

*Droney*

# contact

THE STATE ELECTRICITY COMMISSION LATROBE VALLEY DEPARTMENT MAGAZINE

MARCH, 1973



## Resettling the Citizens of Yallourn

The resettlement of Yallourn residents made necessary by the removal of the town for coal-winning purposes is of great concern to the Commission and to me personally.

My officers and I have held many consultations with the Yallourn Town Advisory Council and will continue to co-operate closely with the Council in

planning for alternative accommodation for Yallourn residents.

By the time you read this, letters will have been sent to all retired Commission employees and widows and to

all other tenants who are Commission employees and who were in residence before April 15, 1969, detailing the arrangements by which the Commission will arrange for the provision of alternative accommodation in neighbouring Latrobe Valley towns.

I would like to emphasise at this point that no-one will be required compulsorily to vacate his Yallourn home before January 1, 1979.

One of the main aids which will help us achieve this resettlement with the minimum of inconvenience to those concerned is a personal survey of all Yallourn residents.

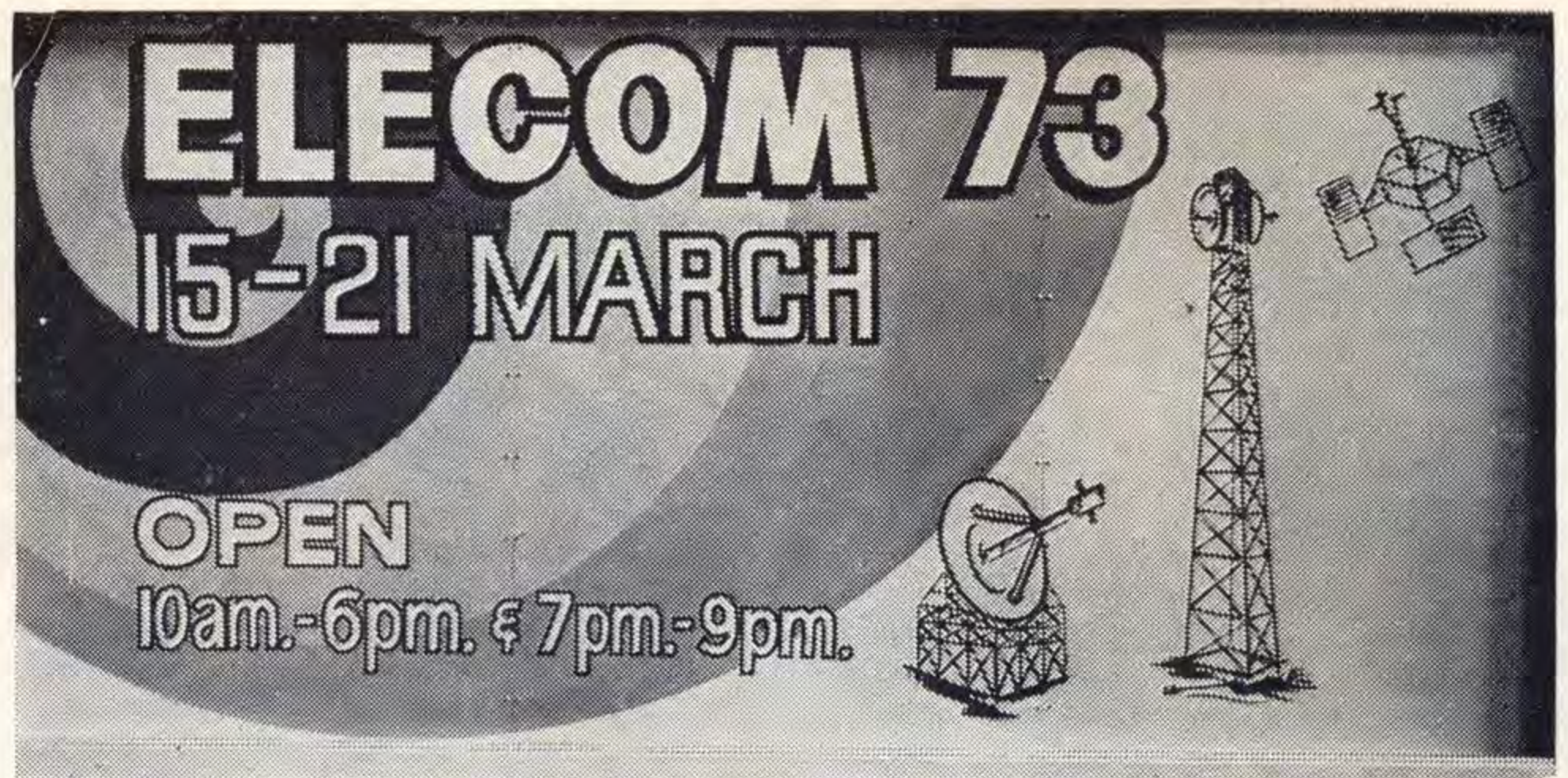
Members of this survey team have been carefully selected for their local knowledge and are well known in the community and will be working full time on the survey.

Led by David Davies, Departmental Budgetary Officer, the survey team is pictured on Page 1. From left to right they are: Noel McAuliffe, Unit Co-ordinator, Hazelwood Power Station; Ham Ballagh, Administrative Clerk, Alan Hawken, Instrument Workshop Overseer, Yallourn Power Station; Mike Answerth, Property Office Clerk; David Davies; Vern Wiggins, Acting Mechanical Supervisor, Morwell Workshops; Col Harvey, Electrical Plant Engineer, Yallourn Power Station; and John Brown, Clerk, Coal Production, Yallourn.

Members of the team will call upon residents at their homes, or if more convenient, an appointment can be made to talk to a member of the team at their headquarters — 2 Maiden Street, Yallourn.

When a member of the survey team calls at your home I trust he will have your full co-operation. This will greatly assist the Commission in minimising any inconvenience to you — and that is our aim.

*J. M. Schuly*  
 Manager,  
 Latrobe Valley Department



## ELECTRONIC EXHIBITION AT KERNOT HALL

The important role played by electricity in modern communications technology is the theme of ELECOM, an exhibition to be held in Kernot Hall, Yallourn, from March 15 to 21, in conjunction with the Latrobe Valley Festival.

Working models will be featured by many exhibitors who include such well-known names as O.T.C., A.W.A., So. Rank Xerox and I.B.M. There will also be a film of moon landing and exploration.

Admission to ELECOM is free.



## UNSCHEDULED VISITOR!

This Beechcraft Bonanza paid an unscheduled visit to Yallourn Open Cut on Sunday, February 25.

The engine seized and the pilot was forced to land in a hurry. He opted to

keep his undercarriage up to prevent the plane running on into trees and skidded to a safe stop within sight of the Open Cut. Both the pilot and his passenger were unhurt.

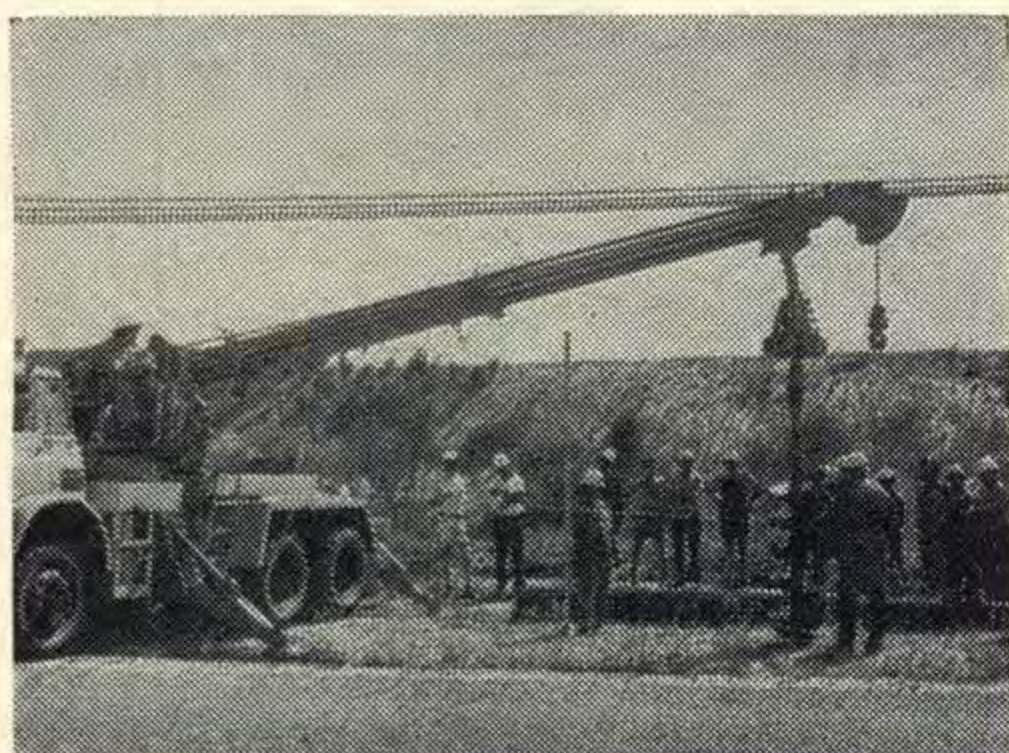
# NEW "PROLINE" AUGER/ERECTOR FOR OVERHEAD LINES GANG

Excavating holes and erecting poles in all extremes of weather in rough terrain around our Open Cuts hasn't been the easiest or safest of tasks in past years.

Originally holes were excavated by means of pick, bar and shovel, and poles were laboriously pulled into position and erected by means of a winch and "A" frame. It was hard and hazardous work and the linesman's job was not an enviable one.

The advent of the winch truck and auger truck certainly took a lot of the hard labour out of the job, but the winch truck with its sheer legs up, erecting poles in the rough terrain and ground conditions experienced here, was a rather unstable vehicle and great care had to be exercised at all times. Despite this, a few near misses did occur and finally a winch truck capsized over one of the coal batters in Yallourn Open Cut. Luckily the driver was not seriously hurt, but steps were immediately taken by Management to obtain safe, modern mobile equipment especially designed for overhead lines work.

This culminated recently in the arrival of a large "Proline" Auger/Erector vehicle for use by the Electrical Services Distribution Lines gangs. This type of vehicle carries its own poles to the work site on a specially designed pole trailer, it can dig the holes and finally erect the poles in an efficient and safe operation. It also has the facility for jacking out and removing old poles and for back loading them onto its trailer. Because of its greater



With Ian McLeod at the controls, Jim Mudford demonstrates the maximum and minimum digging radii.

stability and preciseness of control, it can be worked in much closer proximity to existing lines than was the case with winch trucks.

Although such vehicles have been used in other parts of the Commission and, in fact, a smaller and rather inadequate Auger/Erector has been in use here for nine years, the new vehicle has been supplied with special features to suit working in Open Cut situations.

Interchangeable augers are provided for digging holes of 24 inch or 30 inch diameter at a radius of between 13 feet and 22 feet from the vehicle



Instructor Jim Mudford of Transport Branch trains Lines Gang members in the operation of the Proline.

which enables holes to be excavated beyond intervening obstacles.

A double extension (40 ft.) jib with special pole erecting check plates at the tip makes the handling of large poles easy and safe.

Six wheel drive and a low speed gearbox should enable the vehicle to handle tough going and to get into the "impossible" pole position sites sometimes encountered.

A tandem rear axle fitted with dual wheels facilitates travel along railway tracks, when this becomes necessary, to erect traction poles.

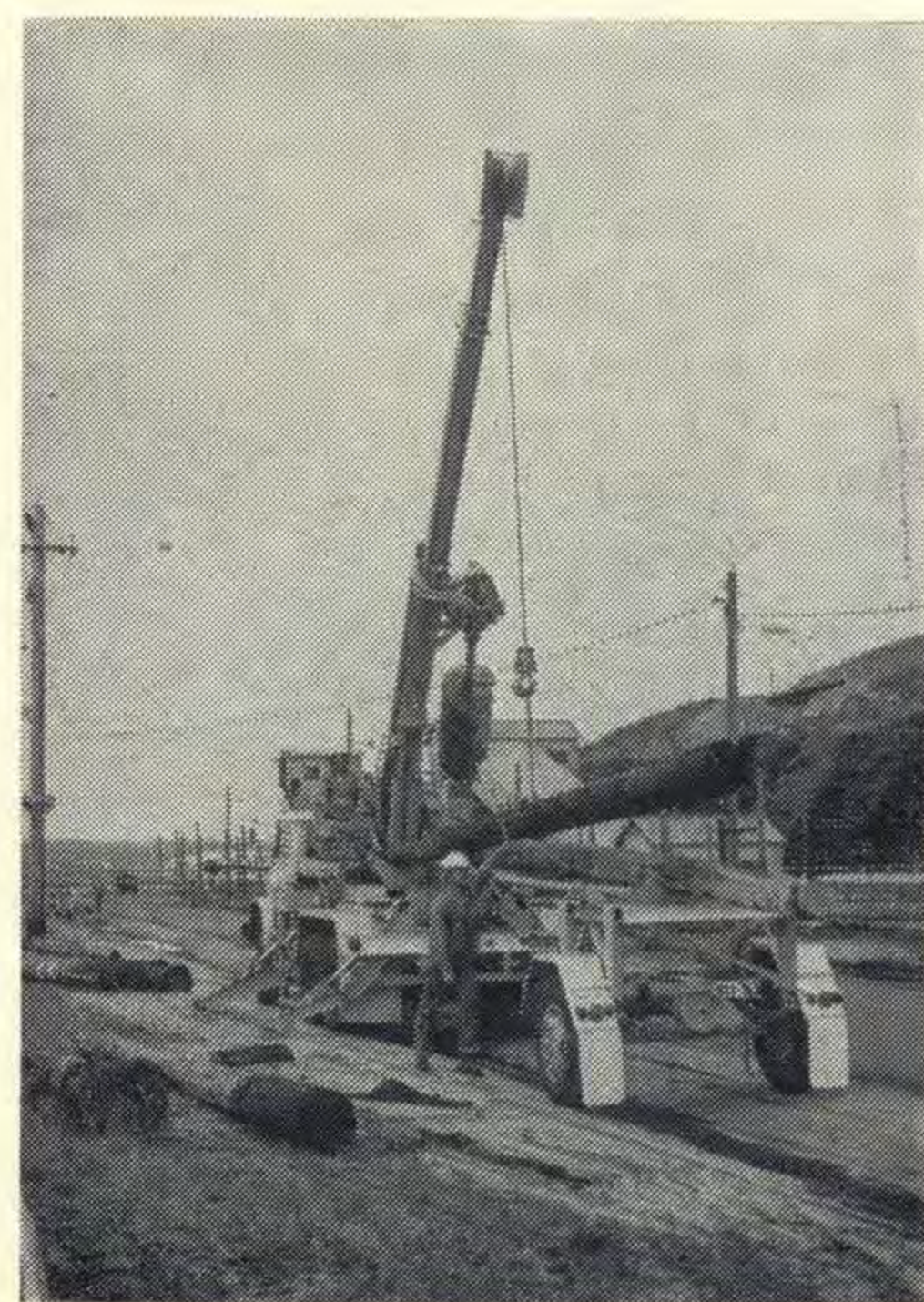
The vehicle has a low centre of gravity and incorporates double outriggers for maximum stability when erecting poles.



The Proline, at work erecting a pole alongside traction lines, demonstrates its manoeuvrability.

It has power steering to minimise operation fatigue which would otherwise result from constant movement over rough tracks and finally, it is equipped with an hydraulic tamper and a 20-ton pole extraction jack which utilise the hydraulic system of the Proline.

The Proline's versatility in the excavation of holes and in the transport and manoeuvring of poles into and out of awkward situations makes it a safe and efficient new tool in the linesman's kit.



The pole trailer, which can carry up to three poles, enables the Proline to carry its own poles to the work site.

# THE "DO-IT-YOURSELF" GOLF CLUB

A meeting initiating Yallourn Golf Club was held in Yallourn Tennis Pavilion on March 1, 1926.

The SEC advised that they would grant 85 acres of suitable land about half a mile from the town.

Plans were prepared for the first nine holes by G. D. Jones, an enthusiastic golfer and the Commission's Head Surveyor.

Work was begun almost immediately on the site, adjacent to the old hospital (now being demolished some 46 years later!).

It was announced in May, 1928, that the Yallourn Golf Links would be open for play on June 9. This was keenly welcomed by the inaugural members who had up to that time been without their golf and had been working tirelessly on the course.

In recognition of the splendid services of G. D. Jones as Secretary and his untiring work in designing and preparing the links it was decided to call the 8th Fairway facing the Township the "Jones" Fairway.

The links were duly opened under ideal weather conditions. Mr. Kernot was invited officially to open the links by driving the first ball in a Nine Hole Stroke Competition. Mr. Kernot not only drove the first ball but won the event.

The Yallourn Golf Club continued to thrive and expand and through additional land being made available by the Commission on the Hospital side of the road, went through stages of being a 12 hole course before eventually 18 holes were established.

During the bushfires of 1944, the Clubhouse was burnt down. The Commission had in their possession at the time some ex-RAAF buildings from Sale, one of which they gave to the Club to replace the one burnt down.

Golf continued as a sporting attraction to the area until, with the development of Open Cut operations, the course had to be vacated and the building moved to the Newborough side of Yallourn to its present site. The Commission cleared the land on the existing course and granted the Golf Club compensation of £3,000 and a loan of £1,500 to assist in development of the new course.

A great deal of voluntary labour was involved in the transfer of greens and equipment from the old hospital site to its present location.

In 1953, the move was complete but not so the new course. Most nights and weekends members and associates were to be seen moving along the fairways in a line, picking up sticks, stones and other debris. Club President at this time was Bill Hebb who organised everyone he could get hold of and was always in the thick of it himself.

With the course and clubhouse facilities improving, the Club successfully applied for a liquor licence in 1957.

On the course an earth-walled dam was formed which gave a water storage capacity of 3½ million gallons. Later came the top dam which gravitates into the lower one and forms a holding storage, whilst also making use of a greater catchment area.

All of this water is used for the water reticulation system of the course which provides watering points for all tees and greens, also extensive fairway watering.

Additional buildings were purchased from the Commission in 1965 and erected and modified to form members and associates' locker rooms. Closely concerned with this project were Don Francis and Arnold Sambell.

In 1971, limitations of space in the main building, together with structural deterioration caused the Committee some concern. Accordingly they sought the approval of members to build a new Clubhouse.

Initially it was planned to build over the centre section of the Clubhouse buildings, but it became ap-





*Arthur Brogan, in typical working pose, makes sure that Club Secretary Ian McDonald (on left) and Club President Frank Tomlinson keep hard at work.*

parent that this would interfere with normal activities of the Club.

After lengthy discussion on the subject of the exact site for the new Clubhouse it was finally decided to move the putting green to one side and build in front of the existing buildings.

A co-operative was formed to secure a government guaranteed loan of \$24,000. Members and associates voluntarily contributed \$2,400 in shares to the co-operative and this, together with Club funds, was sufficient to get the project under way.

Using voluntary labour, steelwork for the building framework was pre-fabricated on site by Club members

and, some five months later, erected without problems onto foundations also prepared by members.

Other than the brickwork the building has been constructed by members in spare time at weekends and at night time on a working bee basis. In fact a few members have almost given up their golf to forge ahead with the task. Their only reward can be the satisfaction of contributing to a magnificent building project which will enhance the area and benefit all the Members, Associates and their visitors to Yallourn Golf Club.



*Jimmy Scott (above) keeps up the supply of timber to Jack Carter, busy sawing bearers and floor joints.*

*Yallourn Golf Club's original Clubhouse is shown on the left at the inaugural opening ceremony held on June 9, 1928.*

*On right is the imposing new building that is being constructed by Club members. It is expected to be ready by September.*





*Orders of the day are given by Commanding Officer, Lieut. Brian Gregory, R.A.N.V.R., to the assembled cadets.*



*Senior Instructor Herb Wandmaker supervises rifle range shooting by (left to right) Michael Camerjouli, Danny Clegg, Terry Thomson and Steven Niblock.*



*Senior Instructors Jim Muir and Herb Wandmaker, with Cadets L/S Kevin Barbour and John Coulson, take a keen interest in the progress of these chops.*

# Naval Cadets Hold First Camp

The Naval Reserve Cadets of T/S Latrobe recently held a weekend camp on the North Shore of Yallourn Dam.

This was the first of a series of weekend camps which will be held every six weeks.

Activities at the camp included rifle range drill and firing, survival, search and rescue, first aid, fieldcraft, physical training and sport.

At present the Cadets have no boats but have hopes of obtaining a couple of whalers which they will keep in a boat shed they are building in the security area of the 38th Field Squadron RAE.

Commission personnel running the Cadets are Commanding Officer—Brian Gregory, Assistant Charge Engineer at Yallourn Power Station; Executive Officer—Ern Clegg, a Rigger at YPS; Senior Instructors—Jim Muir, a Rigger at Morwell Open Cut and Herb Wandmaker, Foreman Fitter; Bill Graske, Instrument Fitter; Dick Gough, Painter, all of Yallourn Power Station.

The Naval Reserve Cadets have been going since 1963 and approximately 20 per cent. of the lads go on to join the Royal Australian Navy or the Merchant Service. The Cadets meet every Friday at Yallourn and attend courses at various naval establishments where they can gain first hand impressions of life in the R.A.N.

Anyone who would like to learn more about the Cadets should contact Brian Gregory at Moe East 27-3396 or Ern Clegg at Moe 1152.

# A Tribute to Campbell Hughston

From the time Campbell Hughston arrived in the Latrobe Valley with his wife Edith, daughter Mary and dog Spot in his Vintage Rolls Royce on April 16, 1956, he very soon became well-known to a large section of the community, and established himself as an active participant in community affairs. Comparatively few people are aware, however, of the wide variety of activities with which he was associated during his life.

Campbell, after graduating from Swinburne Tech., was first employed as an Electrical Mechanic in the old Melbourne Electric Supply Co. Ltd. in 1923. There he obtained his first wiring licence which he kept operable throughout the whole of his working life.

After three years with the Melbourne Electric Supply Co. Ltd., he resigned to take up employment with the Melbourne Timber Trading Co. at Redcliffs; twelve months later he returned to his original calling—the electricity industry, with the then recently-formed State Electricity Commission and commenced work there as an Electrical Operator. In 1928, he was appointed to the staff and worked in the Yallourn, Metropolitan and Sugar Loaf/Rubicon areas. In the last-mentioned area, he lived under canvas and was associated with men of the calibre of Jack Harrison, retired Manager, Gippsland ESB, and the late Jack Kepert, who was the Technical Director of the Education Department prior to his retirement. So he was in effect associated with the pioneering of Victoria's first Hydro-Electric installation.

It is interesting to note that in those days, despite his professional qualifications, it took him some five years to obtain a staff appointment, and 11 years to achieve an appointment with an engineering title which was in 1934, when he was appointed as an Assistant Engineer in the Sub-Station Engineer's Section in Melbourne.

Campbell was always an energetic man with a lot of drive and the need to be faced with a challenge, so after some two years as an Assistant Engineer, he resigned from the Commission and took up an appointment with the



Bulolo Gold Dredging Co. in New Guinea where he was responsible for the maintenance of dredges and transmission lines. During the 18 months or so he was in New Guinea he married Edith. He returned to Australia and the SEC where he took up an appointment in 1938 as Assistant Engineer with the now present Chairman, Mr. Bob White, in the Distribution Division of the Electricity Supply Department.

Nine years later, in 1947, apparently that job had been conquered and he again resigned, to venture into still another activity, this time as an apple orchardist and cool store operator at Merricks on the Mornington Peninsula. The original cool store is still in operation.

In 1951, he discarded the Merricks venture and once more returned to the SEC as the Senior Construction Engineer with the Electrical Plant Section of the Design and Construction Department. He went from there to Kiewa in 1954 as Electrical Superintendent and then came to the Morwell Project as my Deputy in 1956.

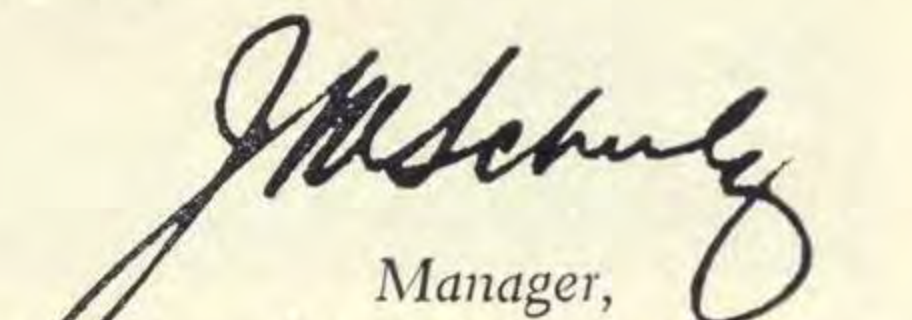
The more recent history of his career is fairly well-known. He was Assistant Project Manager and Construction Engineer, Morwell, in 1957; Construction Engineer, Hazelwood, in 1960, and Construction Engineer, Power Department, from 1966 until his retirement in 1968.

A number of eulogies have already been published on his character and his many wonderful attributes. Not

one has been in any way exaggerated, and it would be difficult to do justice to a person of such sterling qualities.

His vital involvement in all things with which he was associated could only be believed by those who had experienced the privilege of working with him. Rubicon, Sugar Loaf, Morwell, Hazelwood and Yallourn 'W' Power Stations can well be regarded as his monuments, but some of his activities could soon be forgotten. His involvement with the 108 Club, which raised hundreds of pounds for local charities—Red Cross, Legacy and local hospitals. His work on the Gippsland Group of the National Trust and the Morwell Arts Council; his efforts on the Fund Raising Committee for the Melbourne Arts Centre, his contributions to the Yacht Club, the Rolls Royce Club and the Morwell Club. These are just a few of the many community affairs he found time to blend in with an extremely busy and demanding professional life.

Those of us who knew him well are so much richer for the experience, and if we could all emulate his example the Latrobe Valley Department and the wider community would benefit greatly from the shining example set by so great a gentleman.

  
Manager,  
Latrobe Valley Department

# No. 6 DREDGER

## Replacement of Slew Ball Path

by Ron Bishop, Engineer, Coal Production Maintenance

From September to December, 1972, No. 6 Dredger was parked on jacks and trestles to replace the main slew ball path. This ball path supports the main slewing structure of the dredger, which weighs approximately 800 tons. The new ball path is 8 metres (26'3") in diameter and has 126 balls of 150 mm diameter. The old ball path was slightly smaller and had 150 balls of 127 mm diameter.

Since 1962, when wear was first noticed during an inspection, the slew ball path deteriorated. Both the upper and lower ball races were badly pitted, the worst pitting being over No. 3

Crawler, where the bucket wheel boom traverses in normal operation.

The worn track indicated that the races were not truly circular and measurements showed that the races had irregularities, caused possibly by distortion during a fire in 1956.

After consultation with the Design Engineers in Fuel Department, Melbourne, a new ball path was obtained from Krupps in Germany.

The slewing structure was jacked up eight inches in two inch lifts on four 300-ton jacks inside the central tub section of the dredger. The bucket

wheel boom was placed on two 100-ton jacks on a trestle and the counterweight at the rear of the dredger was rested on two 200-ton jacks on another trestle. The jacks were locked for safety.

To provide accurate assembly of the new ball path, Coal Division Mechanical Maintenance section designed a special trammel which was made up at the Central Workshops, Yallourn. This was assembled inside the central tub section of the dredger and aligned as close as possible to the old ball path and support structure.

The two ball races and the centring rings which supported the races were removed. The rivets in the top structural members were knocked out and new countersunk bolts were manufactured and fitted in their place. The bottom rivets were left in place to act as plugs to stop the epoxy mortar running away.

The new ball races were placed in position and aligned to the trammel, considering both circularity and flatness. The holding bolt holes were marked and the races removed to be drilled and tapped.

After this, the races were repositioned and the holding bolts screwed in place. The races were levelled and circularity checked.

Instead of using the centring rings as supports for the ball races an "Araldite" epoxy mortar was used. This was used to take up all the irregularities around the ball path supports. The material was tested at C.S.L. Richmond to ensure that it had sufficient load-carrying capacities. The mortar consisted of a four-part mix and was provided in pre-weighed kits. The mixing proportions were:

Araldite M — 5 lb.  
Hardener HY956 — 1 lb.  
Quartz Flour — 5 lb.  
Sand Mix — 15 lb.

The surfaces under the ball races were cleaned and degreased. Because

"Araldite" products develop heat when cured in large batches, only small sections were poured at a time. Small bicycle tubes were obtained and placed at intervals around the ball path to act as dams.

The pre-weighed quantities of Araldite M and Hardener HY956 were poured into the mixing container and thoroughly stirred with a low-speed drill fitted with a stirring bar. The quartz flour was then mixed in until homogenous. The graded sand was added to the mix and again stirred until a homogenous state was reached. The mix was left to stand for ten minutes to allow entrapped air to escape.

The mix was poured into every second segment until the pouring operation was completed. After completion of the pouring a curing time of seven days was allowed to ensure an adequate degree of cure was reached before applying full load. After seven days, the holding bolts were tightened to torque of 520 ft. lb. The final line-up of figures were —

Lower race:  
Flatness — 0.60 mm to + 1.50 mm

Circularity — 1.70 mm to + 1.00 mm  
Upper race:  
Flatness — 0.30 mm to + 0.50 mm  
Circularity — 1.20 mm to + 0.60 mm

The jacks were unlocked and checked carefully to make sure that loads had not altered. By unloading the jacks at the bucket wheel boom and the counterweight, the slewing structure was again supported wholly on the central jacks inside the tub structure. The slewing structure was then lowered onto the new balls.

Oil pipes were connected to the ball path and a new oil pump and reservoir were fitted inside the dredger under frame.

The old slew shafts and pinions were replaced with new shafts and pinions to suit the bigger ball path.

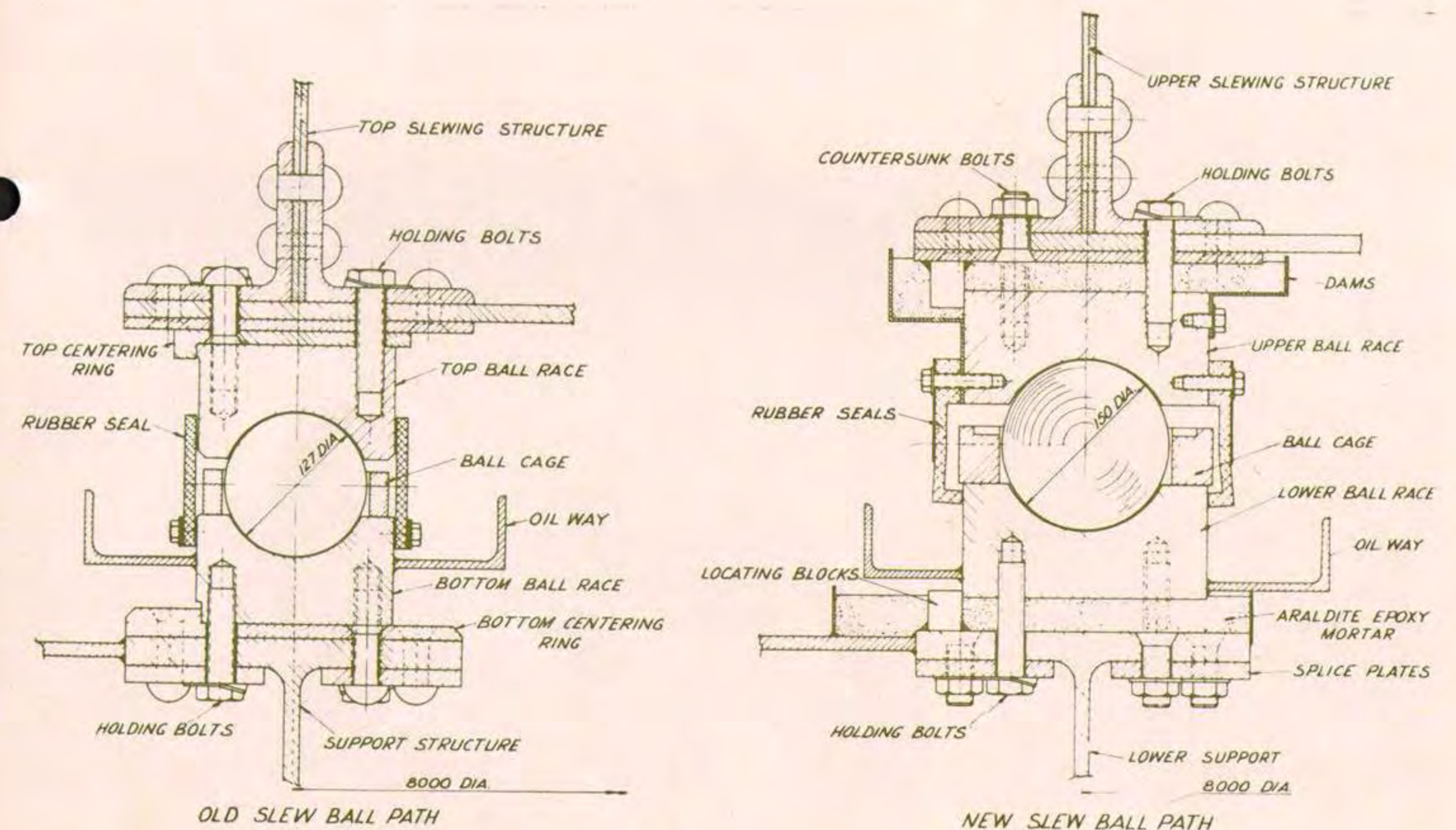
The dredger was then slewed and the ball path injected. After working for a few months the slewing structure will once again be jacked up for an inspection of the ball path.



Mixing and pouring epoxy mortar under lower slew race are L/H Fitter Peter Manicola and Apprentice John Ericsson.



No. 6 Dredger parked on trestles and jacks.



Before and after: On left the old slew ball path, on the right the new slew ball path.



# First Year Apprentices Start Their Training

Eighty first-year apprentices, representing eleven trades, started their three-month probationary period at the Education and Training Centre, Yallourn, on Tuesday, January 23.

After signing on, the apprentices were officially welcomed by Latrobe Valley Deputy Manager Graham Black. They were then issued with protective clothing and tools and, as our photographs show, allocated benches in the Apprentice Training Workshops.



*Franz Heger, Robert Hekman, Peter Dawson and John Kelly, first year electrical mechanical apprentices get some basic gen from Instructor Rod Catchpole.*



*Instructor Charlie Bennett with apprentice electrical fitters (left to right) David Callenberg, Don Cameron, Daryl Bailey and Peter Boulton.*



*Instructor Rod Catchpole issues electrical fitting and armature winding apprentices Robert Donaldson and Colin Thorburn with some tools.*



*First year fitting and turning apprentices Len Darvall, Noel Elloy, Kevin Flanigan and Wayne Grenenger get settled in at the Apprentice Annexe.*

# LIONS INTERNATIONAL Y.E.P. TO U.S.A.

by Robyn Campigli

My trip to the United States of America was the first outgoing Lions Youth Exchange to America. 162 applicants were selected from throughout Australia on a first-in-first-served basis. The age limit was 16 to 21 years. We spent 6½ weeks in the States with American host families attached to Lions Clubs in California, Idaho, Nevada, Texas, Oregon and Arizona.

I spent my time in San Diego, California, which is quite near to the Mexican border and approximately 110 miles from Los Angeles.

Some of the places I visited while there were San Diego Zoo, Sea World—Mission Bay San Diego, Tijuana in Mexico, Disneyland, Universal Movie Studios, and the Movieland Wax Museum in Los Angeles.

The highlights of my trip were my visits to Disneyland and Universal Studios. After watching Disneyland on television for so long it is an experience in itself actually to visit there. Among other things, we walked through Snow White's Castle, rode in the Monorail and on the Sante Fe Railroad. Also watched 'Disney on Parade'.

Visiting Universal Studios was a tremendous experience. I didn't realise the film industry was such a big fake. We commenced our tour by visiting of Lucille Ball's dressing rooms—she has five. Then we went on to one of the 34 sound sets where filming can take place no matter what the

weather conditions outside. In there we saw the PT 73 from McHale's Navy. What a let-down, that boat isn't even anywhere near water. Behind the prop they have a screen where they project scenes and this creates the image of speeding across the water. Our guide selected two people from the audience to act out a scene. I was lucky enough to be one chosen. While I was on the boat we were attacked and bombed by low-flying aircraft. We were also hit by a hurricane—they turned on a powerful fan.

Then there was the hill the Indians always come over before rushing down to attack a waggon train. The Indians are never shown going over the other side of the hill. Why? The Los Angeles freeway is on the other side!

We saw the sets and locations for Adam 12, Ironside, Marcus Welby MD, The Virginian, Dragnet and films such as Phantom of the Opera, To Kill a Mockingbird and Alfred Hitchcock's film, 'Psycho'.

One has to adjust to driving on the "wrong" side of the road. American currency—a penny (1 cent), nickel (5 cents), dime (10 cents), quarter (25 cents). Also the different terms they use. A bench is called a 'counter top', footpath—'sidewalk', the boot of a car—'trunk', windscreen—windshield. The term 'chook' has never been heard of.

I found the trip very informative and educational.



Robyn Campigli on her tour of Hollywood's Universal Studios.



On set at Universal Studios—PT73 of the McHale's Navy series.



Characters from the cast of Bonanza at the Movieland Wax Museum in Los Angeles.



A crowded shopping arcade in Tijuana, New Mexico.



Dolphins wave goodbye to Sea World in Mission Bay, San Diego.



No need to identify these characters that Robyn photographed on a visit to Disneyland.

# SAFETY SECTION

## HOW ABOUT SOME CAR PARK COURTESY?

Complaints concerning hazards in car parks have been raised during the past few months at numerous section safety meetings. The main complaints have been about the following:

1. Failure to use correct trafficways when leaving the parks.
2. Excessive speed—especially when guilty of item 1.
3. Parking in no parking areas—blocking laneways, etc.

We have not had a serious accident yet, but the law of averages says it must happen unless we mend our ways.

Naturally these offences are mainly committed at knock-off time and if you stand back some night and watch the exit from any of our car parks, but especially the Morwell ones, you can quite imagine yourself at the start of the Indianapolis 500.

Granted that if you are among the first away you will save 1 or 2 minutes on your trip home or to the hotel or to wherever you go in the evenings,

but let's face it, that is all you will save—1 or 2 minutes. Is this worth the risk of an accident with the subsequent costly repairs or at the worst seriously or even fatally injuring a pedestrian? If you are a car park user perhaps you may like to examine your conscience and let all see if we can develop some car park courtesy. Remember the risk is not worth the small possible gain.

Then there are other people who drive too fast on the Works Areas generally.

Speed signs have been erected, not to beautify the countryside, but to make sure that pedestrians and other motorists do not get hurt.

Pedestrians can help keep speed down by talking to fast drivers and making them slow down in restricted areas.

Remember please that 15 mph means just that—not 20 mph or 25 mph—but 15 mph!!

## Strangled—with his own scarf!

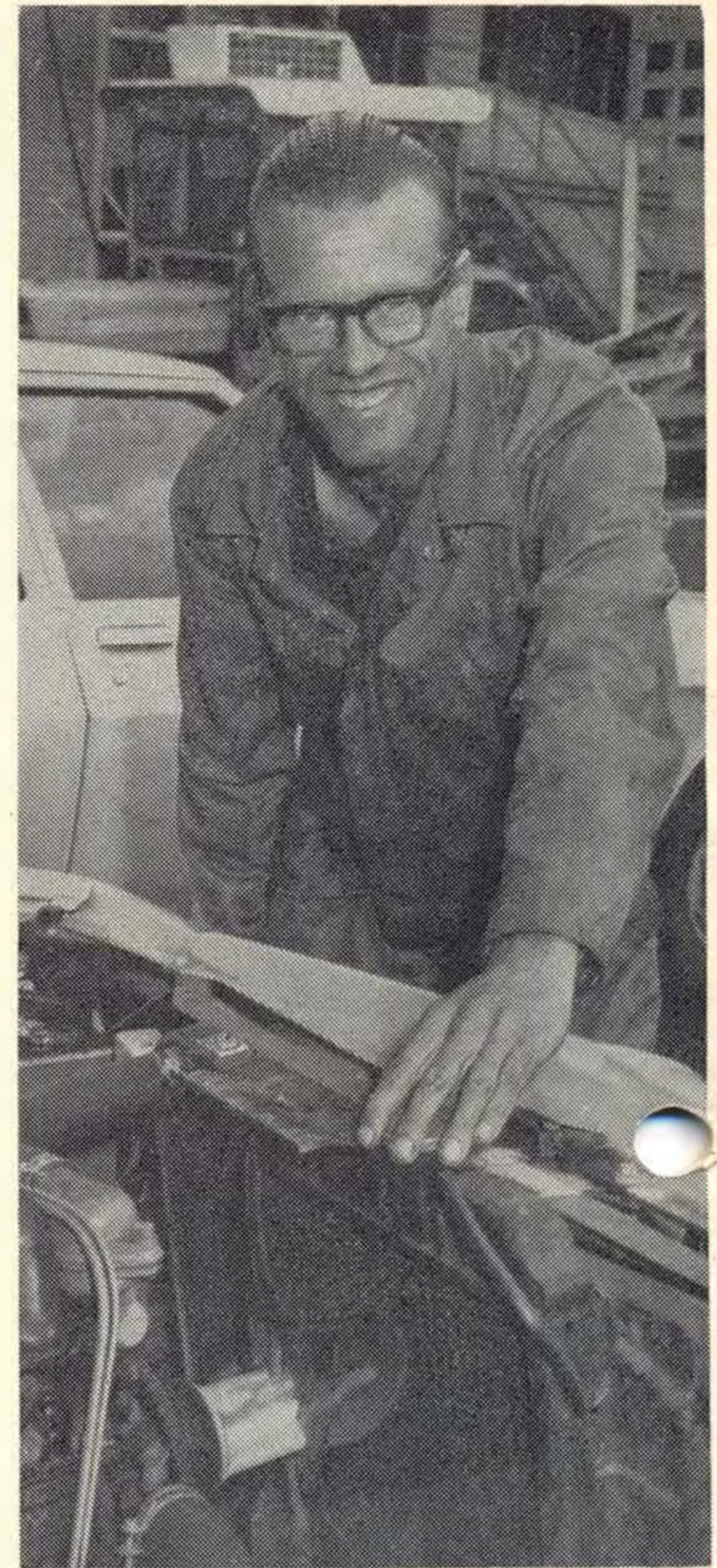
A recent account of an overseas fatality at work brings to light again the necessity of "dressing for safety". An employee of a sewerage authority entered a pump house to carry out lubrication duties when the end of the scarf he was wearing became caught on the drive shaft of a pump. The employee was strangled to death. An important fact with this fatality was that the employee had been with the authority for less than three months. Perhaps a few words of advice from an employee with longer service may have avoided this tragedy. Remember that although supervision have the responsibility of instructing and supervising the new employees they can be greatly assisted by the older employees who can point out some of the hazards of any job.

In the Latrobe Valley Department almost every section has pumps, motors and moving equipment associated with their activities, even on the clerical side with duplication and office equipment. Almost everywhere you look

there are turning parts on motors, generators, presses or engines. Some don't seem very powerful to us at first glance, but the leverage of a small shaft and a medium piece of equipment can be tremendous, even when powered by a small horsepower motor.

Here are some clues on clothing:

1. Wear the correct protective clothing that you have been issued with.
2. Keep buttons buttoned and zips zipped.
3. Avoid loose belts, dangling ties or scarves and fancy cuffs or pleats. People employed to work on rotating plant should not wear ties and engineers or supervisors frequently involved with rotating plant may be well advised to purchase a "clip-on" tie.
4. Keep clothing clean to fight bacteria and remove oil or grease.
5. Maintain your clothing—repair rips and tears and replace buttons.



## George Gets into Hot Water

Our fourteenth member of the Wise Owl Club gained his membership through an accident off the job—first time that this has happened in the Latrobe Valley.

George Terpstra of the Briquette Packaging Plant, Morwell, installed a second-hand radiator in his car. The engine ran hot when he drove the car so George inspected the radiator and diagnosed a blockage.

The drain cock was rusted in so George carefully loosened the radiator tap and carefully removed it. Nothing happened, so George moved closer to examine the radiator. A gout of steam and boiling brown slush shot out and hit him in the face. His face was badly scalded, but as George was wearing his safety glasses his eyes were protected.

On Tuesday, February 20, Cyril Morellato, Briquette Production Superintendent, presented George with his honorary membership of the Wise Owl Club.



# SUMMER HAZARDS

The Electrical Services Section conducted safety sessions with a novel twist during January. Aimed at highlighting the many dangerous situations encountered on a summer holiday, they covered swimming, boating, fishing, camping, hiking and other recreational pursuits. The bushfire peril was graphically illustrated by a film of the 1962 bushfires in the Dandenongs, prepared by GTV-9.

The first part of the programme set out to show how to avoid these hazardous situations, but recognising that things do sometimes go wrong and that people do get injured, the second part of the programme was devoted to demonstration of first-aid by competent First-Aiders. Members of the Section's first-aid teams acted out a series of "incidents" which befell their bush camp on a remote lake somewhere in Victoria. The Visitors' Reception Centre, Yallourn, had been realistically converted as shown in the photograph above into just such a scene, thanks mainly to Perc Mooney.

A girl got into difficulties in the water, was rescued and expertly re-

suscitated; the inebriated cook managed to tip boiling water on the girl's groggy weekend male companion before badly gashing his leg when chopping firewood and finally the little bloke who returned hot and breathless after running four miles to phone for a doctor and ambulance, got bitten by a snake as he groped for a can of beer which had been planted behind a log.

Keith Potts and John Dyer gave

commentaries as the various injuries were treated and answered questions at the conclusion of hostilities.

If you're thinking of going on a summer holiday and want some expert advice on how to avoid the dangers you're likely to encounter, or alternatively if you want someone in your party who can patch you up if you do get hurt, just take along anyone from Electrical Services.

You can't go wrong.

## Safety Engineer's Footnote:

Bill Smith the Electrical Services Engineer and his colleagues are to be congratulated on their efforts to stimulate an accident prevention awareness and an interest in first-aid among the members of the Electrical Services Section. A considerable amount of thought and preparation was required, but I am sure that those concerned are more than satisfied with the results obtained. During a recent safety meeting (not Electrical Services) complaints were made as to the monotony and lack of interest shown in current routine first-aid lectures. Here is an example of how interest can be injected into a normally repetitive type of lecture. Keen interest was shown by all audiences and excellent tuition was received, perhaps some other sections may like to stage a similar production. I am certain that Bill Smith would be only too pleased to give advice to any other would-be producer.

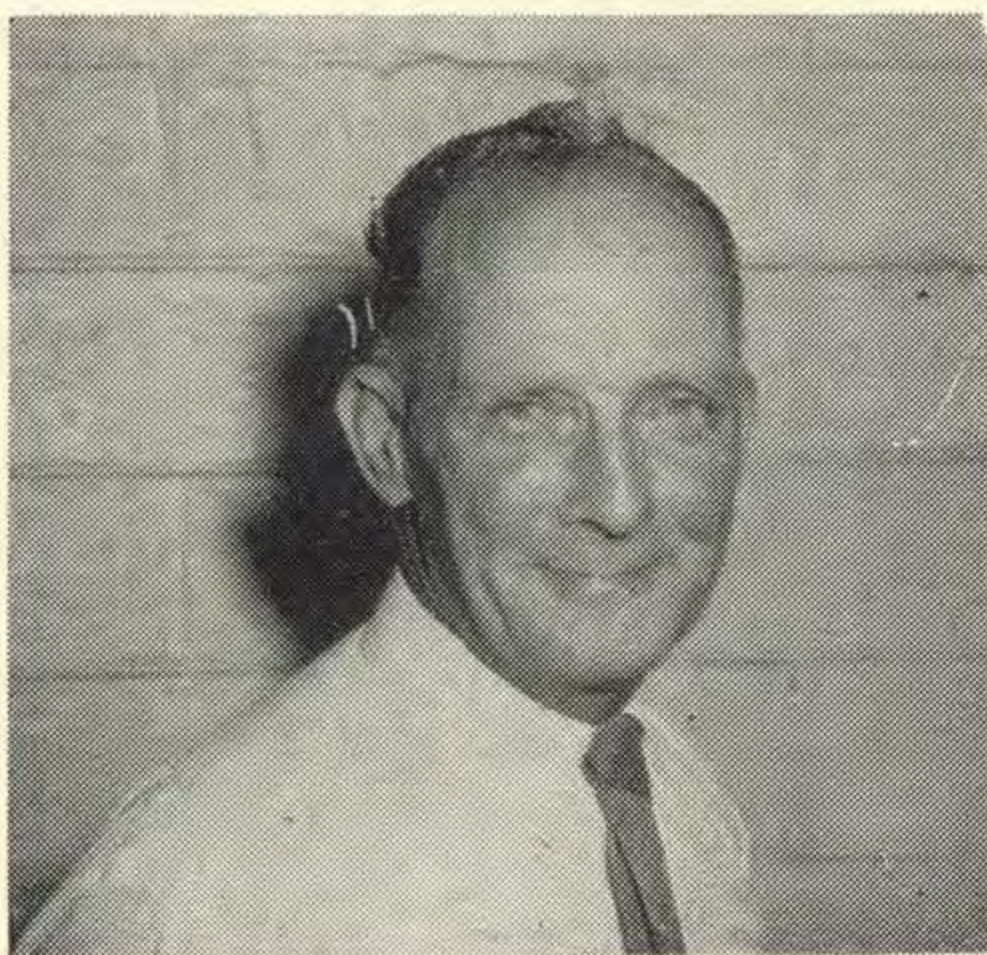


George Scholes, an Overseer Grade 2 at Hazelwood Power Station, retired on January 31 after almost 40 years' service.

George, whose father was a foreman at Yallourn, made a name for himself in the war years by keeping the turbines running under difficulties. He was also renowned for discovering that the Commission's memorandums to foremen were made of rice paper and were invaluable for rolling your own.

George was a very busy person around the place and earned the nickname of the Angry Ant. He intends to remain active in his retirement and his mates in the Turbine Room presented him with an electric saw.

At a formal presentation, Latrobe Valley Deputy Manager Graham Black presented George with an electric drill and a gift for his wife.



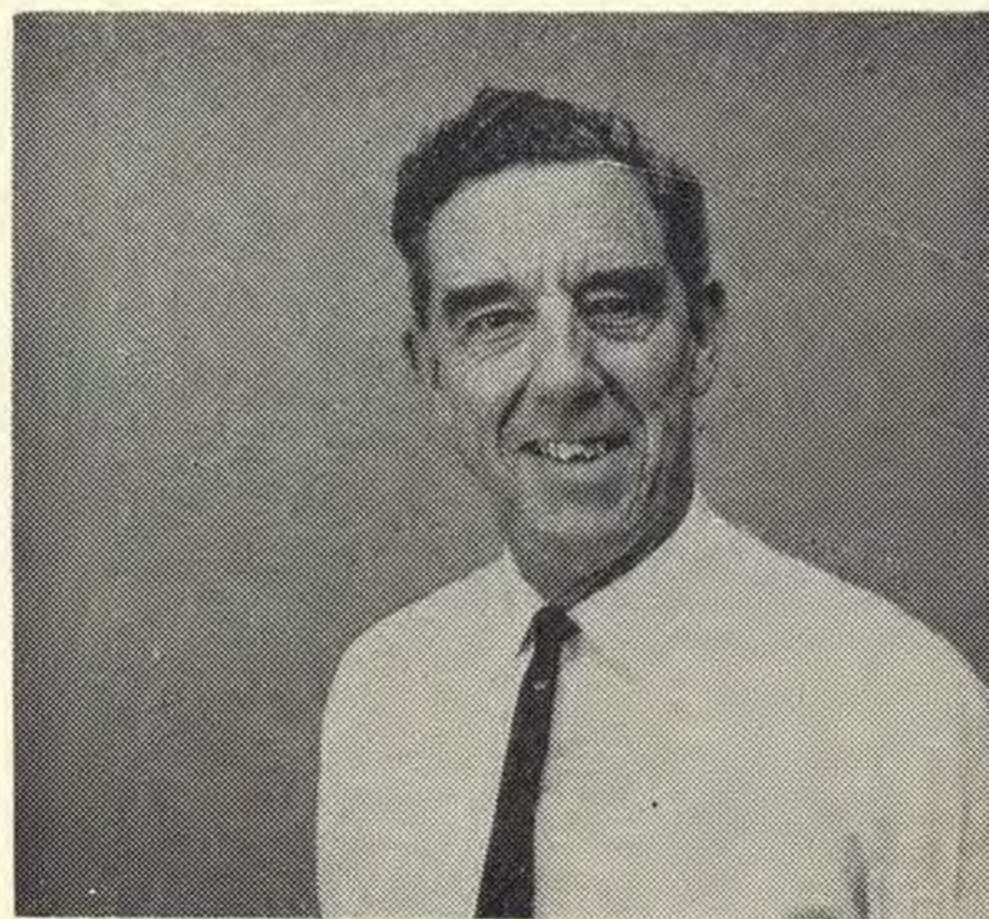
Syd Thomas, an Electrician Special Class at Yallourn Open Cut, retired on Wednesday, February 14, after 22 years' service.

Syd intends to spend the first year or so of his retirement in travelling

around. He intends to go by ship to Britain for a holiday first.

Yallourn Coal Production Superintendent Eric Foote, on behalf of Syd's mates, presented him with a suitcase, which will come in handy on his travels, and a gift for his wife.

## RETIREMENTS



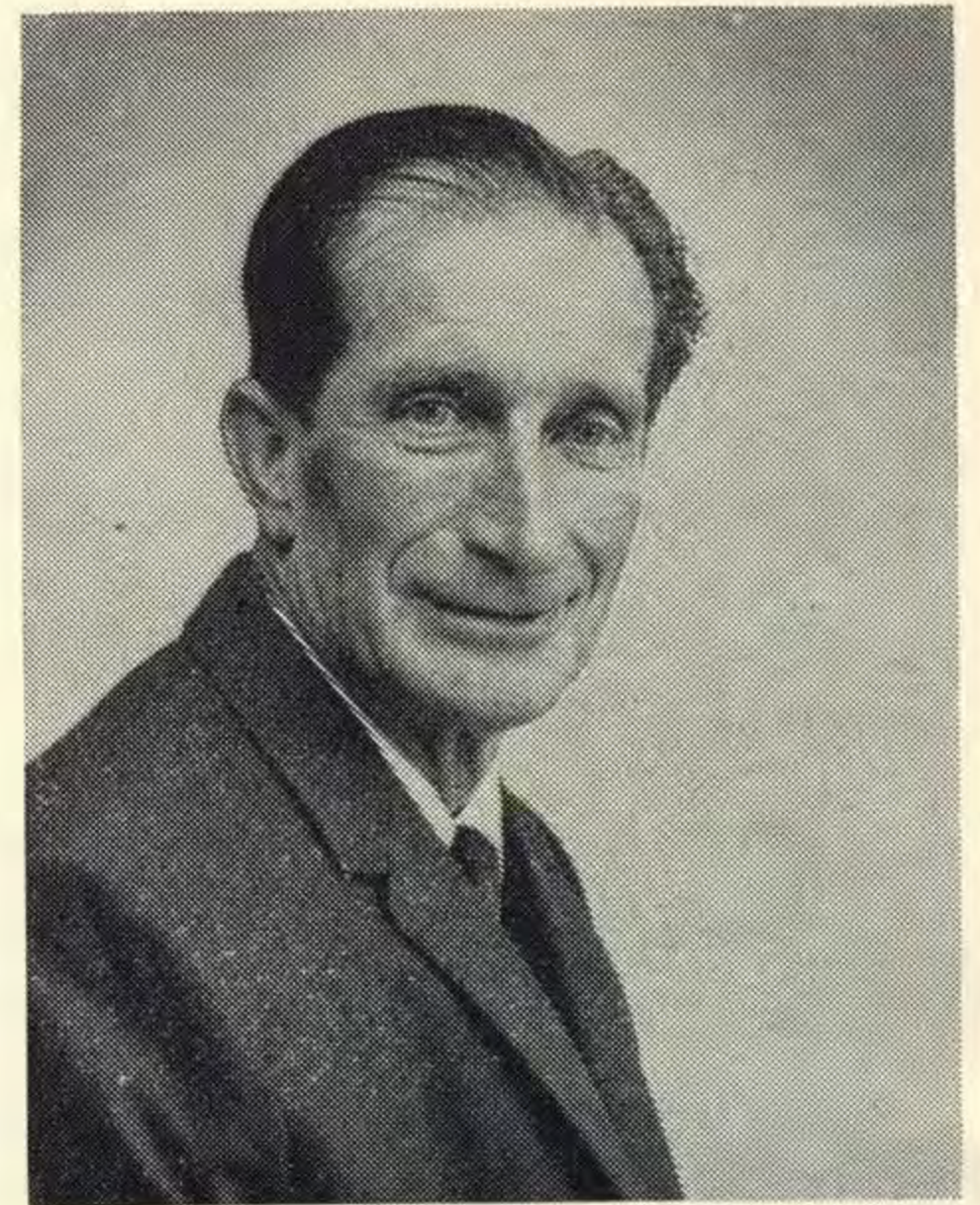
Charlie Dumble, Electrical Training Instructor, retired on February 2 after an interesting and varied career in the Latrobe Valley.

At the presentation ceremony conducted at the Departmental Training Centre, Ian McDonald, Operations Engineer, acted as Master of Ceremonies. Tributes were paid by B. Foley, Jack Platt and Ric Crookes.

The formal presentation was made by George Bates, Manager, Transmission, who, on behalf of his many friends, gave Charlie a car radio and a transistor radio.

Jack Platt presented Charlie with an "access permit" authorising entry to all "hotels, clubs, camping grounds, etc., in the whole of Australia . . ."

In response Charlie said it was with mixed feelings that he left work, because although he is looking forward to a rest, he will miss his many friends. He also has an alarm clock for sale (very cheaply).



George Hammond, a Technical Assistant at Transport Workshops, Yallourn, retired on Friday, March 2, after 23 years' service.

George spent the greater part of his time with the Commission in Melbourne on plant procurement. He came to the Valley about six years ago and has been connected with plant procurement the whole time.

A cow cocky in his spare time, George intends to spend his retirement in raising stud cattle.

On behalf of his mates, Latrobe Valley Deputy Manager Graham Black presented George with a wallet of notes and a bottle of Scotch to celebrate his new-found leisure.

## Valley Notice Board

### BIRTH

To Phil Watts (Accounts Payable) and Elizabeth a son, Shane Phillip, on January 18.

### WANTED TO BUY

Darkroom Equipment — enlarger, dishes, etc. — Phone John deVries, Ext. 3201.

### FOR SALE

Brand New E.K.O. Electric Organ, beautiful tone, 2 manual keyboards, built-in rhythm unit. Compact satin teak-veneered cabinet. Exceptional value, \$695. — Contact J. Burns, 25 Canberra Street, Moe.



## MORWELL P.S. HELPS DEAF CHILDREN

The Victorian School for Deaf Children through its Central Gippsland Auxiliary has, since 1964, conducted an appeal in the Commission's Latrobe Valley works area.

This year's contribution from Commission personnel amounted to \$846, bringing the grand total contributed from 1964 to the present to over \$4,500.

The response from Morwell Power Station was particularly gratifying, over \$150 being collected from the blokes for the appeal.

As a mark of appreciation the organisers of the appeal, Ham Ballagh and Arch Porter, arranged for the \$846 cheque to be handed over to representatives of the Central Gippsland Auxiliary at an informal presentation at Morwell Power Station.

Our photograph shows (from left to right) Alan Castelow, Alan Craven, Bob Les, Mrs. Jorgensen and Mrs. Round, representing the Central Gippsland Auxiliary, Ken Williamson, Jack Draper and Alvin Roberts.



## Fire-Fighting Training Pays Off for Jack

At the 44th Annual Demonstration of the Eastern Fire Brigades Association held at Sale on January 27, 28 and 29, Jack Davis, a Fireman with the Yallourn Auxiliary Fire Brigade, carried off the Australia Day Commemorative Medal donated by the Australia Day Council. The medal is awarded to a member, or members, over the three-day period for sporting ability, discipline, appearance and manner and is the most significant award of the year. To Jack, the veteran of the running team, the prize is well deserved. Jack is employed in the Mechanical Maintenance Section of Yallourn Power Station as a Technical Services Officer.

Jack came to Yallourn from Mildura in 1963, has been an active member of Yallourn Auxiliary Fire Brigade and running team since 1963 and is currently Coach of the running team and Secretary of the Auxiliary Brigade.

## NEW LIBRARIAN AT MORWELL

Jan Cuthbertson is the new librarian at the Technical Library in the Admin. Building at Morwell.

Originally from Geelong, Jan studied at R.M.I.T. where she obtained her Dip. Lib and, on an S.E.C. scholarship, at Melbourne University where she gained a B.A. degree.

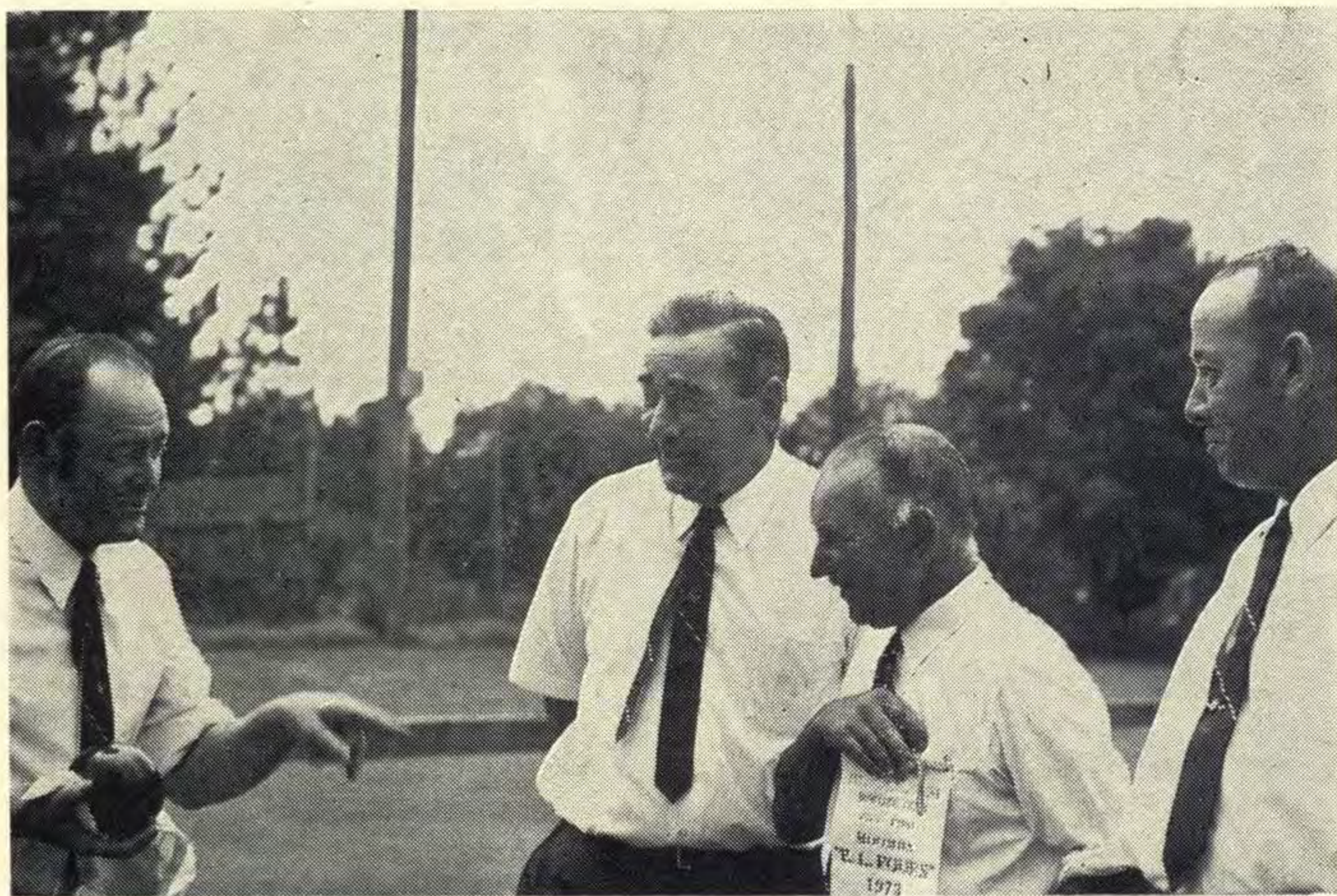
Jan says she attends keep fit classes, but prefers indoor sports.



## SUGGESTION AWARDS, 1973

	Coal		Commercial		Power		Services		Transmission		Totals	
	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$
Jan./Feb.	3	65	—	—	5	415	2	40	3	45	13	565
<b>TOTALS</b>	3	65	—	—	5	415	2	40	3	45	13	565
<b>Approx. Average Awards</b>		\$22		—		\$83		\$20		\$15		\$43

# SPORT PARADE



## Yallourn Bowls Four at Moomba

Among the many sporting events held as part of the Moomba festivities was a Men's Fours "Electric Light" Bowling Carnival promoted by the City of Melbourne Bowling Club.

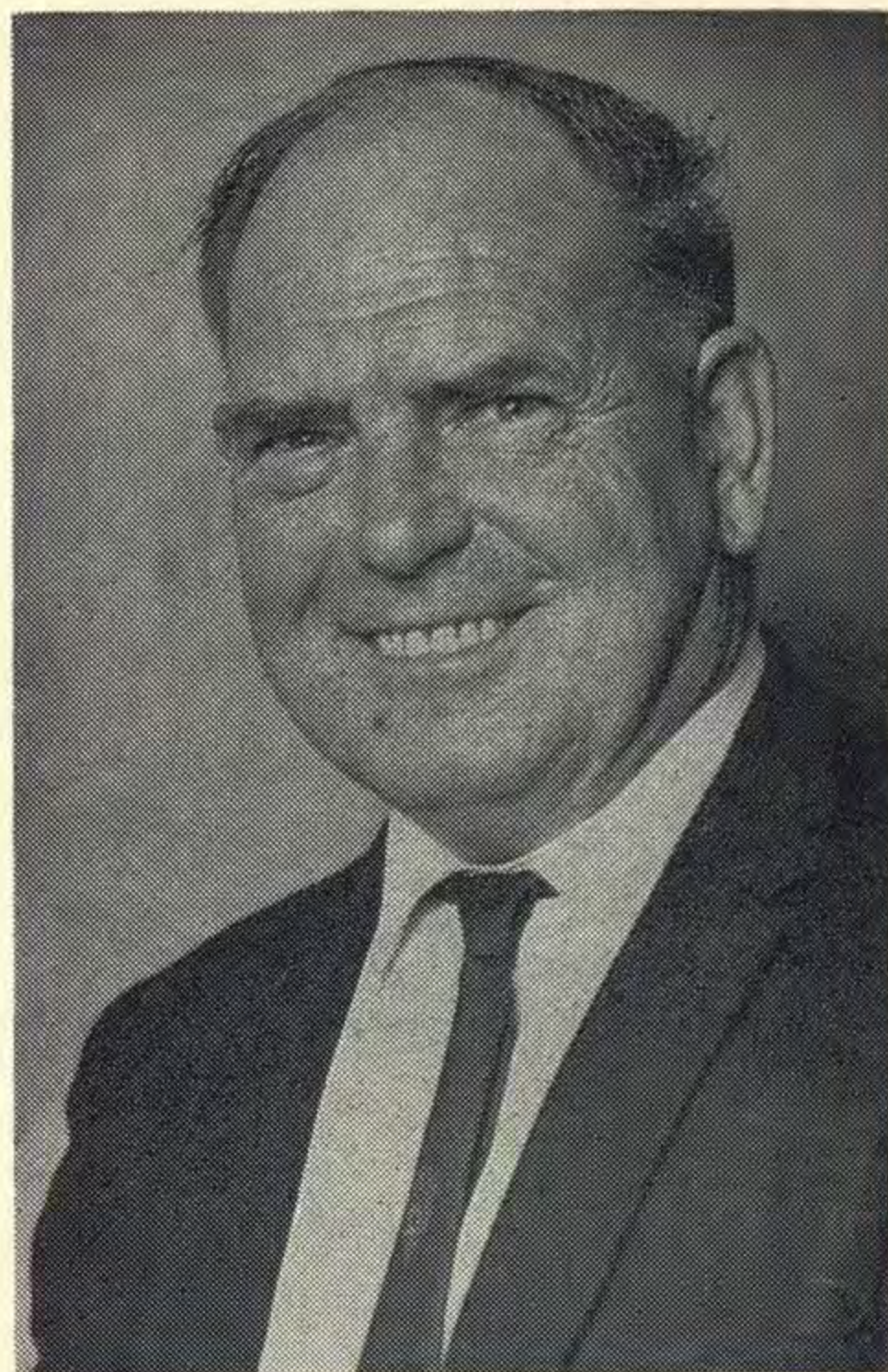
With 176 teams entered, three rounds were necessary to reach the final four stage.

A rink from the Yallourn Bowling Club travelled 800 miles between Yallourn and Melbourne to reach the final four. After winning their first game in the semi-finals they were eliminated by a margin of four shots in the second game.

Ron Hepburn, Dr. Harry Player, Bill Touhey and Wally Joyce comprised the original team, but as Bill was unavailable for the semi-finals he was replaced by Darby Beard, making the rink, with the exception of Harry Player, a Coal Production affair—Ron and Darby from the Yallourn Open Cut

and Wally from Yallourn North Extension.

Our photograph shows (from left to right) Ron Hepburn, Harry Player, Darby Beard and Wally Joyce.



## L.V.F.L. HONOURS LONGEST SERVING OFFICIAL

The Latrobe Valley Football League has honoured its longest serving official, Les Taylor, with a life membership. Les has been treasurer of the League since 1960. Prior to joining the League he had four years service with the Moe Football Club. Club man for three years and Treasurer and joint Manager for one year. On his appointment as League Treasurer in 1960, Les had to sever all connections with the Moe Football Club.

## SUCCESSFUL REGATTA FOR LATROBE VALLEY YACHT CLUB

Lake Glenmaggie Yacht Club hosted visiting yachtsmen competing for the Gippsland Inter-Club Open Sailing Regatta Shield for 1972-73. A last minute change of venue, due to heavy winds, was made from Marley Point to Lake Glenmaggie.

Yachts attended from Latrobe Valley, Gippsland Lakes, Lake Glenmaggie, South Gippsland, Lake Wellington, and Port Albert Yacht Clubs.

L.V.Y.C. entries did well, as can be seen from the following results of L.V.Y.C. members—

Teams Race 1, Division "B": 1st, I. Robertson, Corsair;

Teams Race 2, Division "A": 2nd, J. Pelacchi, 505;

Teams Race 2, Division "B": 1st,

I. Robertson, Corsair; 2nd, G. Harrison, G.P. 14.

A notable feature of Race 2, "B" Division, was the teamwork at the start of the race by the L.V.Y.C. entries, skippered by Ian Robertson and Geoff Harrison. Between them they covered the fleet and held the lead for the whole course.

Open race placegetters from the L.V.Y.C. were—

Race 1, Division "A": 2nd, K. Craig, 505;

Division "B": 2nd, K. Wood, Sailfish Cadet.

Race 2, Division "A": 1st, M. Johnson, Fireball; 2nd, R. Franklin, XY16.

Division "B": 2nd, K. Wood, Sailfish Cadet.