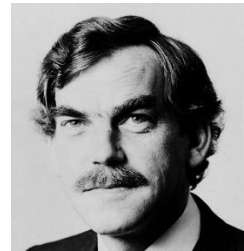


# The Ministry of Transport

In 1982, just as the government changed from Liberal to Labor, I moved to the Road Design Division (RDD). Bob Morrison was the Road Design Engineer and my boss was Bill Collins. At this time I was active in the Association of Professional Engineers (APEA) as a staff representative looking at the plans that the new Labor government had for reorganising transport in Victoria.

Minister Steve Crabbe wanted to reorganise the CRB and the Road Safety and Traffic Authority (RoSTA). David Berry was leading the working party that was developing the options for the Minister to consider. I didn't agree with some of the conclusions in David's final report. When I mentioned this to Peter Dumble, a civil engineer who was an advisor to Minister Crabbe, he simply told me not to worry about it, the Minister knew what needed to be done.



Minister Crabbe's people asked for volunteers to come and work on special projects at the Ministry of Transport (MoT). I was attracted to the idea of doing something so different. But I was cautioned again that this move might not be good for my career, however I went ahead and volunteered.



I expected to work on road projects but instead, I was asked to tackle the issue of suburban trains running late. I went out and interviewed senior management and Union leaders to get their perspective on why trains were running late so frequently. After talking to many people throughout the organisation, the conclusion I reached was that the management and the unions lived in different worlds and didn't really understand each other. They needed to come together. A fun part of this project was the opportunity to ride with the driver in the front cabin of a suburban train.

Next I was asked to assess some road planning projects. This was when I got the opportunity to interview Reg Paterson. I value this period at MoT highly because it broadened my experience and understanding of both government and politics.

The MoT was located in the city in Collins St and my journey to work involved jogging 2km to a bus stop in Bulleen just prior to the Eastern Fwy, hopping onto the bus, hopping off at Hoddle St and then jogging another 5 km to the Spencer St end of Collins St.

I did the same in reverse after work.

I was training for marathons.



Finishing the Melbourne Marathon