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THE STATE ELECTRICITY COMMISSION LATROBE VALLEY REGION MAGAZINE

APRIL, 1971



HAZELWOOD FAMILY DAY BIG SUCCESS

Family Day at Hazelwood Power Station on Sunday, March 14, was, judged by any standards, a big success.

Almost a thousand people arrived by train from such places as Melbourne, Ballarat and Bendigo.

The local turnout was even larger—over 1,500 men, women, children and

even a few dogs came along to enjoy the fun.

In all, 2,500 people inspected the power station and I should like to take this opportunity of thanking the personnel at Hazelwood for their enthusiastic co-operation in showing this large number of visitors over the station and at the same time main-

taining output.

In fact, I should like to thank all the Valley personnel who worked so conscientiously in making Family Day the successful and memorable day it was.

Mr. Frank Chipperfield, the Secretary of the Commission, endorses my feelings in the matter and I can do no

better than to reproduce his letter here—

"Dear Mr. Schulz,

The Convenor of the Organising Committee has reported that the 'open day' at Hazelwood Power Station on Sunday, 14th March, for Commission employees, families and friends was an outstanding success and provided a most enjoyable and informative day for all who attended.

I am assured that a very great measure of this success was due to the excellent arrangements made and facilities provided by the Latrobe Valley Region and on behalf of the Commission's management, I ask you to accept personally and to convey to those members of your staff who rendered assistance, both beforehand and during the day itself, its sincere thanks and appreciation.

Many favourable comments were made on the courtesy and efficiency of the hostesses and special thanks are due to these officers.

At the same time it would be appreciated if you would kindly convey the Commission's gratitude to those

organisations, such as the Latrobe Valley Bus Lines, the Latrobe Valley Yacht Club and the Latrobe Valley Water Ski Club (Yallourn) for the splendid contribution they made towards achieving the gala atmosphere which so significantly ensured the success of the occasion."

On such an occasion it is perhaps invidious to single out any one group as worthy of special mention. However, I feel that the contribution of the Catering Section was noteworthy. During the course of the day, 4,000 cups of tea, over 5,000 cans of soft drink and almost 4,000 ice creams were served.

The cancellation of the official opening of Hazelwood Power Station was, there is no doubt, extremely disappointing to most of us.

I think it would be appropriate here to give an extract from a letter I have received on the subject from the Commission's Chairman, Dr. Willis Connolly:

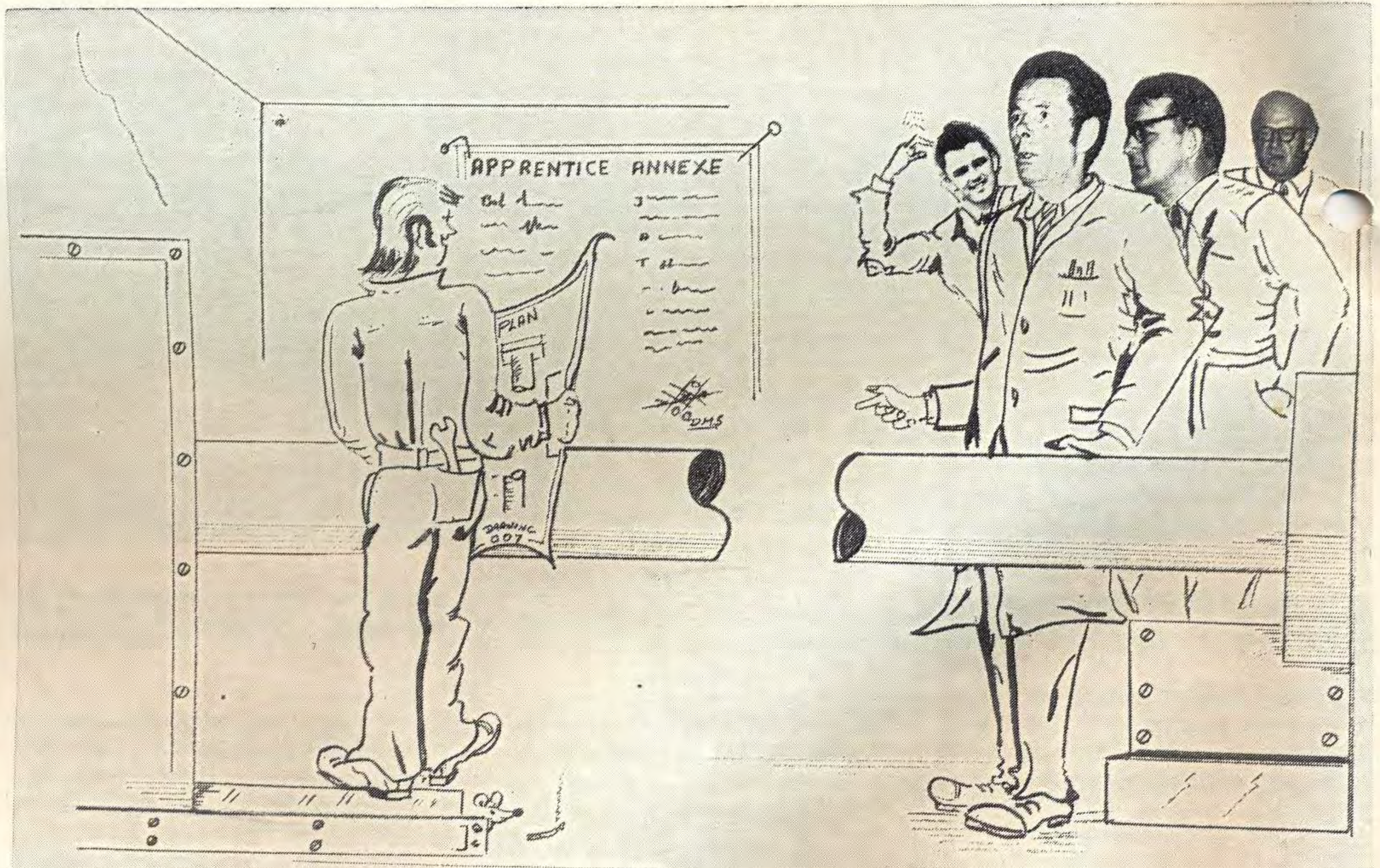
"Obviously it will have been a great disappointment to you, your senior officers and the many other Latrobe Valley personnel who put

such a great deal of time and effort into making arrangements for what would have been a most successful and memorable function and a fitting climax to the endeavours of those thousands of employees at all levels who played their part in the construction of the station over the last 12 years.

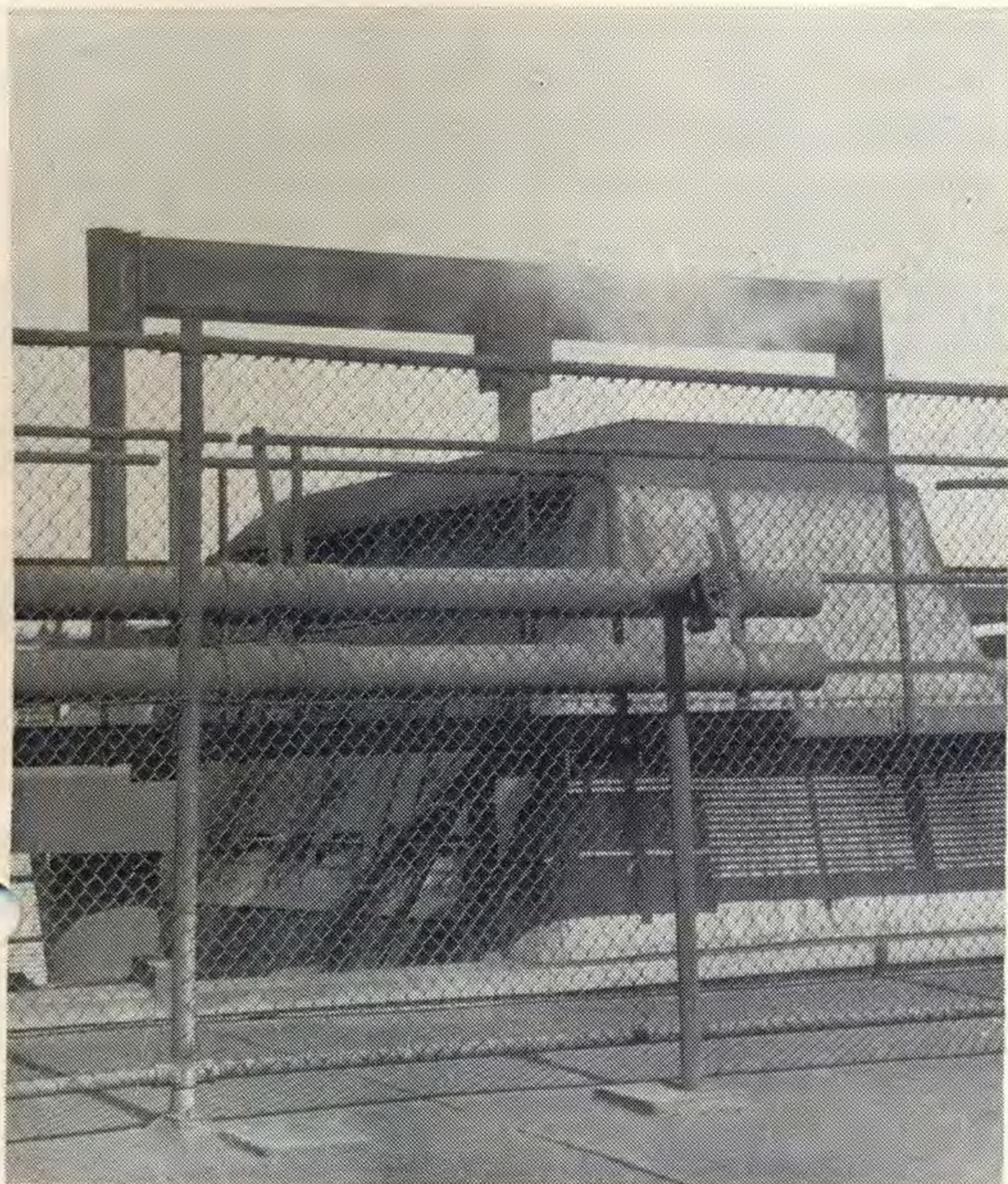
The late cancellation of the opening ceremony will have been a frustrating experience for all who were involved in making arrangements for the function. Would you kindly convey to them my personal thanks for their efforts."

I feel that Family Day at Hazelwood went a considerable way towards mitigating the effects of the official opening cancellation.

Manager,
Latrobe Valley Region



"Well, that's the way it is on the drawing!"

*Precipitator on**Precipitator off*

Electro-Static Precipitators Used in Briquetting

(By Bob Jobling and Jock McKean)

The use of electro-static precipitators to combat the emission of dust from power station stacks is much in the news.

What perhaps is not so well known to most people is the fact that electro-static precipitators have been used successfully in Briquetting as far back as 1928 when they were first installed in the drier stacks of 'A' Factory at the Yallourn Briquetting Works to replace the original but troublesome and inefficient mechanical dust separation system.

Briquetting, therefore, can perhaps lay claim to have pioneered the use of electro-static precipitators in the Commission.

Electro-static precipitators are used in Briquetting both at the Yallourn and Morwell Works to extract the coal dust particles from the heated air and water vapour which discharges from the driers as it passes up the drier stacks and before it escapes to atmosphere. The efficiency of the precipitators used is extremely high, being close to 100%.

Each precipitator consists of a series of electrically charged electrodes at-

tached horizontally to light metal frames which hang vertically down inside the drier stacks for a depth of approximately eighteen feet. There are twenty-five wires attached to each electrode frame and ten electrode frames in each drier stack. Between the wire frames are a series of dust collector plates which have chutes attached to them for directing the dust into a central receiving hopper located beneath the collector plates. The dust collector plates are connected together at their lower ends by two anvil bars which protrude at one end through the drier stack wall. The anvils receive a knock or rap at regular intervals from power driven hammers. The knock is transmitted through the anvil bars to the collector plates, causing the dust adhering to the collector plates to become dislodged and fall down into the hopper. The dust in the hopper is fed via a cell wheel back into the processing system to be mixed with the dried coal from the driers and eventually pressed into briquettes.

Best results are obtained by charging the electrodes with a unidirectional current. The air close to the negative or discharge electrode becomes ionised, and the electrons, moving off at high velocity towards the positively charged collecting plate, attach themselves to

dust particles which are carried across and discharged on the collecting plate.

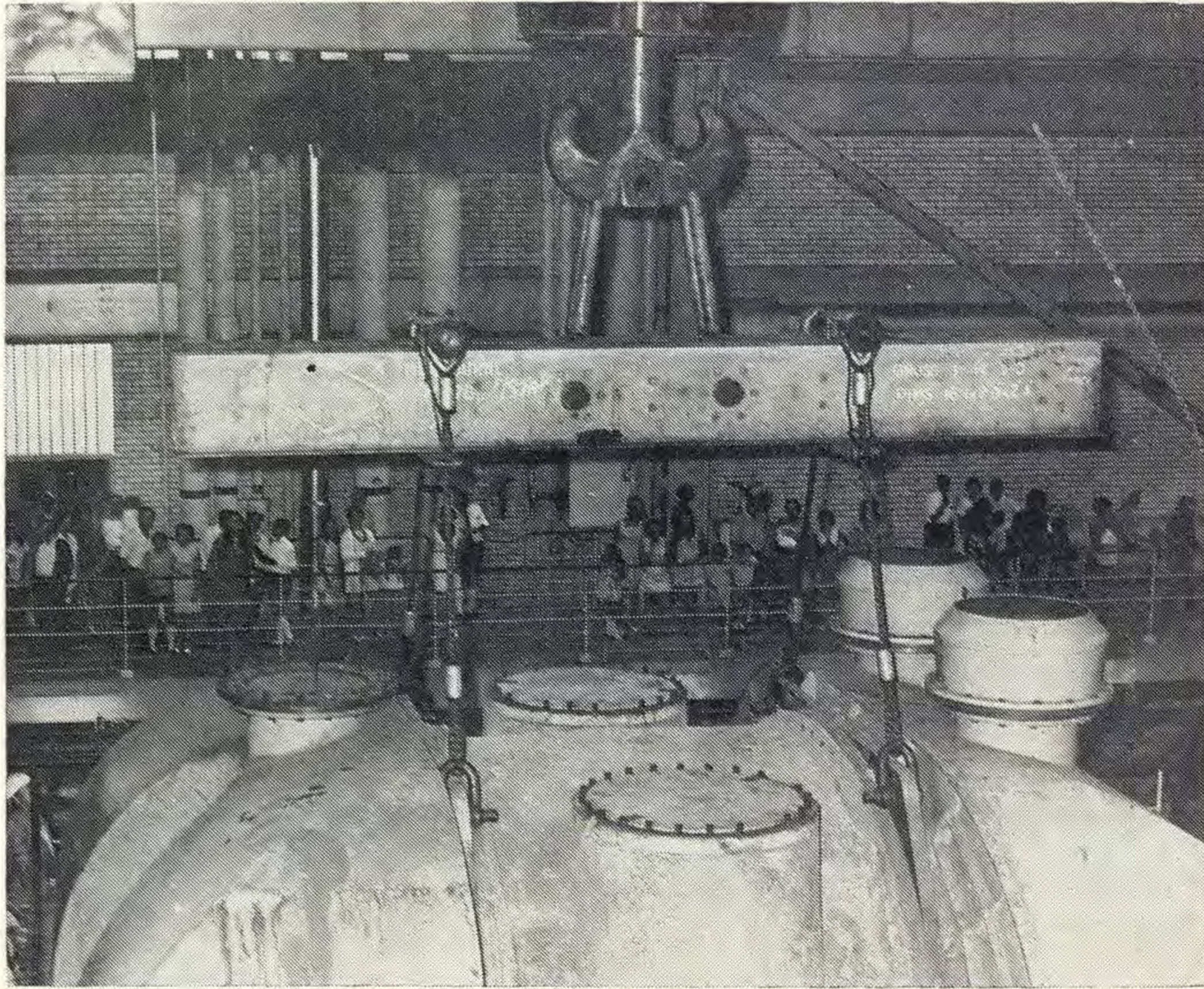
A mechanical rectifier of the single phase rotating type is used to convert alternating current (AC) to direct current (DC). The rectifier is fed from the high side of a 500/67,500 V transformer. By varying the input voltage of the transformer, a variable output of up to 45,000 V DC may be obtained. Radio interference is obviated by means of radio frequency chokes.

Each rectifier is capable of supplying six precipitators, i.e., six drier stacks, via individual circuit breakers.

The precipitators installed at the Morwell Briquetting Works, twenty-four in all, give a recovery of coal dust equivalent to about 12% of the total production. In terms of daily output this amounts to 500 tons. This, to put it lightly, is a considerable saving. More importantly from the point of view of those of us living in and around the Morwell area it means a clean discharge from the drier stacks and therefore no pollution of the atmosphere.

The effectiveness of the electro-static precipitators can be clearly seen from the photographs which show two drier stacks, one with the precipitator in service and the other with the precipitator out of service.

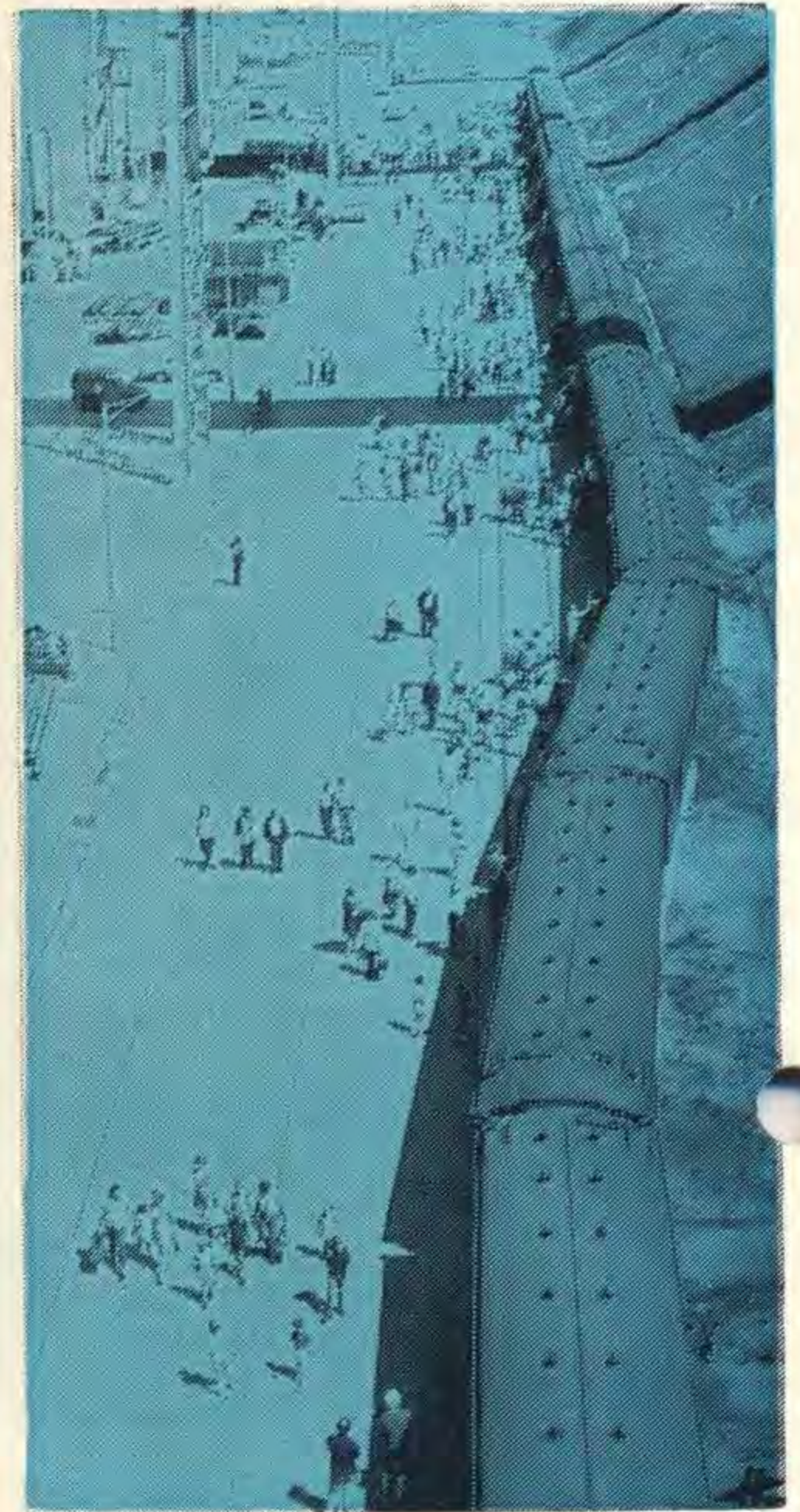
Family Day at Hazelwood



The crowd of approximately 2,500 who inspected Hazelwood Power Station during Family Day took a keen interest in the plant as this picture shows.



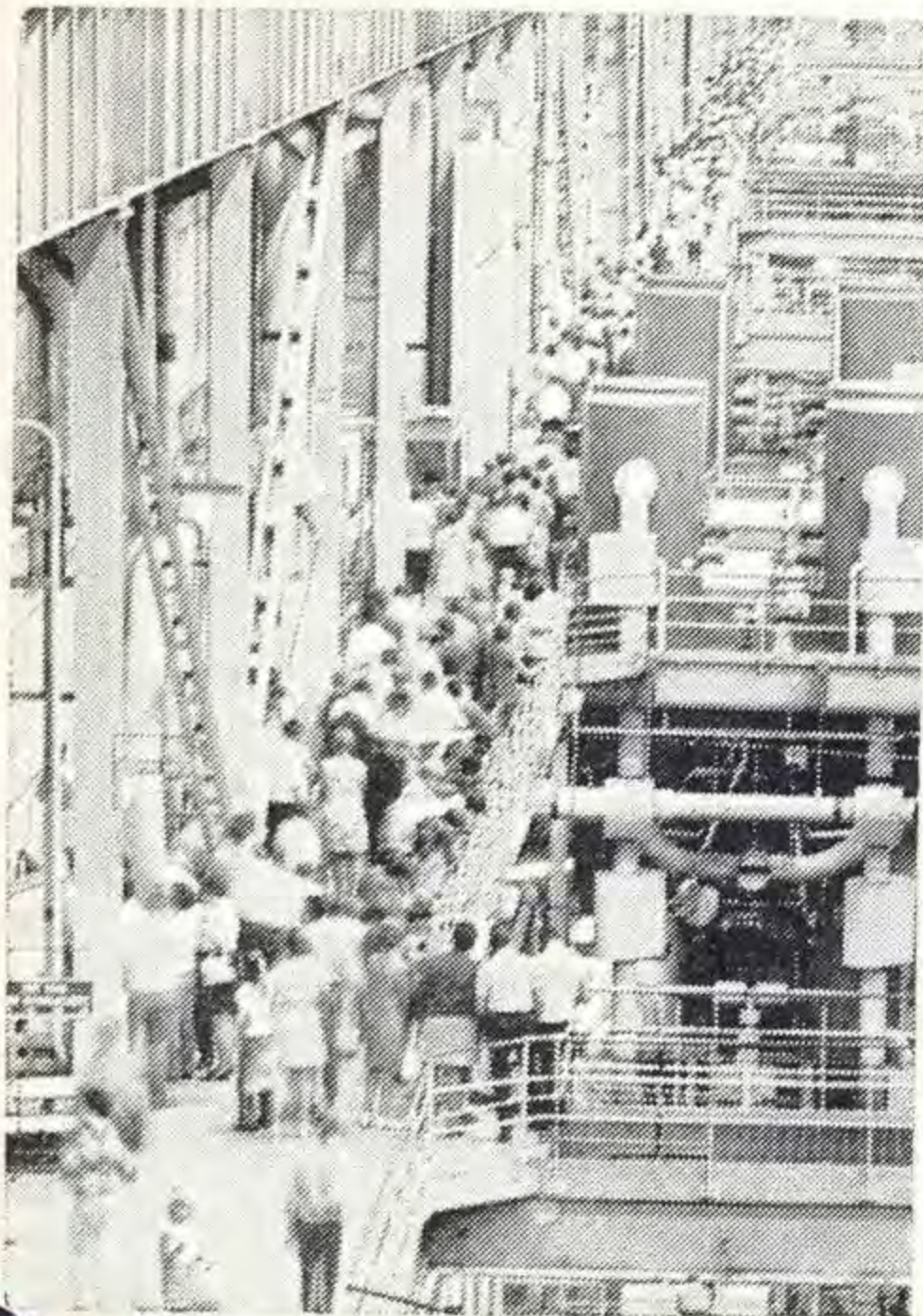
"A pleasure to be on duty" was the feeling of this group of Hazelwood personnel on hand to answer questions about the power station. From left to right—Dick Donchi, Terry Cox, Ron Baker, Tony Booth, Col Summers, Frank Pye, Greg Hocking, Eric Hutton, Ken Thomas and John Mussared.



Visitors pour out of the special train from Melbourne all set to enjoy their picnic lunches.



Young Trevor Nottle digs into his ice lolly with a little assistance from his mum. Trevor's dad, Ray, is an Electrical Operator at Hazelwood.



A constant stream of visitors inspected the power station from 11.30 a.m. to after 4 p.m.



Mr. Francis Caspersz (originally from Ceylon) and now with the Architectural Division, Melbourne, took Family Day literally. Here he is with his wife and nine children (eight born in Australia) enjoying a picnic lunch in the marquee.



A crowd of nearly three thousand watched a ski display by the Latrobe Valley Water Ski Club and races staged by the Latrobe Valley Yacht Club. Many brought their bathers and took a dip in the warm waters of Hazelwood Pond.

MARLBORO

Tired of the same old places for a Sunday run in the family car? Try a trip to where the air is clean and bracing, the views are splendid and the crowds don't gather.

That's the advice of two members of Property Section, Aub Martin and Brian Eddy, who made a recent trip to the Mt. Howitt area, near the headwaters of the Macalister and Wonongatta Rivers, about 90 miles beyond Heyfield.

They used a four-wheel drive vehicle but found that, except for exploring along the tracks to Macalister



Aub Martin, intrepid explorer extraordinary and the author of this article, enjoys a contemplative pipe as he leans on his trusty steed.

Springs and toward the old Wonongatta Station ruins, the attractive Alpine scenery of the Snowy Plains is well within the capacity of an ordinary car.

Many of you will be familiar with the Mt. Tamboritha Road leading from Licola to Moroka River and the walking tracks into Lake Tarli Karng. The sealed road from Heyfield now extends some miles beyond Licola towards the foot of Mt. Tamboritha. From there the roads are of gravel, properly constructed and at present in fair to good condition. After the first long climb you traverse the Bennison Plain and Lost Plain area to the Howitt Road junction near Mt. Arbuckle, which is clearly marked.

The road from there is good, constructed in recent years by the Forests Commission for improved access to the upper Macalister Valley and the Snow Range Airstrip, used for summer fire-spotter aircraft. As is usual in the high plains region, the natural meadows are used in summer for grazing and some very fine specimens of Herefords can be seen.

The pastures are rich in clover and the snow gums, permanently bent by the winds, give shade and shelter. With the onset of winter, the cattle

COUNTRY

are mustered for return to lower country or sale at Heyfield.

In the Upper Macalister Valley, most unusual rock falls can be seen where exposed rock has split into cubes of building-block size and spilled down the heads of gullies, strangely like a man-made dump of building debris.

On the Mt. Howitt Road, beyond Howitt Hut, the track to Macalister Springs and Wonongatta Station leads off to the right, at about the 83 miles post from Heyfield. It is possibly still marked by an oil drum hung on a stick supported by a stone pile. Ordinary vehicles can be taken in for about half a mile.

Macalister Springs can be reached in about four miles easy walk from where you park. The Wonongatta track branches right at about half-way and is marked by the usual dead branch and cairn of stones.

If you decide to make the trip, be sure your car is sound and take a reserve of petrol. Fill up at Heyfield

or Glenmaggie in case petrol is not available at Licola. After that you are strictly on your own. But it's worthwhile for a trip you'll long remember.



Not a creek bed, but the road leading into Wonongatta Station.



SNOWY PLAINS AREA

Meet Your Union Representatives

LOU SCICLUNA

Louis George Scicluna was born in Portsea, a suburb of Portsmouth, England, his father's home port. Lou's father was in the Royal Navy and was later based on Merseyside where Lou was educated.

Lou left school in 1929 and his one ambition was to become a shipwright in the Royal Navy. This, however, was at the height of the depression and recruitment was cut back, so Lou was apprenticed as a boilermaker at a shipyard.

During his term in the shipyard, Lou assisted in building both aircraft carriers which bore the name Ark Royal, the battleship Prince of Wales and the Gothic. He also assisted in the unsuccessful attempt to rescue the sailors trapped in the sunken submarine Thetis when 99 men lost their lives.

One month after he had finished his apprenticeship, Lou became a shop steward—the start of his union activities. In 1947 Lou responded to a call for workers in the newly nationalised coal industry and worked for two years on the coal face in Lancashire. He later moved to Silverwood Colliery in Yorkshire, one of the deepest coal mines in the United Kingdom.

In 1952, Lou and his family emigrated to Australia. He got a job as a welder in Mechanical Construction, Yallourn, and was struck with the similarity with his seaside childhood—the roads were four feet under water and he had to wear gum boots for his first six months here.

Not caring for the amphibious nature of his work, Lou left and had a variety of jobs for the next few years. He worked with the contractors building 'C' and 'D' Stations at Yallourn, then in 1962 rejoined the Commission as a Boilermaker in the Mechanical Maintenance Section of Yallourn Power Station.

In 1963, Lou became a Welder Special and after two years was elected Secretary of the Latrobe Valley Sub-Branch of the Boilermakers' and Blacksmiths' Society, a position he holds to this day.



Lou has been an executive member of the Trades and Labour Council for seven years and Vice-President for the past four years. He is on the committee of Mutual Aid and is a Steward for the Sheltered Workshop.

Over the past couple of years, Lou feels that industrial relations in the Valley have improved greatly because of the broader understanding brought about by regular discussions between union representatives and management.

Problems of communications still exist, in Lou's opinion, between lower levels of management and the wages employee. Too often, he says, higher levels of management have to be involved on problems that could be settled down the line.

Lou thinks that better liaison should exist between wages personnel and

supervisors and is a firm believer in industry unions with a corresponding industry wage scale.

Lou has two children, a daughter, married to Billy Warren at Morwell, and a son, Malcolm, who served his auto-electrical apprenticeship with the Commission and now works in the Morwell Workshops.

His wife, Phyllis, better known as Paddy, keeps Lou in winter woollies and grows orchids and African violets, but Lou says that trade unionism is his only hobby. However, he does admit to a deep concern over the job security of Victorian beer industry workers and does his best to ensure that the spectre of unemployment will never threaten them. So far he has been very successful in his efforts.



THE LATROBE VALLEY

Almost 3,000 people were present at the Hazelwood Pond on Sunday, March 14, to watch the Latrobe Valley Water Ski Club put on their Ski Stars Revue as part of the celebration of Family Day at Hazelwood.

The Club has performed its two-hour, non-stop show in all parts of Victoria from Lake Nillahcootie to Lakes Entrance, to Melton. Representatives of the Club have been invited to take part in the Moomba World's Masters Tournament and the Moomba Water Ski Revue.

The Club was formed in Yallourn in 1963 and because all water sports were represented, was known as the Latrobe Valley Water Sports Club. Two years later, the Yacht Club and Rowing Club transferred to their present location at Hazelwood Pondage and the Club became known by its

WATER SKI CLUB

present name—the Latrobe Valley Water Ski Club.

One of the strongest ski clubs in Australia, the Club has achieved international recognition and visiting international champion skiers, here the Moomba Masters Tournament, use the Club's facilities as their home away from home in Australia.

At present the Club has 150 individual and family membership and there are 63 power boats on the register. Plans are afoot for building a clubhouse at Hall's Bay on Yallourn Storage Dam and club members have started preliminary clearing of the proposed site.

In paying tribute to the spirit that pervades members, Don Suckling, President of the Latrobe Valley Water Ski Club since 1965, says, "The success of the Club is not due to any individual's efforts, but to the combined enthusiasm of all members."



As the show was held on the Sabbath, the Devil, in the person of Don Welsh, put in an appearance and tried to spear a few victims for his barbecue that night.



John Franklin gave a magnificent display of flat kite flying. His face mirrors the intense concentration required by his dare-devil act.



The Pyramid—Lyn Lancaster and Sue Patray looked very secure on the wide shoulders of Ian Pattle, Don Welsh and Ken Ludlow.



Clown Lloyd Wicks abandons his bathtub and gallops across Hazelwood Pond on his trusty steed.

SAFETY SECTION

Dr. Loris Figgins, F.R.C.S., the author of the following article, has written and lectured extensively on care of the back. She has highlighted the little known dangers to the back which can be present during adolescence.

Many adult patients with backache show evidence of arthritic changes related to disturbance of maturation of the spine during adolescence. There is no known treatment for the growth disturbance itself, but it is self-limiting in that it ceases with bone maturation.

She feels that all treatment should therefore be aimed at prevention or

arrest of vertebral distortion and deformity, particularly in the adolescent spine (12 to 20 years), which is a relatively weak structure and needs special protection from distorting stresses.

The Labour and Industry Act requires that females under 16 lift no more than 20 lbs.; 16 to 18—25 lbs.; over 18—35 lbs., and that males under 16 lift no more than 30 lbs.; 16 to 18—40 lbs. There is no maximum weight limit for males over 18, other than that imposed by common sense.

—COL HARVEY, Safety Engineer

POOR POSTURE...

CAUSE or EFFECT? by Dr. Loris Figgins, Orthopaedic Surgeon of the Trade Union Clinic, Footscray

INTRODUCTION

Much emphasis has been given to instruction in methods of lifting to prevent back strain, but little attention has been paid to the importance of posture.

If we look around us, poor posture is very evident from the early teenage years onwards. It can be seen in

occurs in the structure of the vertebral column.

These cushions act as pivots and shock absorbers. The cushion tension is maintained by the compressing action of a strong but pliable casing, the fibres of which interlace diagonally in bias fashion between the margins of the bony blocks. Together the



TEENAGER

BACKACHE SUFFERER

ELDERLY

various forms—the hollow-chested, round-shouldered slouch of the adolescent, the "unable-to-straighten-up" stoop of the backache sufferer and the caving-in appearance of the middle-aged to elderly.

Some poor posture is the result of back trouble, but much more is the cause. Although postural stresses are active every hour of the day, all our lives, it is in adolescence and old age that they do most damage because, at these periods of life, weakness

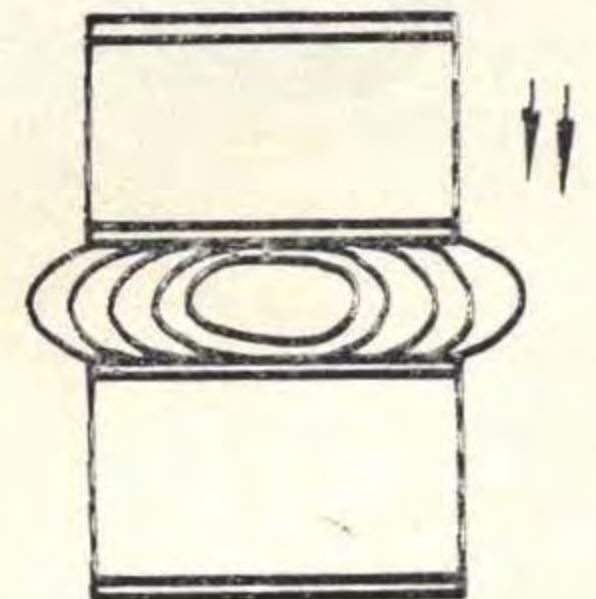
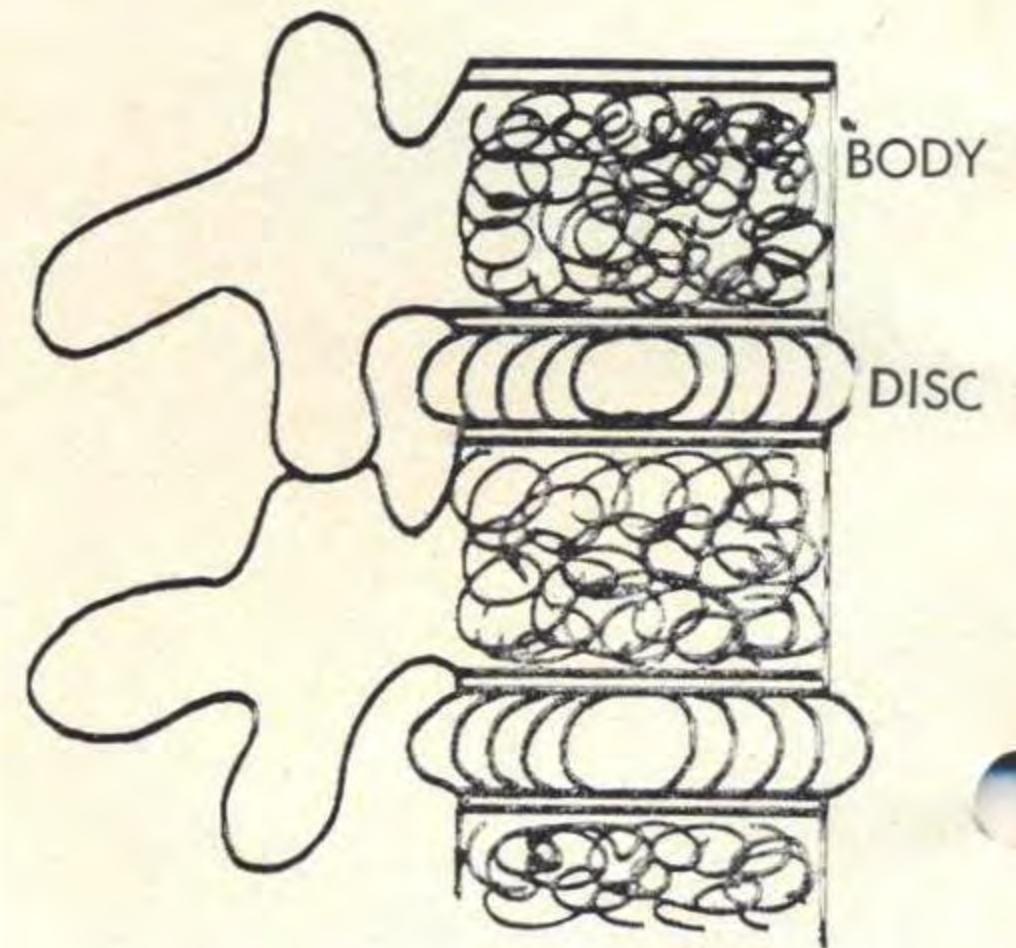
cushion and its casing is known as the disc. The cushions are restrained from forcing their way into the spongy bone of the bodies by a layer of cartilage and, under this, a thin plate of bone called the end-plate.

Each vertebral body grows by means of the cartilage layers which, in the growing period, are thicker, particularly in the front of the bodies. As the cartilage is not visible on X-ray, this gives the immature vertebra the X-ray

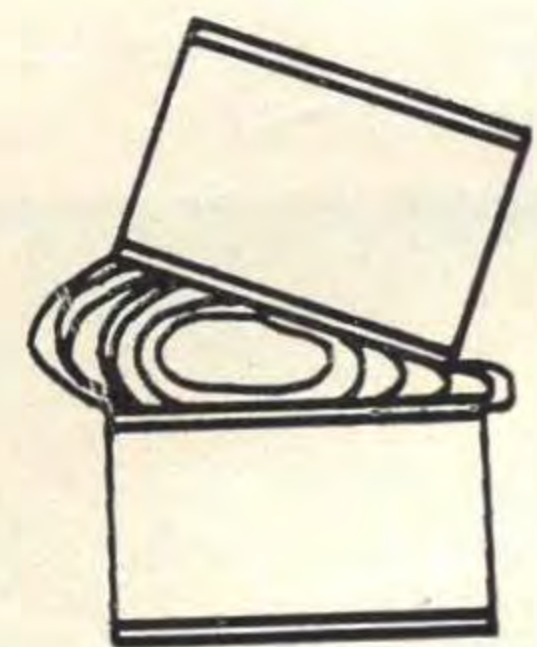
appearance of having rounded front corners.

THE WEIGHT-BEARING VERTEBRAL COLUMN

The part of the spine which bears the weight consists of blocks of spongy



SHOCK ABSORBER



PIVOT

bone known as the vertebral bodies, between which are tense cushions of a jelly-like substance.

In the teenage years, the cartilage plate is gradually replaced by bone except for the thin surface layer. It finally fuses with the bony block giving the typical outline of the mature vertebra.

THE EFFECTS OF STRESS ON THE WEIGHT-BEARING SPINE

The disc, although wrongly blamed for many backaches, is nevertheless

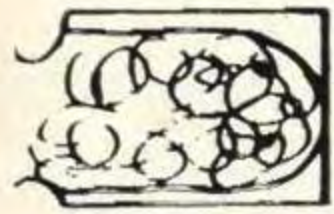
the focal point of most back troubles. The great and varying tensions built up in the cushions by every position and movement of the spine find any weakness in the restraining structures (namely the casing and the end plates), allowing decompression of the disc and loss of resilience in the spine.

causes no real discomfort. Because of this, neither the patient nor the parents are aware of the abnormality until the deformity is obvious. This is unfortunate because postural correction in the early stages can limit the deformity.

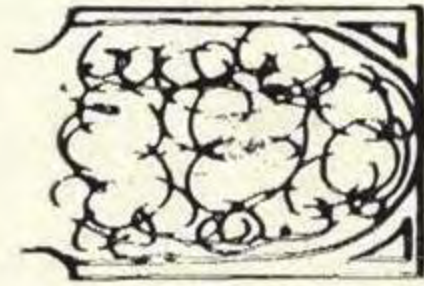
The only safeguards against the

the Army Apprentice School from the age of 14 years showed no evidence of deformity in spite of strenuous work equal to that of other affected apprentices. This was attributed to intensive training in deportment.

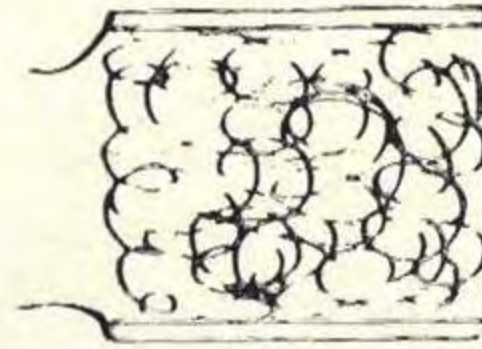
This investigation concluded that there were three factors separately or



8 YEARS



15 YEARS



ADULT

In the middle years, the casing is the weakest structure. In old age, the end plate, weakened from loss of calcium, bows under pressure of the disc. In the adolescent, the actively growing end-plate tends to split and give way. Although loss of disc function in all instances causes restriction in joint movements and gradual build-up of bone around the joint margins indicative of arthritis, the changes in the adolescent also interfere with the growth of the vertebral bodies. The end plates become irregular and their growth retarded. The bony centres in the growing plate may be late to appear and are then distorted. The vertebral bodies fail to develop their normal depth, particularly at the front corners so that the blocks become wedged forwards. Deep notches are apparent where the substance of the cushions has actually penetrated the end plates and the underlying spongy bone. The narrowed disc spaces are evidence of the loss of disc substance. The end result is a fixed hunch-back deformity or kyphosis which is permanent.

development of the abnormality are attention to posture in childhood and adolescence particularly when there is a family tendency to the condition. In these children it is also wise to prevent strain caused by forced toe-touching, intensive gymnastics, trampolining, weight-lifting and heavy labour.

It is of interest, that since the condition was first described in any detail in 1921 by a Danish doctor, Scheuermann, it has become known by his name, Scheuermann's disease.



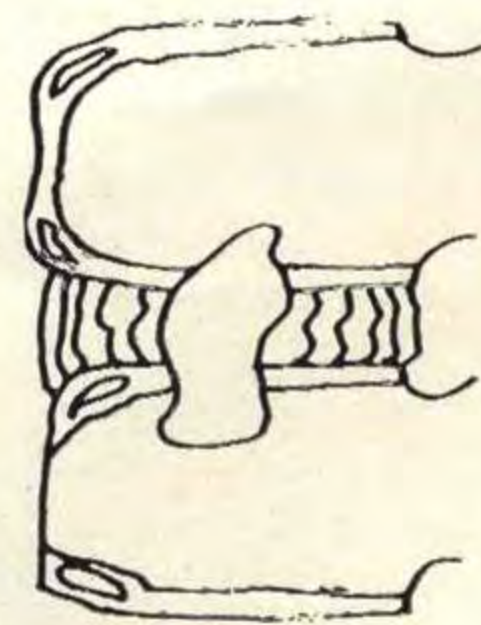
FRONT WEDGING OF BODIES CAUSES FORWARD BEND

jointly of importance to the development of Scheuermann's disease.

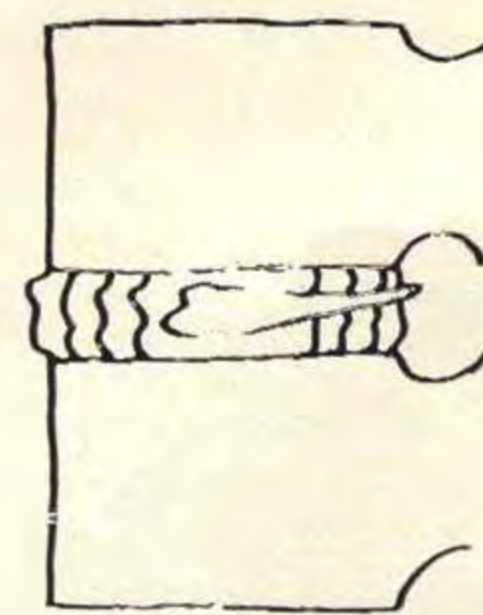
1. Hard physical labour before the age of 18;
2. Defective carriage and posture;
3. A hereditary predisposition.

Wassman advised avoidance of overloading the backs of young people, encouragement of activities and training to counteract defective

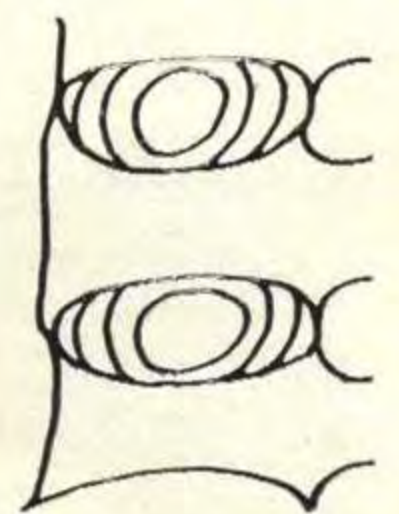
Later, painful arthritic changes occur in the damaged joints making them very susceptible to injury by strain or further postural stresses.



ELDERLY



MIDDLE YEARS



ADOLESCENT

CHARACTERISTICS OF ADOLESCENT KYPHOSIS

The typical deformity occurs in the middle to lower chest region at which level there is normally a forward bend. This is accentuated by poor posture and faulty lifting. The usual age of occurrence is between 14 and 17 years, coming on gradually over a period of 3 to 18 months. The condition occurs in strong, otherwise healthy adolescents and may run in families. It usually

Prior to that, it was known as apprentice-kyphosis and so many young apprentices doing heavy labour developed the deformity. It was also noticed to be common in farm-hands. A large survey of national service applicants by Wassmann in Denmark during the last war showed that 5% of the young men had a kyphosis. How many more had less-deforming changes was not known but it was observed that eight times as many country recruits were affected as compared with those from the city. It was also noticed that officers trained at

carriage and occupational advice in cases of hereditary disposition.

These statements were written in 1946 but, unfortunately, they seem to have been read and understood by too few or perhaps have even been forgotten.

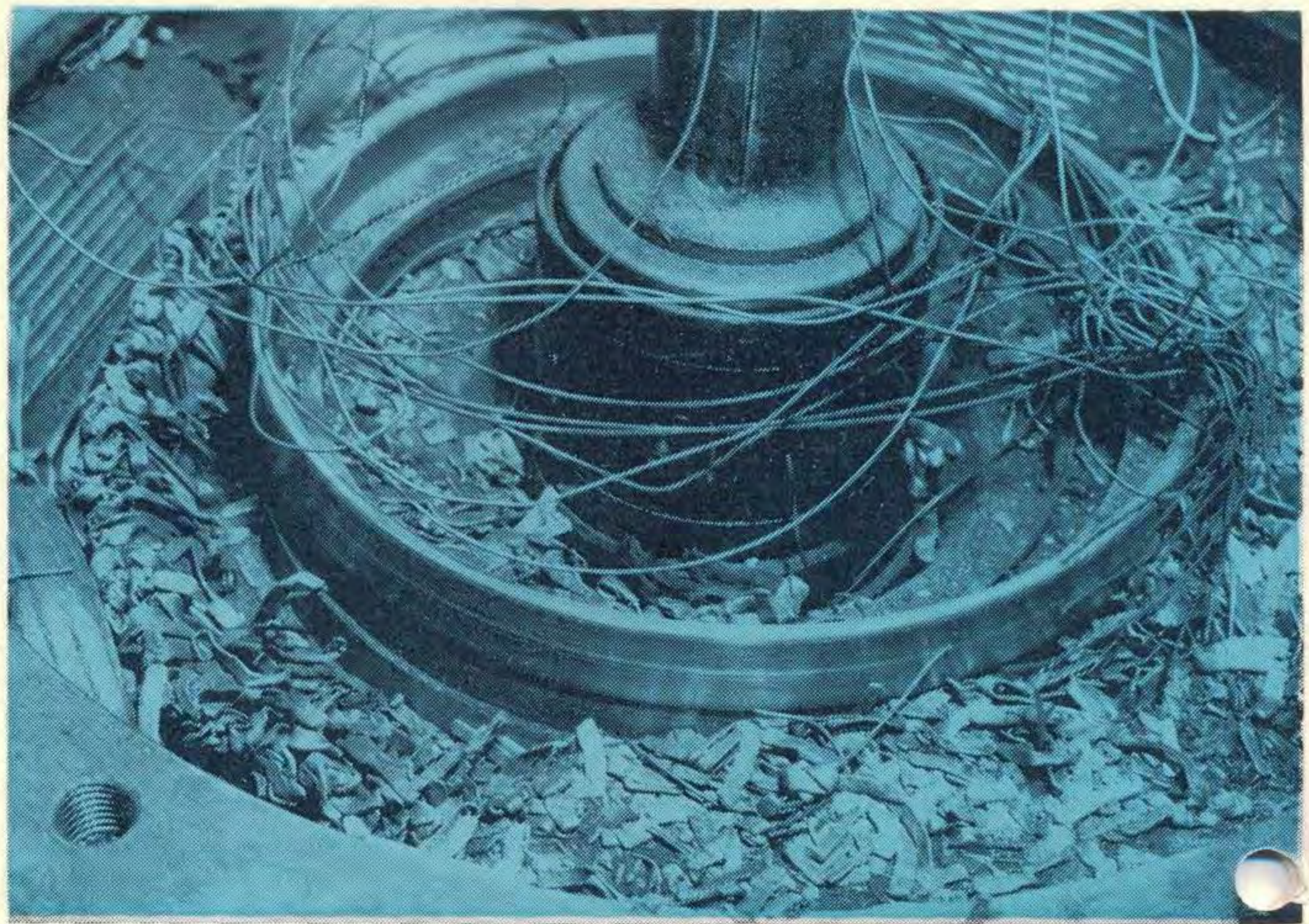
We would like to bring them to the notice of every employer, parent and teenager because, in our experience at the back clinic, the soundness of this advice still holds and can never be overstressed.

THE ELECTRICAL WORKSHOPS

A 10 ton, 3,000 h.p. boiler feed pump motor and a hot water urn are two of the items currently in for repair at the Yallourn Electrical Workshops. This illustrates the extremely large range of jobs carried out there. Facilities for handling the rewinds of large electrical machines help to make the workshops essential to the maintenance of electrical plant in the Valley and assist in ensuring that loss of production is kept to a minimum.

Electrical equipment comes to the workshops for repair or overhaul from all over the Latrobe Valley Region and recently a set of generator coils was ordered from as far afield as Rubicon, near Eildon.

The facilities of the electrical workshops include a fitting section, in which the lathe work and general fitting accompanying the repair of much electrical machinery is carried out. The winding shop is where the taping and



Typical of the damaged motors repaired in the Electrical Workshops is this traction motor armature. The damage to the windings was caused by overspeed with consequent failure of coil banding.

assembly of large stator coil sets and winding of coils of varying sizes is carried out. A motor section, where motors of all sizes are dismantled or assembled, and a test bay where voltages of up to 6,600 volts are available for testing repaired equipment, complete the picture.

After a motor has been rewound in the winding section, it is heated in one of the three baking ovens to dry

the windings, then put in the varnish vacuum tank, which is evacuated and flooded with insulating varnish. This process (called vacuum impregnation) ensures complete penetration by the varnish into the windings because all pockets of air are removed from them.

The armature is then baked for an appropriate length of time, at a suitable temperature, depending on the size of the windings and the type of insulation varnish used. A typical bake would be 15 hours at 270°F. The largest of the ovens stands approximately 7ft. high by 12ft. wide by 8ft. deep, and operates at a temperature of up to 320°F. (water boils at 212°F.).

The vacuum impregnation plant has a capacity of 943 gallons and, being approximately 5ft. in diameter, can accommodate armatures and stators from most motors.

Also in the electrical workshops is a plastics press, which enables the manufacture of a wide range of plastic electrical fittings, such as relay boxes, plugs, bushes, etc. Silicon rubber encapsulation is also carried out.

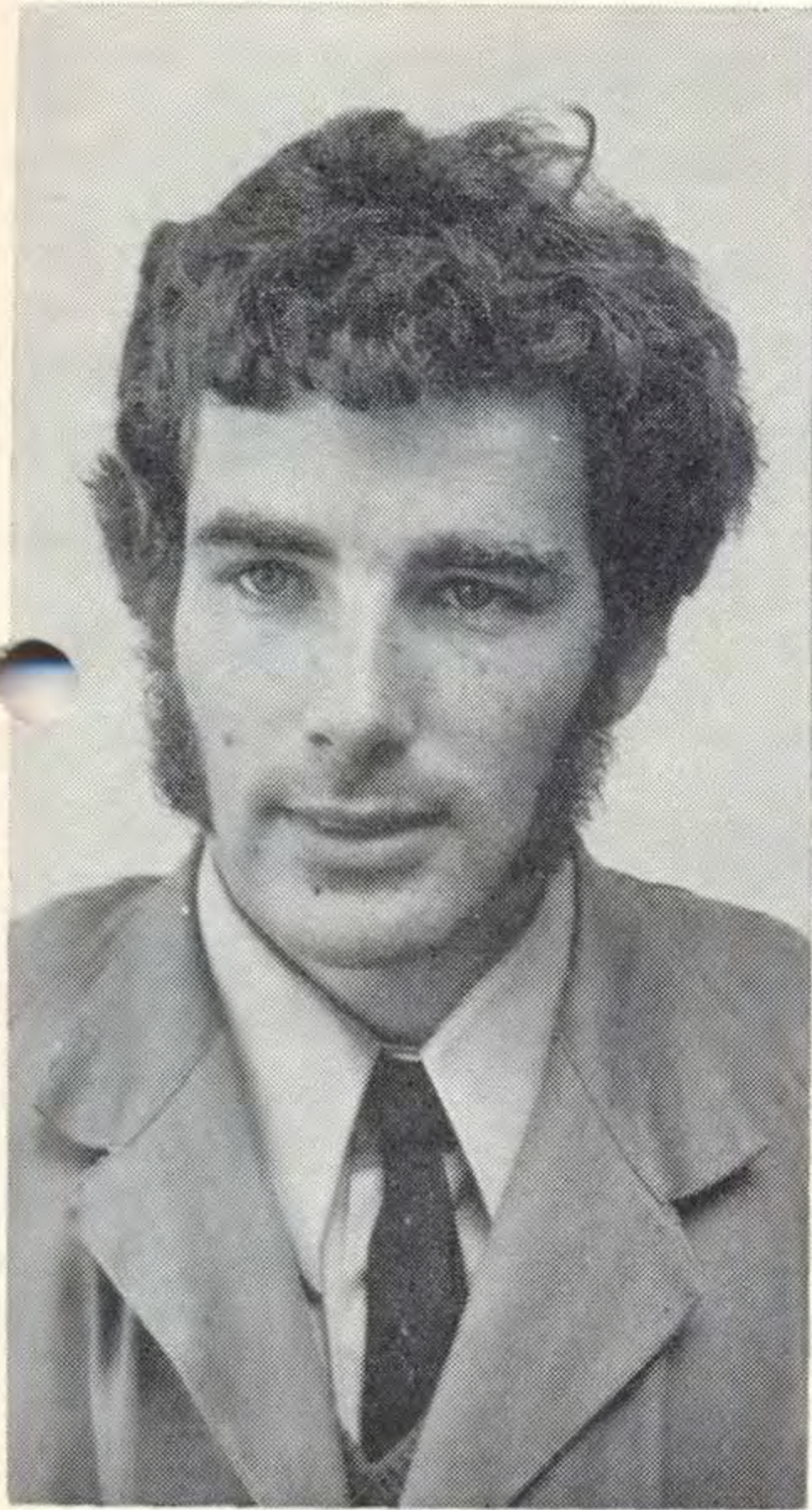
The workshops began operations in its present location, Bay 1 of the then unfinished central workshops in Yallourn, during the winter of 1951. The



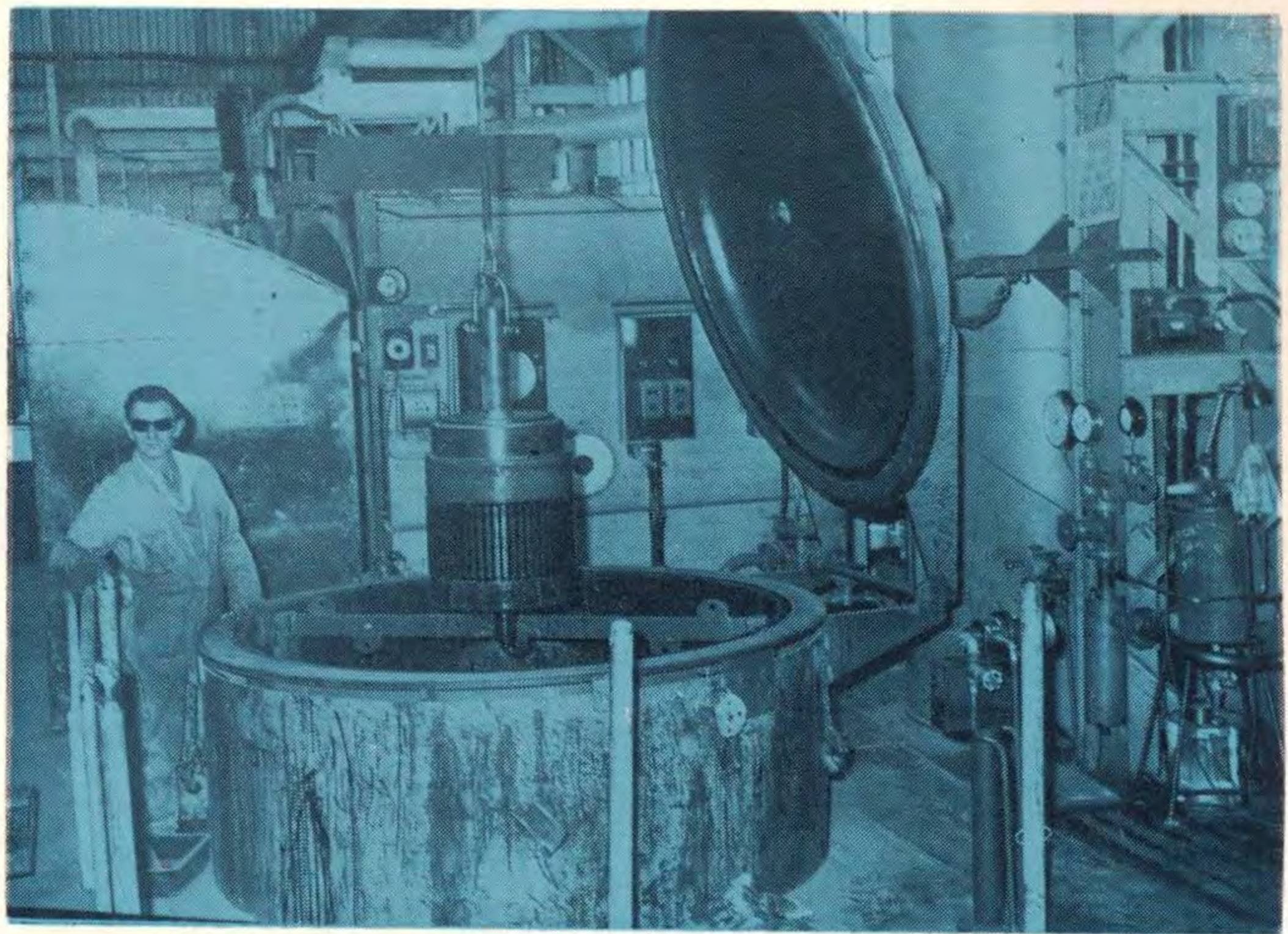
Leading Hand Electrical Fitter Ken Downs and Armature Winder Fred Jobson holding small motor stators—a big contrast to the 2,900 h.p. boiler feed pump motor stator from Hazelwood Power Station in the background.

previous electrical workshops location was where the pump pits near 'E' Station are now.

Conditions were far from ideal in the new location at first; Bay 1, being the first bay built, had its western side open to the weather at this stage. Present Workshops Supervisor, Jack



Colin Feeley, Class I Engineer (Diplomate), attached to the Electrical Services Section of the Electrical Workshops, is the author of this article.



Rigger Ivan Hull lowers the armature from a 60-ton locomotive traction motor into a vacuum impregnation tank.

Lafferty, can recall the method of heating then used—steel plates with elements under them—the idea being for the men to stand on these while working, so that at least their feet would be warm.

1957 saw the establishment of the electrical workshops at Morwell. Its main function at this stage was the restoration of equipment which had deteriorated under storage.

Since then, facilities for rewinding and testing have been steadily built up till now smaller low voltage motors

can be rewound, varnished, baked and tested at Morwell.

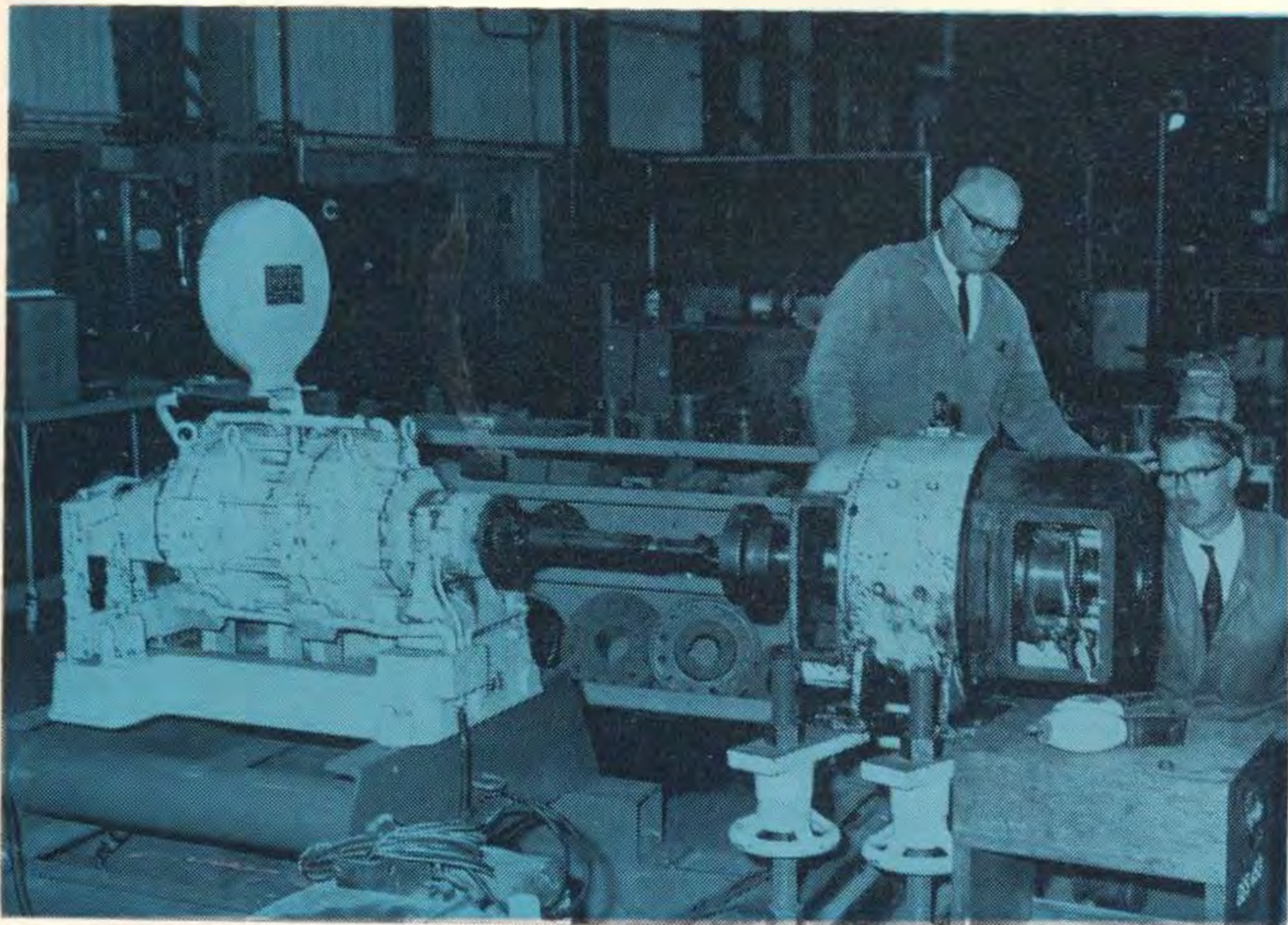
Although smaller than the Yallourn shop and without its facilities for heavy, higher voltage equipment, the Morwell workshop plays a valuable part by looking after smaller (but still important) low voltage devices, thus leaving the Yallourn shop more room to concentrate on larger, high voltage machines.

Since the two shops have been established, a constant stream of increasingly complex machinery has flowed through them, bringing changes in both equipment and ideas.

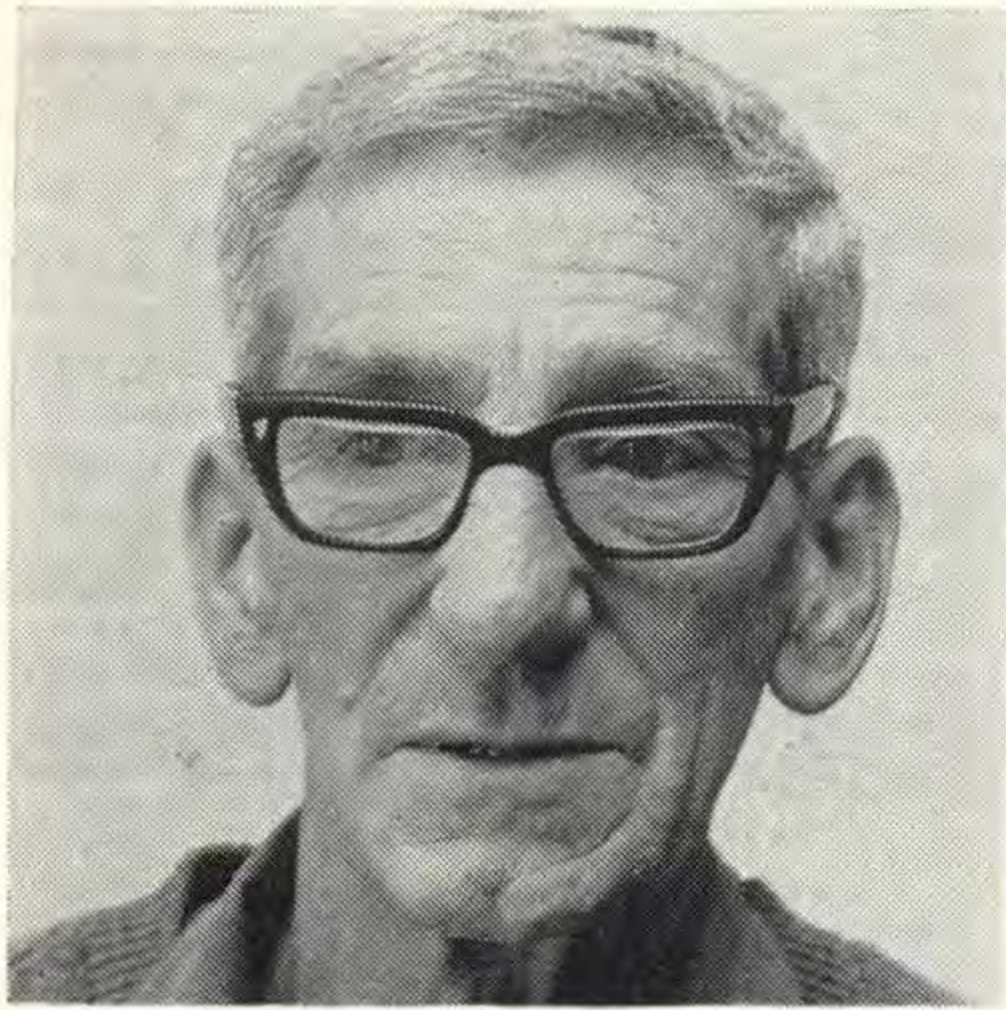
One disturbing development in the manufacture of modern motors has been an increasing tendency to design close to limits, which has meant that modern equipment no longer has the above-rating capacity of older machinery. Hence new machines tend to fail on overload much more readily than older ones and this fact points towards an increasing work load for both workshops.

Also in the future is an addition to the Yallourn shop's equipment which is looked forward to by workshops personnel—a Universal Rotor treating lathe. This lathe will be large enough to accommodate the Hazelwood machine exciter rotors and will be 10ft. 6ins. between centres, having a faceplate diameter of 5ft. 9ins.

The increase in generating and other plant in the Valley planned by the Commission ensures a role of increasing importance for both Yallourn and Morwell electrical workshops.



Engineering Assistants George Karakupp and Harold Bagnall testing an overhauled motor on a dynamometer.



Mick Maxwell, Leading Hand Welder Special at Morwell Power Station, retired on Friday, March 26, after more than 12 years' service with the Commission.

Mick was very popular with his workmates, many of whom paid tribute to him in the farewell ceremony held in the Morwell Power Station Canteen. Their tributes varied, but all seemed agreed on the fact that Mick was a hard worker and a hard drinker.

Power Station Superintendent, Don Bromilow, praised the contribution that Mick had made to the efficient running of the station and presented him with a Sunbeam electric frypan and a wallet of notes.

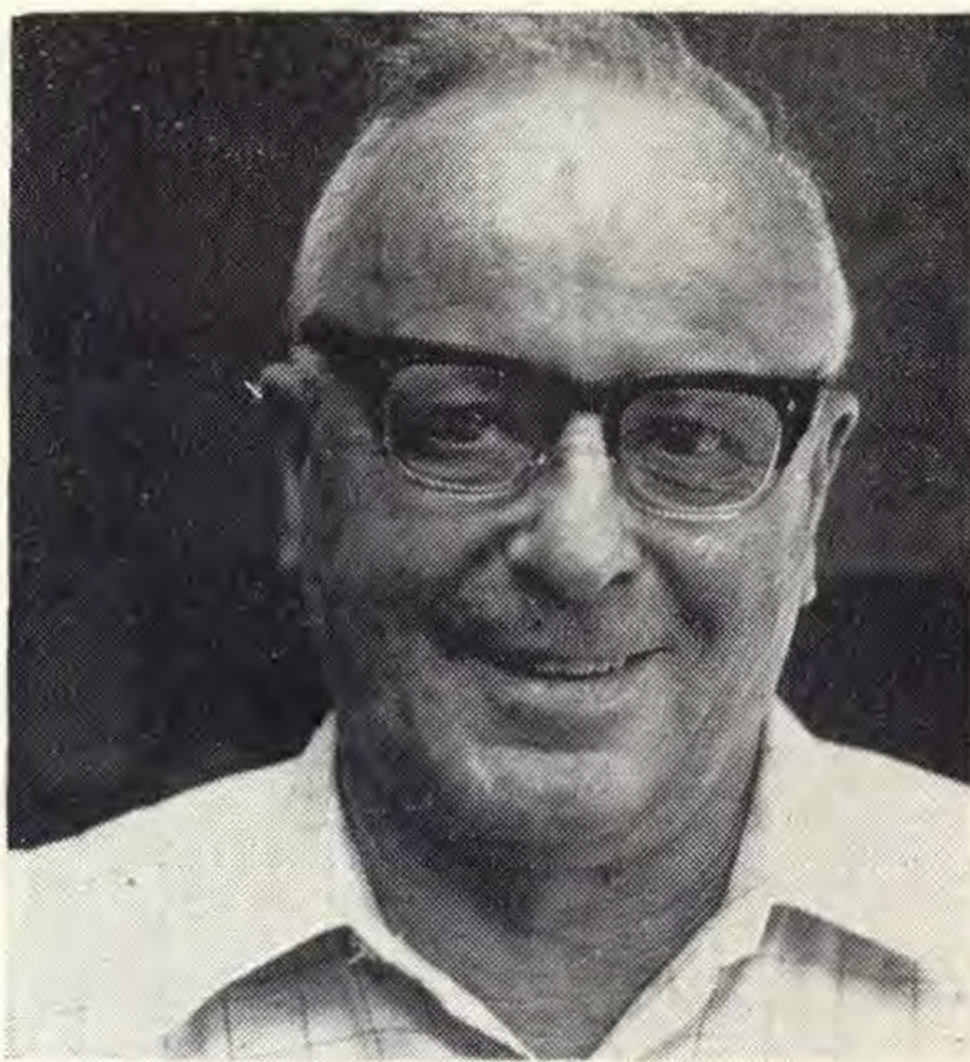
The big crowd gathered in the canteen then sang "For he's a jolly good fellow", to leave Mick in no doubt as to their appreciation of him.



W. J. J. (Bill) Coffin, a Leading Hand Fireman at Yallourn Power Station, retired on Wednesday, March 24, after a quarter of a century's service with the Commission.

Station Operations Engineer, Frank Tomlinson, paid tribute to Bill's helpfulness to the men he worked with and his popularity with his fellow shift-workers.

Bill was presented with an electric toaster and frypan and said that he intended to take things easy in Moe for the time being before making any firm plans for his retirement.



Mr. Jack Passey, Storeman in Tests and Communications section at Yallourn, retired from the Commission on Friday, March 5. Jack, a Welshman, came to Australia in 1926. He joined the S.E.C. in 1940 and served in Yallourn Power Station as a fireman until 1950 when he resigned. He returned in 1953 to Electrical Construction and eventually to his present position.

Mr. Jack Clarke, Acting Tests and Communication Engineer, in making a presentation of a battery-operated clock and two cartons of cigarettes, said Jack was an excellent storeman and "a first-class bloke".

Jack intends to spend his leisure hours divided between his love for gardening and playing bowls.

RETIREMENTS



Mr. P. H. (Perc) Palmer, Foreman Grade 1 at Stores, Yallourn, retired on Tuesday, March 23, after more than 47 years' service with the Commission.

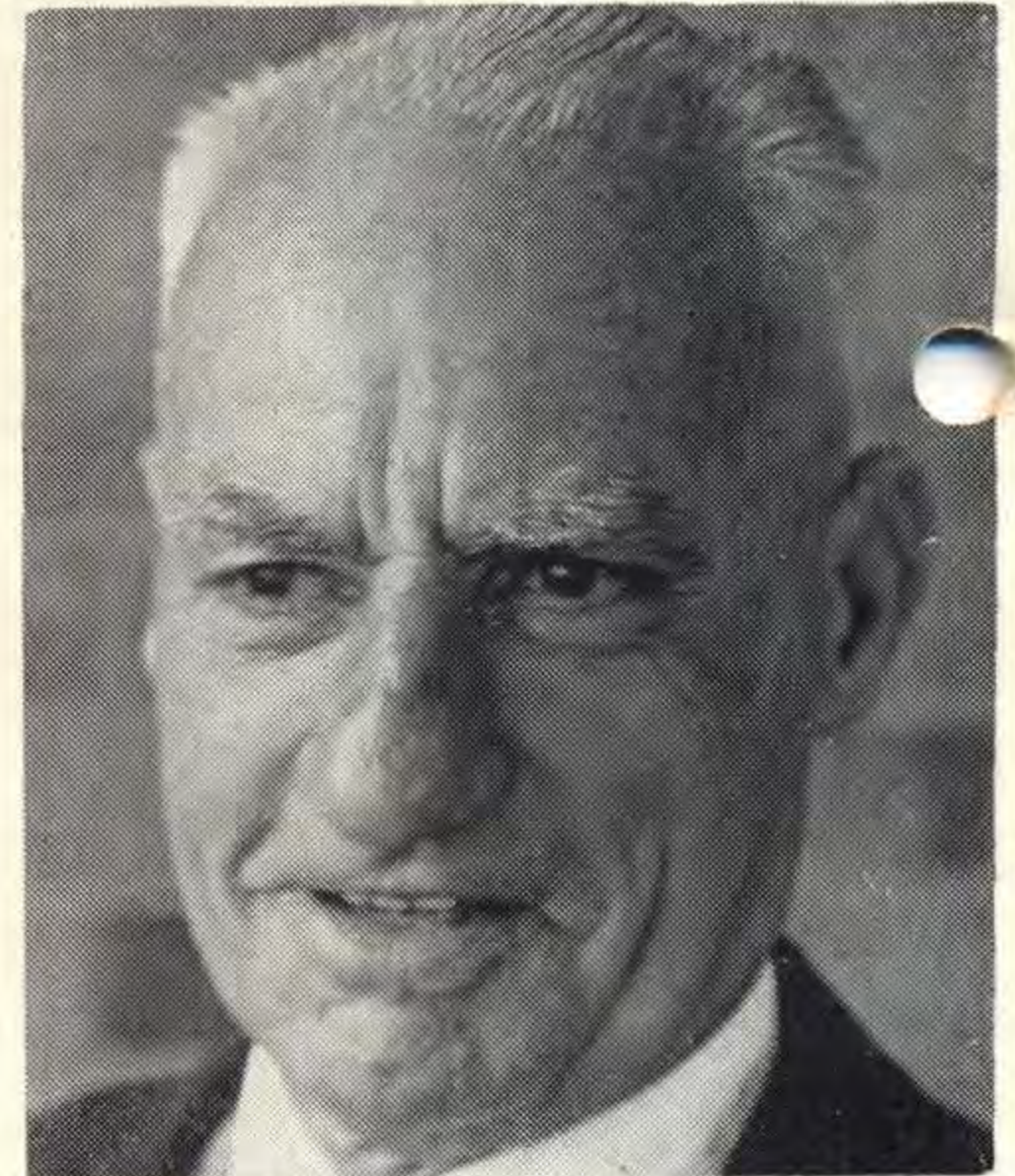
Perc started his career with the Commission in 1924 with the Construction branch and, in 1928, was promoted to Leading Hand Laborer.

He served in the Australian Imperial Forces and, on his return, he was employed as a Blacksmith's Striker in the

Yallourn Workshops. He was promoted to Assistant Foreman, General Services, in Yallourn in 1946, and Foreman, Grade 1 in 1948.

Perc was a renowned sportsman and was known throughout the Latrobe Valley as a cricketer and footballer. He also took a keen interest in the civic affairs of Herne's Oak.

Probably the best indication of the regard in which Perc was held by all those who worked with him was that at the end of the presentation ceremony, the large number present spontaneously sang "For He's a Jolly Good Fellow."



Leon Augustus Walter Spurrier—Leo for short—retired on Wednesday, March 31, after nearly 41 years' service with the Commission.

Leo's connection with the Commission started way back in 1922 when he was an apprentice with a contractor working on Lyle House in Melbourne. Sir John Monash passed by and told Leo, "You can't work a whistle at the same time; the choice is up to you." So Leo stopped whistling.

In 1930, Leo came to the Latrobe Valley as a mechanic in the Electrical Superintendent's gang at Yallourn Power Station. He joined the Radio Communications Section in 1948 and became an Engineering Assistant in 1960, the position he held on his retirement.

Assistant Manager, Graham Black, presented Leo with a wallet with notes and recalled a number of occasions when Leo had worked way beyond the call of duty.

Leo laid claim to a dubious honour—he was the only man to have been seasick on Yallourn Open Cut. This happened after the Cut was flooded and a flat-bottomed barge with Leo on it was used to pump out the water. A wind sprang up, the barge rocked and Leo did his thing.

Leo intends to retire in Springvale, and indulge in his love of bowls.

Electricity Deduction Scheme Popular

The opportunity of regular "deductions from pay" to be offset against electricity accounts has been extended to all Commission personnel living in the Gippsland area and has proved a popular and outstanding success.

Until October, 1970, this facility was only available to personnel living in the Yallourn-Yallourn North area and some 435 registered consumers took advantage of the scheme.

Since the extension, eager participants quickly increased the total to more than 1,200 by the end of March, 1971, and a steady flow is still being received.

This means that because of regular pay deductions, more than 1,200 registered consumers have built up a large credit which is offset against their electricity accounts when they are received each quarter.

Perhaps you were not aware of this scheme and wish to take advantage of it. If so, the following points should be noted:—

1. The applicant must be a registered consumer;

2. An "Authority to Deduct" form must be completed by the applicant. These are available at your nearest Electricity Supply Office, or on application to the Gippsland E.S. Branch Office at Traralgon, see 3 below.

3. Standard letters that will enable participants to obtain the approximate deduction required to cover their electricity accounts are available from your nearest Timekeeper. This information, together with an "Authority to Deduct" form will be forwarded on receipt of this letter.

4. Minimum deductions are \$1 per pay, with larger amounts being in multiples of 50 cents.

5. Deductions are in respect of the next electricity account to be rendered.

IDEAS ARE VALUABLE

The Suggestions Scheme is the medium by which you can submit constructive ideas to improve efficiency and production, increase work safety, reduce costs and eliminate waste.

You are invited to become an active participant in the Suggestions Scheme. It affords a channel by which you can communicate directly with Management.

The Scheme has brought valuable benefits to the Commission and its consumers and thousands of dollars have been paid for successful ideas.

There are no strictly defined limits to the field within which you may submit a suggestion. It can be related to anything which may, or may not, concern your own job and which would

result in the introduction of new methods or improvement to existing methods for greater efficiency of plant, equipment or procedures. You may request a reinvestigation of any suggestion previously not accepted if substantially the same idea is adopted at a later date.

If you make a suggestion directly to the Secretary of the Board, your name will be confidential and known only to him. You are not required to disclose to anyone that you have submitted a suggestion to the Board.

All awards granted by the Suggestions Board are paid to the suggestor by cheque.

Keep on trying. Remember you may submit as many proposals as you like opportunity is unlimited, so don't sell your ideas short. The suggestion you don't submit may be your best.

DRIVERS

LIGHTS MUST BE USED ON "LOW BEAM" DURING FOG CONDITIONS

All personnel who drive motor vehicles in the Commission's works areas are reminded that headlights are required to be on low beam when foggy conditions are prevalent.

There have been instances of late where drivers have switched off all

lights after passing through the gates and several near-accidents have occurred.

In future, please make sure that the lights on YOUR vehicle are on low beam when it's foggy.

SUGGESTION AWARDS, 1971

	Power		Briquette		Coal		Services		Transmission		Admin.		Accounting		Personnel		TOTALS	
	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$
January	13	241	—	—	3	43	7	68	3	70	—	—	—	—	2	35	28	457
February	4	50	—	—	3	38	2	16	8	105	—	—	1	10	—	—	18	219
TOTALS	17	291	—	—	6	81	9	84	11	175	—	—	1	10	2	35	46	676
Approx. Average Awards		\$17		—		\$14		\$9		\$16		—		\$10		\$18		\$15

SPORT PARADE

Those Daring Young Men in their Flying Machines

Harold Hardy is an Instrument Maker at the Hazelwood Power Station Workshops. For the last 3½ years he has been deeply involved in building an aeroplane.

Last month saw the culmination of his efforts when the Corby Starlet pictured on this page had its maiden flight and performed well up to expectations.

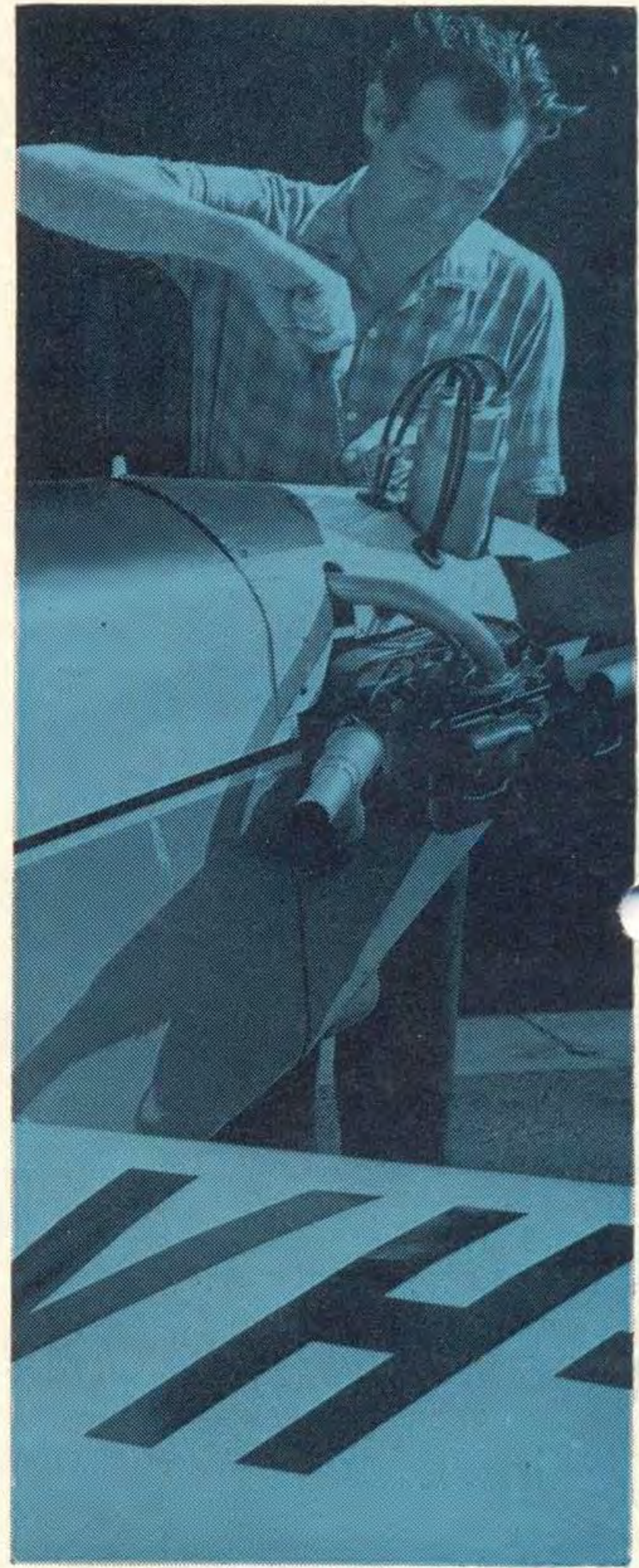
Harold is a member of the Ultra Light Aircraft Association of Australia, Latrobe Valley Division, and the Starlet building project was undertaken as a training exercise for local Association members.

That the exercise has achieved its

object is borne out by the fact that fourteen aircraft are now in the course of construction by members.

The Starlet is a very compact aircraft with a wingspan of 18 feet 6 ins. and length of 14 feet 9 ins. It is only 4 feet 10 ins. high.

The engine is a 1600 c.c. Volkswagen that consumes two to two and a half gallons of fuel per hour. With a fuel capacity of nine gallons, the plane has a range of 480 miles. Basic weight is only 380 lbs., and all-up weight, including the pilot is 650 lbs. Cruising speed is at present 115 miles per hour, but this is likely to be improved when the propellor is tuned.



Approximately 1500 manhours went into the Starlet and its cost was \$1,700. This figure compares with \$5,500 if the aircraft had been purchased completely built.

The Commission made a direct contribution to building the Starlet—the leaf spring undercarriage was built at Central Workshops, Yallourn.

Besides Harold, other Commission members of the Ultra Light Aircraft Association are Rupe Whelan, Harry Pappas and Bert Cook of Hazelwood Power Station, and Terry Jackway of Yallourn Power Station.

The Association would like to see more members from the Commission and anyone wishing information on membership should contact Erle Jones, P.O. Box 410, Morwell, telephone 4 9930.

