: A Morris Minor speeds past the rising scaffold for Victoria's new roads headquarters.

Below left: The cramped working conditions of the old Exhibition Buildings.

ings 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.

The building design was radical for its time and the "H" configuration was selected to ensure that the office wings had full advantage of the northern and southern light. In total 41,000 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.

Road moves

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.

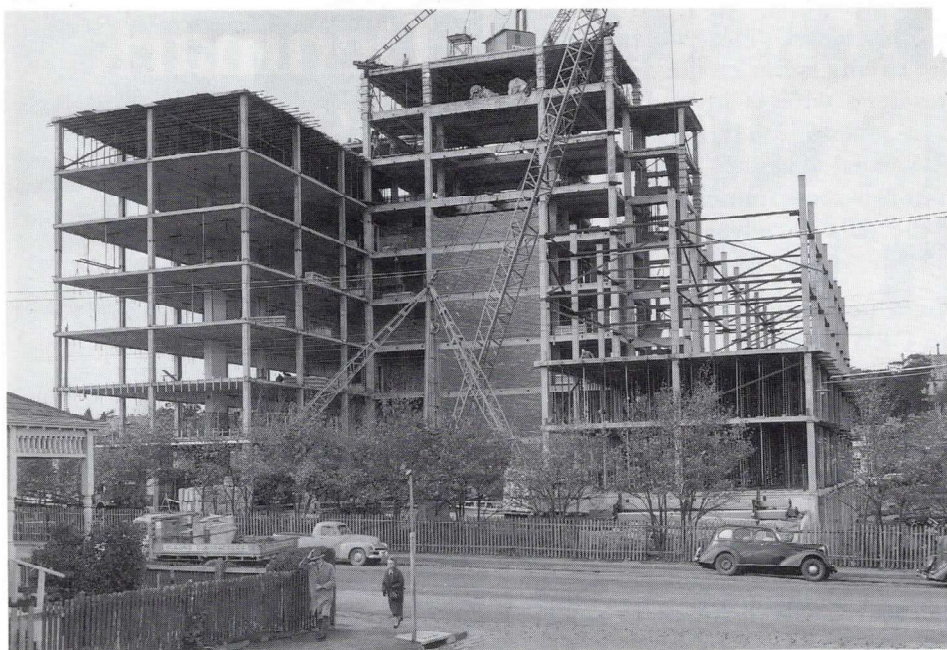
But as the new building rapidly took shape in Kew's skyline, the attention of staff was directed more and more to their future home.

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 many of us have 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 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 needed 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, plan-

ning 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.

Sunny outlook

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 (fahrenheit). 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 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 Sunday evening. ▀

■ *The old Kew railway station (above) gave way to construction of the modern new CRB headquarters (above left). Left: One of the last trains heads down the line which is now home to the "cutting" carpark.*



Moving with the Times (cont)

Tickets please

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 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 the subject of 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 other wives will want to be on the dais too. It is usual practice...to reserve the front row seats immediately in front of the dais for wives of the official party,'.

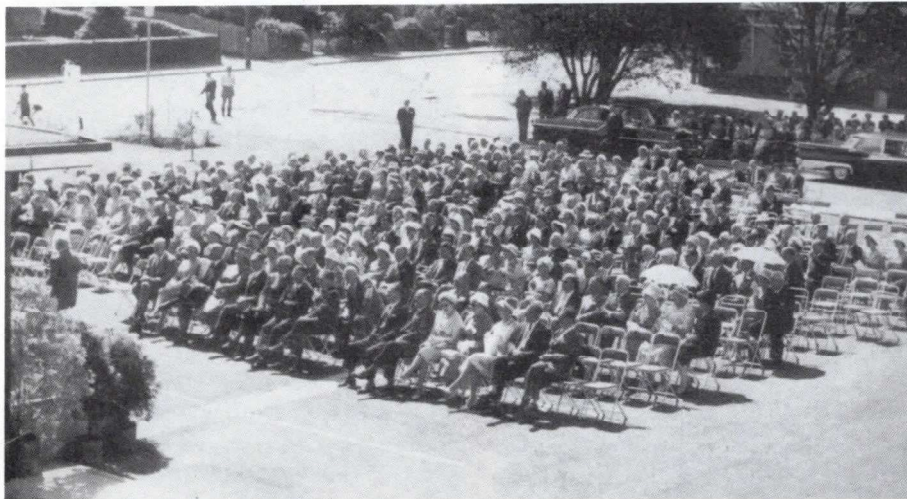
After due consideration of the issue the CRB Secretary Donaldson concluded: "I see no disadvantage in permitting ladies to be present on the dais," thus in an early victory for equality of the sexes, the wives took their place.

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.

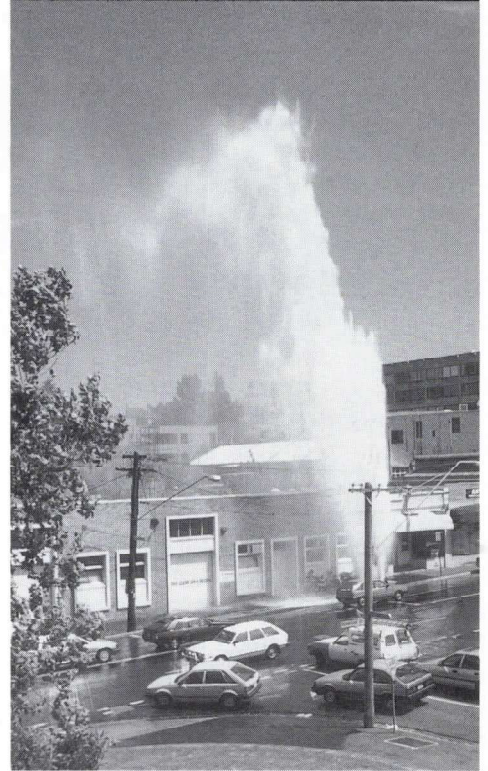
The ceremony was bathed in pleasant sunshine and a temperature of 80F.

■ *In future issues of Roadlines we are hoping to feature similar articles on the history of VICROADS offices around the State. Any information, photos or memorabilia related to early premises would be welcomed to help us research stories- Editor*



■ *The February sun shines down on assembled guests at the opening of the Denmark Street Head Office.*

Denmark Street Gusher



Back in early February with temperatures rising into the low 40's, staff at VIC ROADS Head Office and Lab in Kew had the perfect opportunity to cool off, when a truck heading up Denmark St inadvertently collected two fire hydrants.

One female worker returning from lunch is reported to have sought relief from the heat only to emerge red faced from the cooling shower as her dress turned transparent.

And while our cameras caught the "gusher", she managed to escape the attention of the lens with her anonymity intact.

■ *Above: Viewed from the VIC ROADS lab building, the Denmark Street "gusher" rises 40 metres into the air.*





BALLARAT'S GOOD SPORTS TURN IT ON



Sunny Ballarat again turned on the weather as VIC ROADS employees and families took part in the now annual Sports and Entertainment weekend in late February. Our Sporting Correspondent, Di Lockett, gives us the inside mail...

"150 people took part in the most successful weekend yet!" according to Di.

Rick Driscoll hosted a party of 35 on a tour of the Avoca Wineries. Everyone thoroughly enjoyed themselves although a lot looked worse for wear when they trooped off the bus at the end of the day.

At the Indoor Cricket Centre it was business as usual for the South East Metro Team who won yet again led by the "inspirational" Gary House who took home the Best and Fairest trophy for some excellent catching!

The Ten Pin Bowling was also keenly contested with Alison House, Meredith Liddle and Evan House being successful.

The highlight of the weekend was the fantastic effort from the band "IT and a BIT" (made up of VIC ROADS employees who work in I.T.) at the Dinner Dance. A super effort which consisted of them singing to 1.30am in the morning to a lot

of happy "Rockers".

Golf, tennis and the fun run made up the sporting events on Sunday.

"People began to enjoy them about 9.30 am onwards once we got to 3 degrees and could feel our fingers again!" Di said.

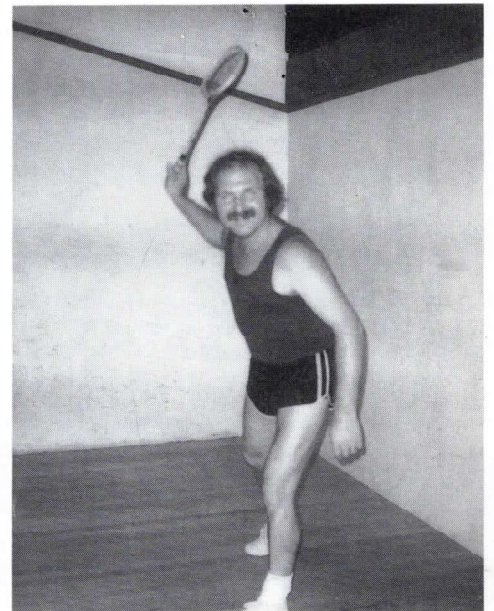
And she should know after pairing with Dinah Kosky to win the women's tennis doubles. The "Nolans", Frank and son Paul, won the tightly contested mens event.

Winner of the stableford event in the golf was Rick Driscoll. Bruce Gidley also deserves a special mention. After a hectic day at the cricket on the Saturday he won both Nearest the Pin awards and a bout of sunburn. Brian Tindell, Tracee Piper and Mary Morgan also received vouchers for their effort. Special mention to Gary Liddle who came last with 4 points.

The fun run was keenly contested with over 30 people jogging/walking and running "The Lap of the Lake" (6 kms). Winner of the men's was Gerry Turner in 25 minutes 30 seconds.

Paul Kelson came a close second. Paul's was however a "hard luck" story because

he had the wrong starting time. Instead of stretching those hamstrings he was in McDonalds eating burgers!! But being the fighter he is, he ran a great time and was just pipped on the post. Sharon Moffat took the honours in the women's fun run.



■ Ron Hrymakowski, Finance - Western Region.

Congratulations to the organisers Terry, Rick, Di, Ewen, Peter & Phil for a fantastic effort.

Northern Region have taken on the challenge to stage next year's event and we will be looking for your support to make it the BEST YET!!

See you at the Bendigo Goldfields next year.



■ The "Doo Wop" girls from "It and a Bit", Liz O'Donnell, Melissa Barbazza and Michelle Royals.

Road Safety Chiefs Point the Way to Road Toll Decline

— by Bob Ungers —

Over the past three years Victoria's road toll has declined to levels comparable with the 1940's, falling from 776 deaths in 1989 to 396 last year, saving the community over \$1.2 billion.

This success has been discussed widely with various factors from speed cameras to improved driver behaviour and economic conditions attributed as making the difference. To put the issue in perspective, six Victorians whose organisations lead the fight against our road toll were asked to give their views.

Their comments point to the important role of the Road Safety Strategy emphasised over the past three years. This is crucial for Victoria's future approach as some predict an increase in the road toll as economic activity grows. This challenge can be met with strategies known to work.

One of the key factors has been the co-ordination of planning and program implementation by the main government agencies and community support, which remain critical for future success.

Terry Laidler, Chairman - Road Safety Co-ordinating Council.

"The dramatic change in the level of safety on Victorian roads has been achieved by the concerted and co-ordinated efforts of Government and other agencies with a stake in the area, with the active support of community opinion leaders, such as politicians, professional associations and media outlets, and with the informed co-operation of the whole Victorian community.

The strategy for bringing about the cultural change at the heart of the reduction in the road toll is founded on credible research, and achieved change in individual beliefs about road safety, road user behaviour and community values. The cultural change is supplemented by best practice approaches in vehicle and road design, regulation and enforcement, and publicity and education.

The consolidation of prevention, compensation and rehabilitation in the third party insurer, the Transport Accident Commission, and the priority accorded to road safety by VIC ROADS and the Victoria Police have been important influences and have helped to make funds available to implement the strategy without which its success would be dubious".



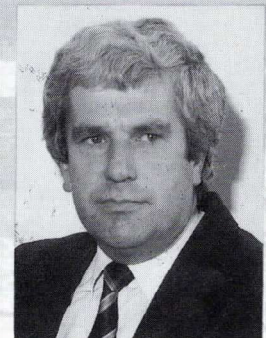
David Anderson, Director Road Safety - VIC ROADS.

"Victoria's road toll has reduced by about 50% since 1989. It is impossible to be definite about the exact cause or causes of the reduction, but my opinion is based on knowledge of the initiatives taken during the period, results of specific evaluations of some of the initiatives, and responses from the community.

I attribute the reductions in roughly equal proportions to:

- speed enforcement via the speed camera program
- enforcement of anti-drink driving legislation
- intensive and targeted media advertising
- progressive improvement in roadside and intersection safety via blackspot treatments
- the economic recession
- and the very large number of initiatives aimed at specific and local needs, such as bicycle helmets, pedestrian programs including the work of Community Road Safety Councils.

There is also no doubt in my mind that the improved co-ordination which has resulted from the common will of Government, public and private organisations and individuals has enabled resources to be used more efficiently, initiatives to be more readily accepted and implemented, and continuity of effort (on a daily basis) to be maintained. There is still much to be done."



Frank Green, Assistant Commissioner - Traffic and Operations Support

"Victoria can be proud of its achievements in road trauma reductions. We have led the nation and the free world in many road safety initiatives or counter-measures. 1992 has set the benchmark level; 1993 provides the challenge to do more, but where to from here?"

Government, its departments and agencies can, within their resources and dependent on their priorities, deliver a healthy environment, including safer road systems. But unless the community itself follows safe/good practices, neither community health nor safety can be assured.

The continued predominance of human error in collisions can, and will only be reduced when a "safety culture" is developed which establishes a climate of public opinion more concerned about death and injury on our roads

When the community fully recognises the economic, health and social costs of road trauma to the State and the Nation, it will be easier to:

- Change attitudes;
- Improve road user behaviour;
- Gain community support for new initiatives and counter-measures.

After all, road trauma is a community health problem rather than a safety issue."



Peter Vulcan, Director - Monash University Accident Research Centre.

"Based on studies by the Monash University Accident Research Centre and others, my estimates of the contribution of various factors to the massive reductions in road deaths and serious injuries during 1990 and 1991 are:

- Random Breath Testing (including publicity)
- Speed Cameras (including publicity)
- Economic downturn
- other factors

Proportion of Total Reduction:
*one third (mainly at night);
one third (mainly in daytime);
one quarter (probably higher in 1991);
5 to 10%*

The largest "other factor" is probably road improvements, particularly accident blackspots, which continue to yield benefits for the whole life of the treatment, but their contribution to a sudden drop can only be relatively small. Mandatory wearing of bicycle helmets resulted in significant reductions for the small target group to which they applied.



Keith Blythe, Chief Executive - Royal Automobile Club of Victoria.

"I believe the reduction in Victoria's road toll is the culmination of road safety initiatives over more than 20 years, but it has come sharply into focus through the co-ordinated programs of the past three years.

The road safety community should be congratulated on its achievements in heightening awareness through advertising and the work of Community Road Safety Councils; changing driver behaviour in relation to drink-driving and speed and improving roads through blackspot and road improvement programs.

These achievements are a credit to the many organisations and individuals who have worked together and we hope this co-operation continues. Only with continued commitment will the achievements be translated into long-term behaviour changes and major improvements in the road network.

As a final point, I believe that motorists, our members, should also be congratulated for their willing adoption of responsible attitudes to road safety."



Frank McDermott, Chairman - Victorian Road Trauma Committee, Royal Australasian College of Surgeons.

"I consider that the likely major contributing factors to the halving of the Victorian road toll since 1989 included:-

Improved law enforcement.

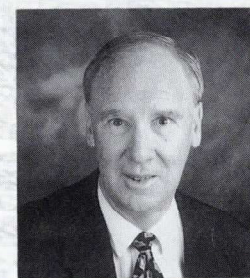
(i) Reduction in drink driving by intensified random breath tests and reduced alcohol sales

(ii) Speed reduction through intensified speed camera programs

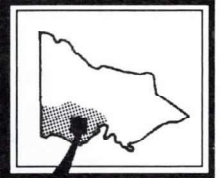
Improved road user attitudes and behaviour consequent to T.A.C. advertising campaigns.

Black Spot treatments and road improvements.

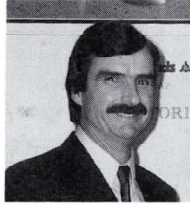
Reduced road user exposure especially recreational consequent to the recession."



SOUTH WESTERN SHAPES UP



A ccording to the Shorter Oxford Dictionary, a "sou'wester" is a waterproof hat with a broad flap, popular with seafarers.



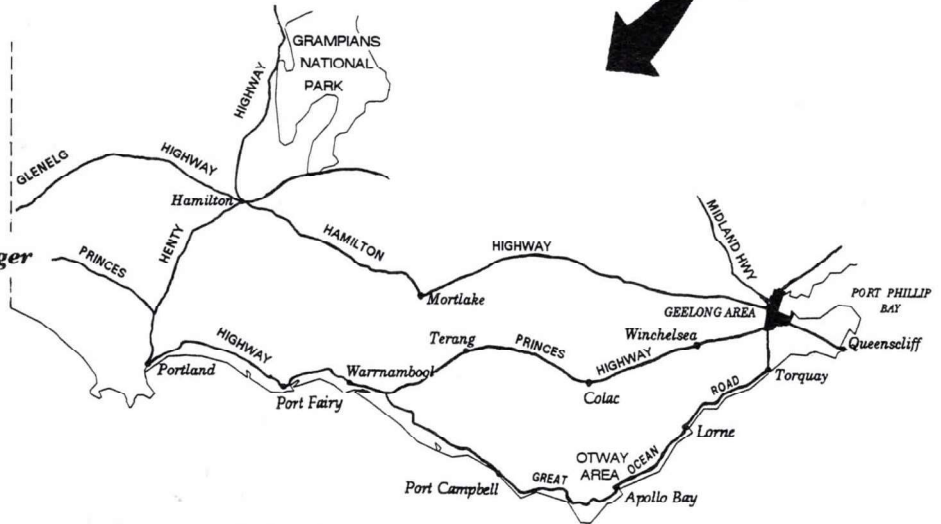
**Regional Manager
Colin Kosky.**

But down Geelong way and extending along the coast as far as the South Australian border, VICROADS employs 290 sou'westers of a different kind...The road crews, registration and licensing staff and many others who team together to provide services to 320,000 people living in the Region.

And while they may have to weather the occasional storm in the course of duties, fixing the roads and helping people from Port Arlington to Pigeon Ponds, according to Regional Manager, Colin Kosky, they're getting on with the job in a quietly efficient manner and in the style of British Airways, "with a minimum of fuss".

The area covered by today's South Western Region has a long and historic association with roads and road transport.

Within the Region stretches one of the world's most renowned scenic drives, the Great Ocean Road, built by returned servicemen after the Great War



to provide employment during the Depression and as a memorial to their fallen comrades.

Beaut Ute

Geelong is also home to the Ford manufacturing complex which in the '30s was the birthplace the "ute", one of Australia's great contributions to the motoring world.

Covering an area of 34,000 square km and encompassing 30 municipalities, the Region is important to Victoria and indeed nationally.

With natural assets such as the spectacular coastline and deep water ports at Geelong and Portland, south western Victoria plays a key role in our tourism,

manufacturing, agricultural and export industries.

On average about two million tonnes of grain is shipped from these Ports each year, so a well maintained and developed road network is most important in capitalising on the Region's potential. Much of this export produce from Victoria and interstate is transported by road to south western ports.

Trucking on

About 19,000 truck trips are made annually on routes such as the Henty and Western Highways, moving sheep, cattle and fodder. The Western District is also home to Victoria's wool growing industry. Prosperity in this part of the State has been very much linked to the wool industry for more than 150 years.

Within the Region, offices are located at Geelong, Warrnambool, Colac, Hamilton and Portland.

Road crews based at 16 Patrol Depots look after the Region's 1150 km network of highways, freeways and tourist roads.

Each year more than a million visitors from around Australia and overseas travel through the area on the highways and tourists roads built and maintained by our people.



South Western is home to one of the world's most scenic coastal routes, the Great Ocean Road

In addition to the spectacular coastline and beaches, scenic unspoilt forest areas such as the Brisbane and Otway Ranges and the southern fringes of the Grampians draw visitors to the area by road.

Tourism is worth about \$225 million annually to the Region so the job of keeping these routes in good shape is



■ VIC ROADS National Trust classified R & L Office in Portland

an important priority.

Colin Kosky is full of praise for his people who recognise the importance of the job they are doing.

"In the present environment more than ever we are talking to our customers and trying to understand and satisfy the needs of these people who use our services," Colin said.

"An example of this is the work being done with our three Community Road Safety Councils covering Barwon, the Western District and Colac areas.

"They are made up of representatives from different areas with an interest in road safety. Their activities have gained strong community acceptance and contributed to reducing the local road toll for several years now.

"Our roads program has almost doubled in the last financial year meaning that a considerable amount of work is done by contract. To meet changing demands, staff are learning new skills and adapting to a future where cus-

tomers service assumes more and more importance.

"Quality management and Occupational Health and Safety matters are high on the list for staff training and development.

on with projects such as the \$14 million duplication of the Surfcoast Highway which will be completed by the middle of this year all the way from Grovedale to Torquay.

"We are also pushing ahead with planning and works to improve the safety of the Princes Highway from Geelong to Melbourne.

"Some work is now underway with construction of an additional Melbourne-bound lane from Corio overpass to Avalon.

"Runoff accidents have been recognised as a serious safety problem and to help rectify this, almost 50 km of the centre median road shoulders are being sealed through to Werribee as part of the Accident Blackspot Program," he said.

Looking good

All in all Colin predicts a bright future for South Western Region as we come to grips with our changing work environment.

He is confident that with the good work of his sou'westers, the Region will see out the decade in good shape.

But with all his optimism does Colin have any answers to the biggest issue occupying the minds of the a large slice of the 320,000 Victorians residing on his "patch"?

Yes, with an injury free year and no more reports for Ablett, he predicts an AFL flag will be flying over Kardinia Park in the very near future.

One Geelong

"One of the biggest issues for us will be the new arrangements in servicing the recently announced City of Greater Geelong which is an amalgamation of seven Municipal Councils. Because of our close links with local government there will be new opportunities for greater efficiency in doing business with each other.

"Longer term issues being considered include planning of the road network to service future needs of the ports and the dairying and timber industries through the Otways. Development of the road network in and around Geelong is also high on the agenda.

"In the short term we are getting



■ Youngsters learn about safe cycling thanks to the work of Community Road Safety Councils in South Western Region

TRUCKIES SCORE IN WESTERN AWARDS

Western Region's recent awards presentation was a big night for staff with long serving Horsham Works Manager Jim Chandler taking out the "gold logie" for his 40 years on the job.

Around 150 staff and relatives were on hand to honour their colleagues, with Reg Patterson and Rob McQuillen handing out "gongs" to many Regional staff for 20 and 30 years service.

Among the presentations was an award of a different kind which hopefully we will

see more of in the future.

Roadwork sites have always been a safety problem as all-too-often drivers ignore speed signs and limits putting worker's lives at risk.

It's not all bad news though.

In recognition of the safe and courteous driving practices of truckies working for the Geelong-based Hoveys transport group, a special award was nominated by Brian Wilde from Horsham.

Company drivers, Kevin Cornwall and Graeme Hovey accepted the award along with the thanks of all in attendance. They also received a special certificate of recognition, a VIC ROADS key tag and a Country Directory.

BE ALERT - WHEN WE'RE AT WORK



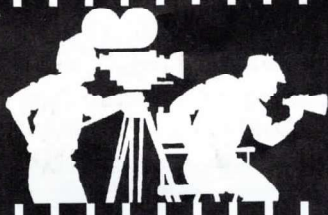
■ *Kevin Cornhill from Hovey's accepts a special award for driver courtesy, Reg Patterson, Brian Wilde & John Wilson looks on.*

Who Drives Where?

(answers from page 11)

Right: USA, China, Russia, Canada, Brazil, Cuba, Germany, Morocco.

Left: U.K., India, Indonesia, South Africa, Japan, Thailand, Ireland, Malta.



BLACKBURN'S GOOD NEIGHBOURS

by Karen Myers

Prime time soapie, "Neighbours" was on location recently at VIC ROADS Blackburn R & L office.

The office resembled a stage set, with a cast of thousands including producers, directors, cameramen and soundmen not to mention the "stars".

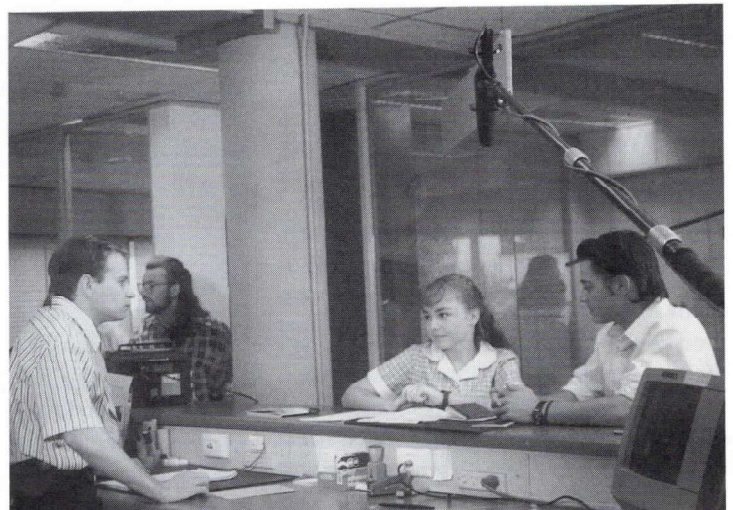
Extras included some staff members, who looked very eye catching in the green and black uniform!

And the plot? Rick and Debbie, the very young boyfriend/girlfriend combination, front at the Erinsborough Office!

It's Rick's big day to go for his Learner Permit and he makes it through the knowledge test.

But he still has to front to get his eyes checked.

Those who viewed the episode in early May would have seen that unfortunately Rick wasn't a hit on the eye charts, and a pair of glasses will be needed before he gets behind the wheel around the neighbourhood.



■ *An eye-catching performance from Rick & Debbie.*

ROADLINES

PIMPINIO PROVES A GOOD SHOW

Horsham Service Centre flew the flag for VIC ROADS late last year at the Pimpinio Truck show when they took out the award for the Best Presented Commercial Site.

According to Noel Janetzki, the display proved a winner with visitors more than impressed with the VICROADS plant line-up which included a field service van, the



“truckalyser” brake test unit, variable message signs, a twin steer water tanker and other gear.

Congratulations to the Horsham team and to the Bendigo Service Centre who kicked in to help set up the show.

■ *Left: VICROADS award winning lineup at Pimpinio.*



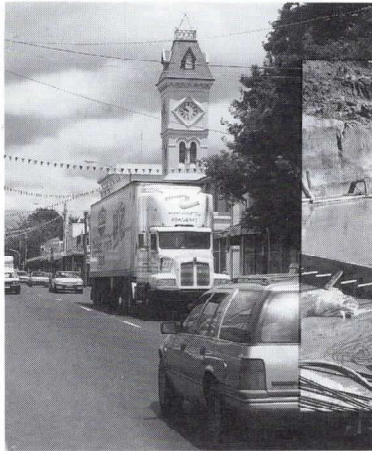
Kyneton on Track to Reap Bypass Benefits

Since Victoria's early goldrush days, travellers heading through central Victoria from Melbourne have stopped off at the historic and pretty town of Kyneton to rest and recuperate.

Those days have long passed and the dusty trail that the miners originally followed has evolved into the Calder Highway. And now the Highway is being transformed into a high standard four lane route between Melbourne and Bendigo.

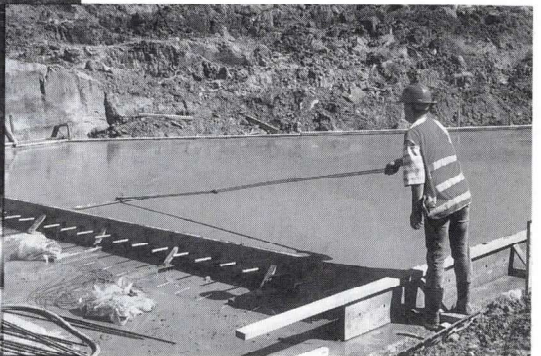
Works are well advanced or in the planning stages at locations including Diggers Rest and Gap Hill Woodend. And last February, major works started on the \$35 million Kyneton Bypass.

When completed in mid 1995, heavy trucks and through traffic will be removed from the centre of the town and away from the streets lined by historic old buildings with their classic bluestone facades which harken back to those golden days.



■ *Above: Kyneton's historic town centre will be freed from trucks and other through traffic.*

Above right: Surface trowelling at Post Office Creek.



■ *Above: Construction works on Pipers Creek Road deviation.*

Right: Earthworks commence at the southern end of the Bypass.



VICROADS LINEMARKER TAKES OFF AT TULLA

Everything was going great until the 4.51 Qantas from Auckland arrived ten minutes early!



If you're the type that says a quiet prayer and thanks the pilot every time the plane touches down at Tulla on return from your annual Bali trip, then next time spare a thought for the VIC ROADS team at Plant and Supply who are helping to make your landings happy.

Because Glen Waverley's pride and joy, the Medium Linemarker, is now in use helping to get you down safe and sound.

Sixteen VIC ROADS linemarkers have been built at Plant Department and sold to Councils and state road authorities around Australia. At between \$90,000 - \$120,000 each they've proved to be a handy and reliable unit according to the Department's Marketing "Guru" Ken Whitney.

But now for the first time, one has been adapted for airport use to paint guidelines on runways and taxiways.

"Whenever large jet aircraft touch down their tyres shed a fair bit of tread in the process, progressively eradicating the runway lines which need to be renewed on a weekly basis," Ken said.

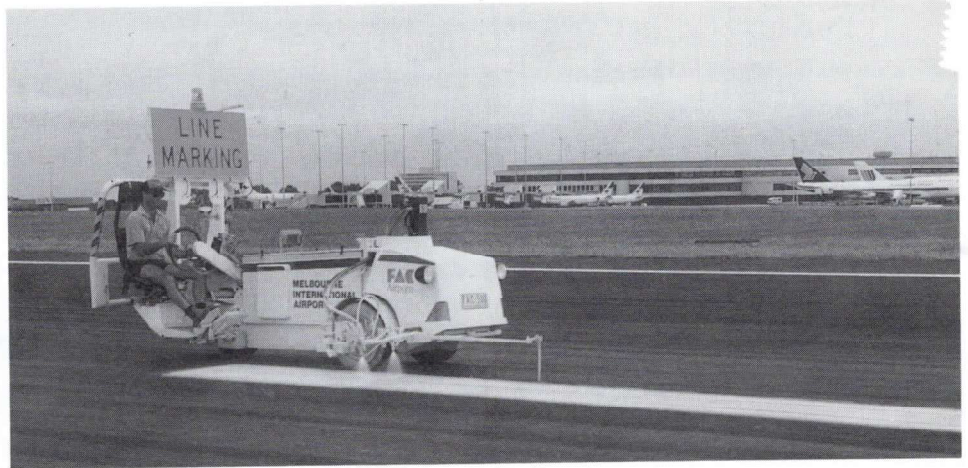
"After consultation, the VIC ROADS linemarker was chosen by the Federal Airports Corporation because it enables lines to be marked at greatly improved speeds, reducing the amount of time spent on runways.

"The standard road marker was modified to spray 900 mm wide lines on the runways. It is also capable of marking smaller lines in a variety of colours on taxiways and parking bays.

"Because of its speed, the VIC ROADS medium linemarker can operate between landings and departures."

With the sale of this unit, a special marketing video has been prepared to show other potential customers its capabilities.

And Ken is not drawing the line at more sales to airports across Australia and even overseas.



■ Drawing the line at Melbourne Airport.

SOUTH EAST'S BILL GETS A GONG

On a recent Friday morning, South East Metro's Superintendent of Works, Bill Wilson had to skip his duties keeping

tabs on maintenance works down the Peninsula way, for a rather important appointment.

Bill was summoned at the Governor's pleasure to that grandiose white mansion in the Domain Gardens to accept an award recognising his service to the people of Victoria over 27 years at the CRB, RCA and VICROADS.

The Public Service Medal was awarded to Bill by State Governor, James McGarvie for his work as field staff representative on the Board of Directors and CMG. He has played an important role developing Award Restructuring programs and in the implementation of field training strategies.

Bill was pretty keen to maintain a low profile but thanks to the persistence of South East's Pat Mundie, we were able to get the "mail" on his award.

Like most of us, he had never been to Government House so it was an experience to be there on the day along with the other recipients of State honours, he said.

"All that pomp and ceremony is not usually my cup of tea, but it was certainly an interesting day."

"Aside from the formalities we had a chance to stroll around the dining rooms, gardens and lawns.

"My wife, daughter and brother accompanied me. They were thrilled and I was certainly proud to have received the award."

But the chances of seeing him out on the roads attired in his orange jacket and "gong" are slim.

"There's some pretty strict protocol about how and where the medal can be worn so I think its unlikely," Bill conceded.



■ Bill and wife Dianne toast his Public Service medal

GOOD THINGS COME IN ALL PACKAGES

by Karen Myers



From working with financial roll-overs to rolling out pastries for delicious home-made pies.

That's the position Laura Denino found herself in when she took a redundancy package from VIC ROADS in 1990 and with her cheque, set up an inner city coffee shop and deli, "Cafe Pierot".

Laura's position is similar to that of many staff who may be considering VDP packages now on offer.

After 22 years with the organisation, much of that time spent in Revenue Section, she sees some irony.

"I'm still collecting money but now for myself instead of VIC ROADS," Laura said.

Cafe Pierot provides indoor/outdoor dining right on Queens Parade, Clifton Hill and is open 7 days from 7 am for early birds, serving breakfast, lunch, light snacks or just a coffee and cake.

Setting up a deli has always appealed to Laura.

Learning Curve

"When I left VIC ROADS I completed a Small Business Development Course, which ran for 6 weeks, including 2 weeks work experience. I've always enjoyed experimenting with food and entertaining".

The flour-covered benches littered with open recipe books, bear testimony to Laura's experiments with home made pies, muffins and cakes.

"We've had our flops, with cakes failing to rise, being under-cooked, over-cooked, or simply not tasting right. Our failures

are shared around to staff in nearby shops, or we eat them ourselves, which is not good for the growing waistline."

Laura's day begins at Victoria Market at 5 am, three times a week to replenish fruit, meat and vegetables. She arrives at "Cafe Pierot" no later than 7 am to turn everything on, so when early birds arrive, the cappuccinos will be hot and steamy.

Closing the doors at 6pm, there is still work to do, re-stocking, cleaning, washing floors and dishes. On a good day she finishes at 8.30 pm.

Taking Stock

"It's been trial and error since we opened in March last year".

"There is lots of preparation and organising involved, like making the deli fridge presentable and replenished with an array of home made pastries, quiches, salads, cold meats and cheeses. By lunch time when the peak crowd filters through we need to make sure there is plenty of hot food, pies, pasties and sausage rolls.

"We aimed to create a laid back, homely atmosphere and this has attracted regular clientele.

"Working at VIC ROADS I was involved a lot with customer service and basic accounting, which prepared me for working with the public and the bookkeeping.

"It will take me a year or two to build up the business. All our income now goes back into the rent, stock, electricity and numerous other bills but the business is growing. And yes I am dipping into my redundancy package," she conceded.

But with things picking up, Laura has decided to throw off the apron strings, recently employing a chef, so she can concentrate more on the marketing side and get out of the kitchen.

"I haven't done a great deal of advertising till now, so I'm keen to promote "Cafe Pierot" and build up the catering side of the business.

"Cafe Pierot" caters for varied tastes. The menu includes gourmet sandwiches, home made pasta, casseroles, pies, pastries, quiches, muffins, scones, croissants, salads, hot and cold drinks, a dessert bar full of home made cakes and slices.

I can highly recommend the Lemon Sour Cream Slice and the Mud Pie... yummy stuff!

At 398 Queens Parade, Clifton Hill, Cafe Pierot is a great place to spend a few decadent hours on a lazy weekend, relaxing with friends or reading the paper while enjoying a caffe latte and munching on a walnut muffin.

VIC ROADS staff who are keen to taste Laura's culinary delights can win dinner or lunch for two at Cafe Pierot to the value of \$25 dollars by answering the questions on the back page of Roadlines Trivia Quiz.



"HUNGRY" BACKS BIKEPATH PLAN

Former Tiger champion and media personality Kevin Bartlett, joined Roads and Ports Minister, Bill Baxter in launching the plan for Melbourne's Principal Bicycle Network at the Kevin Bartlett Reserve in Richmond recently.

Over the next two decades Victoria's cyclists could be enjoying the benefits of a 3000 km network of bike paths and routes for recreational and commuter cycling.

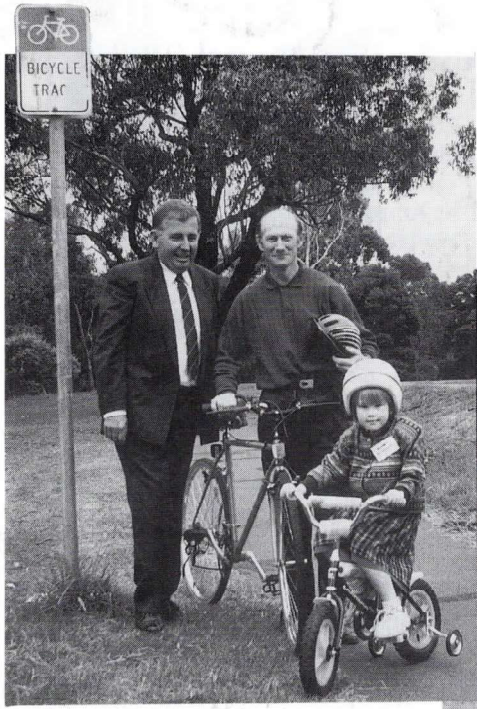
"Melbourne is well known as a "bike friendly" city thanks to the existing 500 km network of bike routes and paths such as that which runs adjacent to here at the Kevin Bartlett Reserve," Mr Baxter said.

"With input and cooperation from all levels of Government, State authorities such as VIC ROADS and Melbourne Water and bicycle users, we are aiming to enhance this reputation by increasing the network sixfold," he said.

KB and his family were on hand for the launch with daughter Breanna, making full use of the nearby bikepath as the formalities continued.

"As a family man who likes to get out with the kids and enjoy the many wonderful things about our City, I'm pleased to see initiatives being undertaken to provide safe and well planned facilities for cyclists," he said.

Kevin entertained the crowd with his



■ Left: Roads and Ports Minister, Bill Baxter join Kevin and Breanna Bartlett at the launch of the Principal Bike Network. Below: The Bartlett "clan" enjoying the Yarra Bike Path.

tales of growing up in and around Richmond and his memories of the Victoria's international cycling champion, Sir Hubert Opperman.

His most enlightening observation however came when Kevin told those in attendance how he started playing football in the '60s with a full head of hair but one of his early umpires, Harry Beitzel was bald.

"But by the time I retired, my hair was gone and Harry's had returned," he said!



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