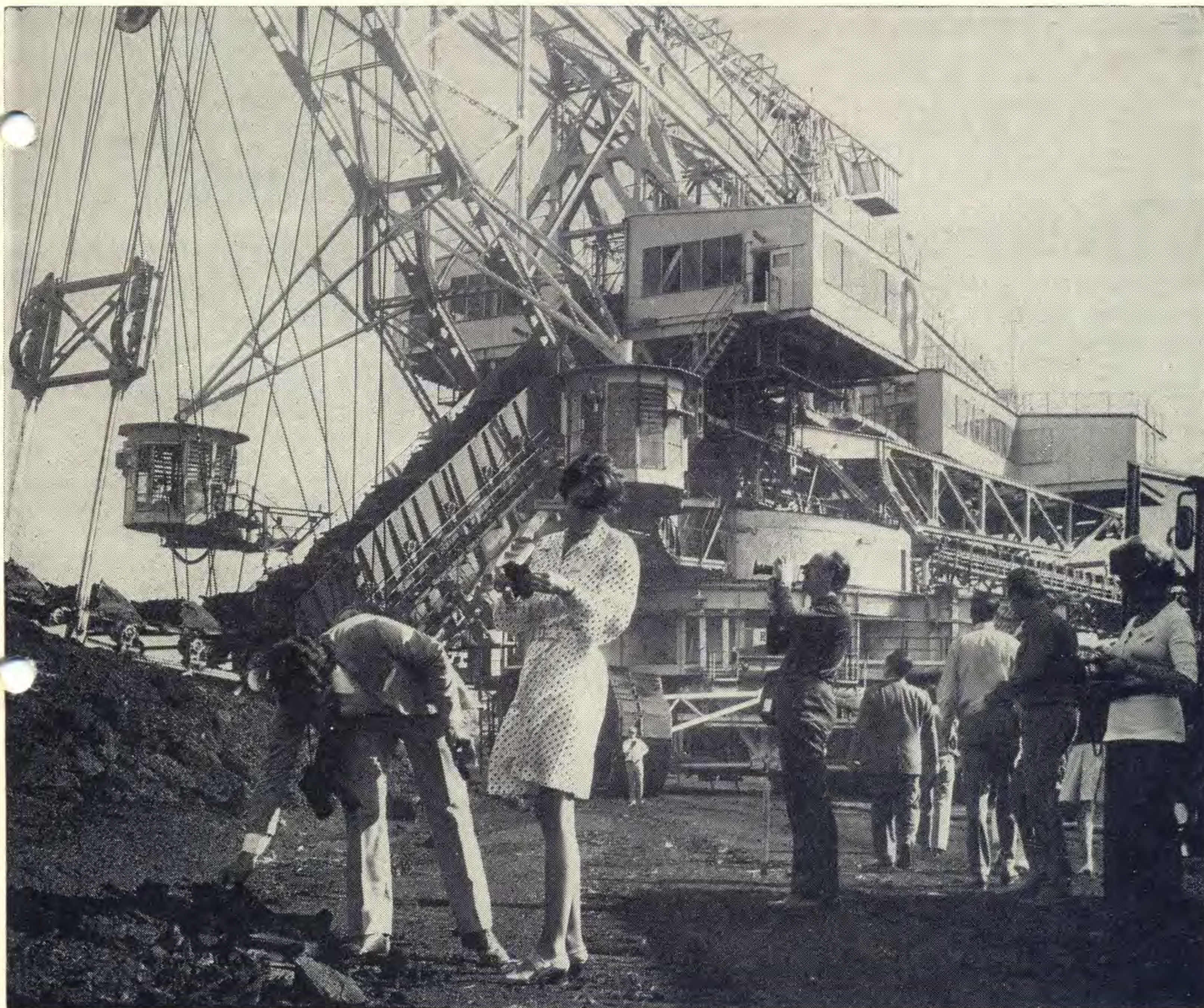


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contact

THE STATE ELECTRICITY COMMISSION LATROBE VALLEY DEPARTMENT MAGAZINE

APRIL, 1973



Welcome Mat Out for Visitors

It has always been my policy to extend a hearty welcome to the thousands of people from all over Australia and many overseas countries who visit us here in the Valley.

When these visitors have kindred interests to our own I am especially pleased.

Such an occasion occurred last month with the arrival of a group of

distinguished visitors — members of GIGRE, which is short for Conference Internationale des Grands Reseaux Electriques.

Translated, this means the interna-

tional conference on high tension systems, and members are concerned with the generation of power and its transmission.

There were 62 overseas visitors in all, including 19 wives and our Chairman Mr. Bob White, AGM (Generation and Transmission), Mr. Jack Johnson and their wives, and the French commercial attache and his wife were also in the party.

CIGRE membership is worldwide and our visitors came from Venezuela, Canada, U.S.A., Brazil, Germany, France, Denmark, U.K., Norway, Italy, Sweden, Finland, Belgium, Switzerland, South Africa, U.S.S.R. and Japan—a truly international gathering.

The men in the party were shown construction work at Yallourn "W" Power Station in the morning and, after lunch the Yallourn and Morwell Open Cuts. The ladies of the party went on a tour of the local countryside.

Highlight of the day for many in the group, judging from comments I heard, was a close-up inspection of No. 8 Dredger in Yallourn Open Cut—shown in the photograph on the front page. It was an unique opportunity for many of our visitors to see in action one of the largest coal winning machines of its type in the world. I might add that all our visitors were impressed with the scale of our coal winning operations.

At the conclusion of the visit mementoes of the Latrobe Valley—made for the Commission by the Sheltered Workshops—were presented to our guests. Consisting of brown coal encapsulated in resin, the men of the party were presented with paperweights and the women with key rings.

As stated at the beginning of this message, I welcome all visitors to our works area, especially those with similar interests. I should like, therefore, to invite all Commission personnel in the

Latrobe Valley, together with their families and visiting relatives to a conducted tour. Many of you, of course, have been on one of these tours, but a great number of you have not.

Shift personnel, for example, might be interested in organising group tours for themselves and their families, but whatever way you come, I would be delighted for you to accept my invitation. All that is required is to contact our Public Relations Section, telephone extension 3170 and they will arrange a suitable date.

The welcome mat is laid out for you.

J. M. Schuly
Manager,
Latrobe Valley Department

WHY 500kV TRANSMISSION?

High voltage transmission lines are used to transport large blocks of electrical energy from the generating source to the load centre—in our case from Latrobe Valley to Melbourne. As with any transport system a certain amount of energy is used in the transport process. This energy is not available for sale to the customers and consequently forms part of the cost of production of electricity.

In electrical engineering terms energy lost during the transport process is known as "line losses" or simply "losses".

Every transmission line is carefully designed to minimise these losses and

make the maximum amount of energy transmitted available for sale to the customer. It is here that the voltage of the transmission system is particularly important, because higher transmission voltages reduce the line losses per megawatt of energy transmitted and generally reduce the capital cost of the transmission equipment.

The losses in a transmission line are related mathematically to the voltage levels. For example at 500 kV the transmission line losses are only one quarter of those at 220 kV.

Between the Latrobe Valley and Melbourne we have two 500 kV lines and six 220 kV lines to transport most

of our generated energy to Melbourne. The loss of power in the lines is 1.7 per cent. when all lines are in service and we are transporting our maximum output. If the 500 kV lines are out of service and all energy is transported over the six 220 kV lines, then the losses rise to 4.1 per cent. of the energy transported and the cost of production increases accordingly.

The total line losses from the Power Station to the household customer is between 12-14 per cent. of the energy transported, most of which is lost as the energy is progressively reduced in voltage levels from 500 kV down to the voltage for domestic use, i.e., or 230 volts.



Colour TV Film to be Shown in Japan

The Valley will be seen by millions of Japanese T.V. viewers in a film on Australia produced by Hokuto Films.

Cameraman Matsui Itou and Director Mosanoui Iwasaki visited the works area last month, accompanied by Charles Berger of the Commonwealth News and Information Bureau.

The completed film will cover many facets of Australian life and the team will travel extensively around East, West and Central Australia to film native flora and fauna, industry and tourist and education facilities.

It is intended that the color T.V. film will be used primarily as an educational aid in Japan.

Pre-Driver Training Course for High School Teachers

Technical Training Officer Ern Smith and Technical Instructor Keith Buckland, of Transport Division's Driver Operator Training Section came down to the Valley last month to conduct a training course for high school teachers wishing to introduce Pre-Driver Training Schemes in their schools.

The high death rate of young adults used as the main motivation in the course as used in schools, backed up by statistics such as these:

The Under 25 Age Group holds 17 per cent. of Victorian driving licences; 45 per cent. of all drivers killed are under 25; 58 per cent. of drivers killed in **single vehicle** accidents are under 25. Based on mileage ratios, males have more accidents than females.

It can be appreciated from these statistics that it is necessary to inform and motivate young people in order to promote the right attitude to safe driving in them.

Based on the U.K. Hendon Police College's driving training course "System of Car Control" (adopted by the Victorian Police), pre-driver training courses include instruction in:

- Attitudes;
- Effects of physical and mental conditions;
- Knowledge of motor car operation (theory only);
- Safety inspection of car;
- Starting, stopping, gear changing, steering and braking procedures;
- System of car control.

Students at school do not as a rule get involved in on the road training—this is usually left to commercial driving schools.

This preliminary course covered these points with emphasis on the "System of Car Control".

It was pointed out that most drivers on the roads today don't drive to a constant system. Their method of approach and negotiation of any particular traffic hazard varies with each situation. For example, on one occasion they may brake fast, on another, change gears to slow down.

When driving to the "System" the driver ALWAYS considers his approach by a rigidly disciplined system:

1. Course
2. Mirror and Signal
3. Brakes
4. Gears
5. Evasive Action (if necessary)
6. Acceleration Points and Skid Points

The features of this sequence should not overlap. Once considered and put into effect the driver should not have to revert to an earlier phase of the sequence.

After going out on the road to see the "System of Car Control" in practice, the group returned to the classroom for a discussion on road law and the screening of films.

Ern and Keith conduct many of these introductory lectures on pre-driver training to interested groups all over Victoria.

Their purpose is to demonstrate the factors involved in conducting a successful pre-driver training scheme — and from what the Valley has seen of their efforts they do an excellent job of this.



Transportation Supervisor Des McLean tries his hand—or rather, foot—at the driver reaction tester with a group of the high school teachers on the course taking a keen interest in his reaction time. Technical Training Officer Ern Smith is second from the left and Technical Instructor Keith Buckland on the extreme right.

New Overhead Travelling Crane at Yallourn Workshops

(By Barry Callinan, Engineer,
Yallourn Workshops)

Quite some time ago it was recognised that the lifting capacity of the overhead travelling cranes in the machine shop at Yallourn would need to be complemented by the addition of a new crane if we were to meet the future requirement of plant servicing for both the Latrobe Valley and Newport areas.

The main items causing concern were the generator rotors from Hazelwood Power Stations, the L.P. turbine and the generator rotors from both the Yallourn "W" and Newport Power Stations.

The problem was further complicated because the crane rail support beams in the workshops were not sufficiently strong to allow a single crane to support the heaviest of the items—Newport generator rotors at approximately 65 tons. The solution required that a 50-ton capacity crane be erected for use in conjunction with an existing 40-ton crane for tandem lifting of these rotors, thus spreading the load over a longer portion of the crane rail support structure.

The crane was delivered in sub-assembled components and the erection carried out by contractors under the supervision of SECV representatives. First the end carriages were lifted onto the crane rails and secured

against the workshop columns. The bridge girders were then swung into position and bolted to the end carriage units. The winch was lifted onto the bridge girders and the driver's cabin swung up and bolted underneath. Wiring up of the electrics completed the process which extended over a period of 5 working days.

Commissioning tests were then conducted and these included:

Testing both winches at 10 per cent. above rated load.

Speed checks — raising, lowering,

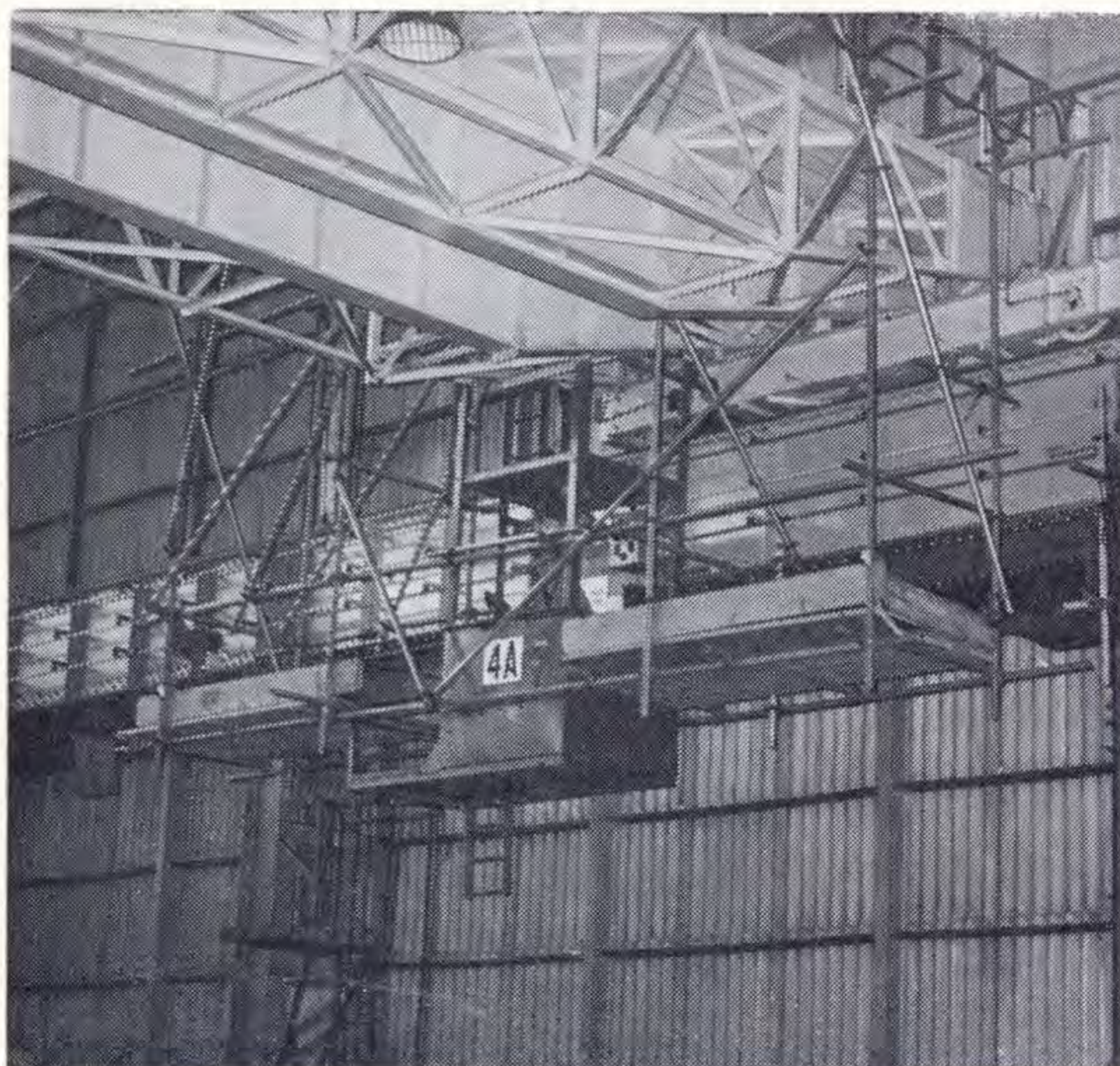
cross traverse and long traverse, both with and without load.

Deflection measurements of both the bridge girders and crane rail support beams.

Operation of all controls, lights, brakes, limit switches, etc.

A number of minor faults were uncovered by the commissioning team but none of these affect the overall operating ability or safety of the crane. The Department of Labor and Industry gave approval for the crane to be commissioned and it went into service on March 14.

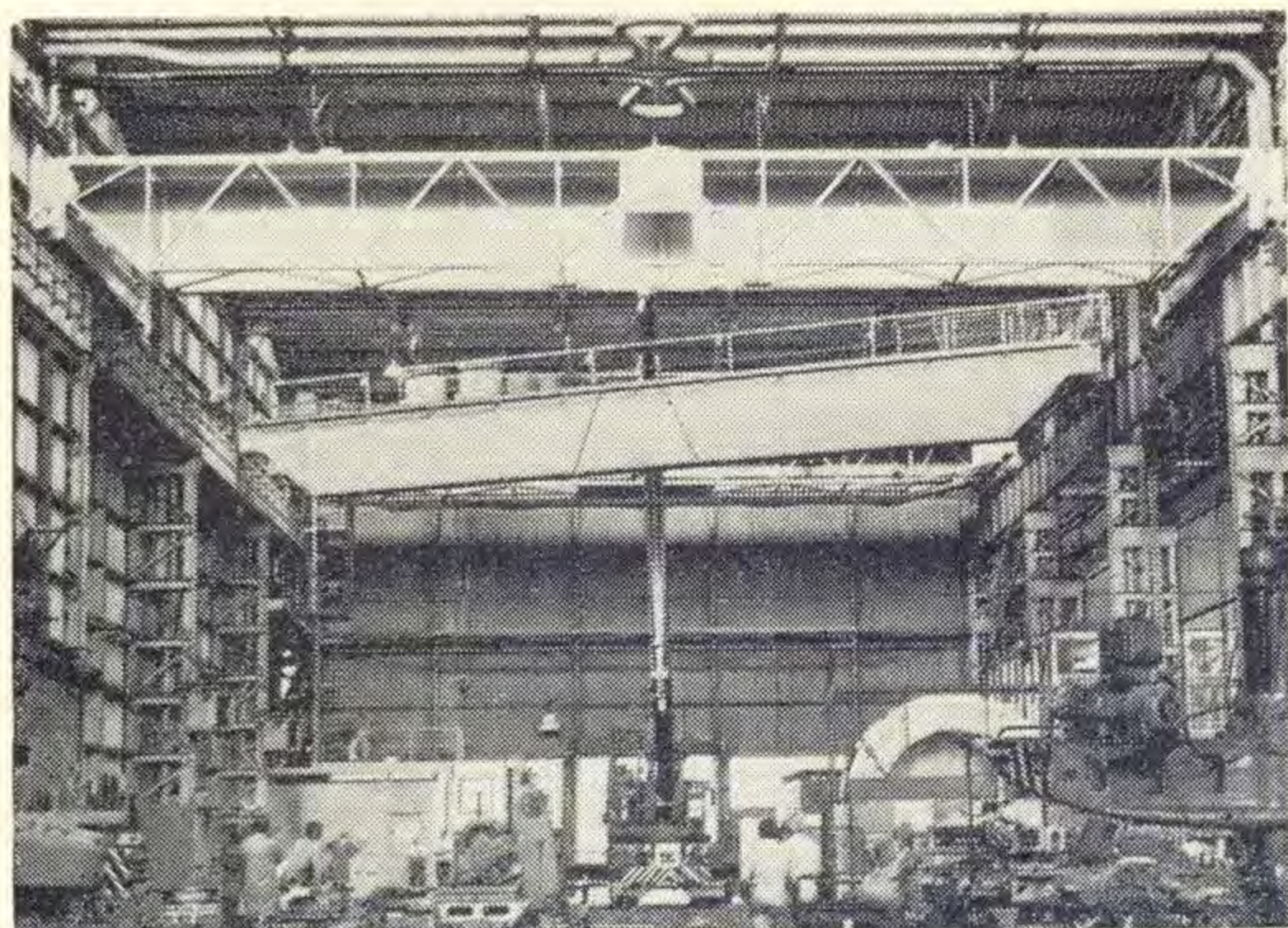
*Hoisting the first
bridge girder
up to the
end carriages.*



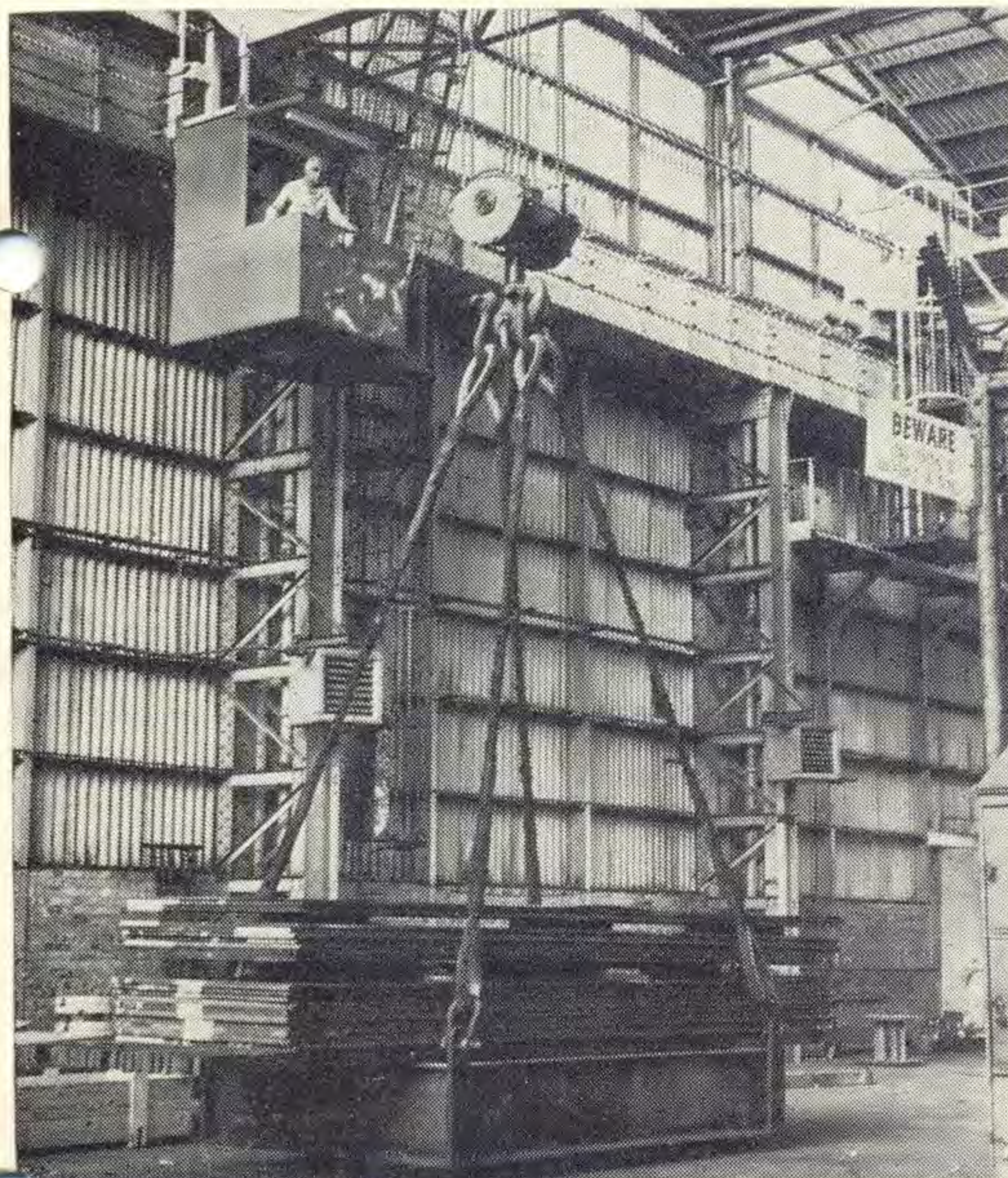
6-Ton Travelling Crane rigged as a mobile work platform and used to install the new 400V downshop supply.



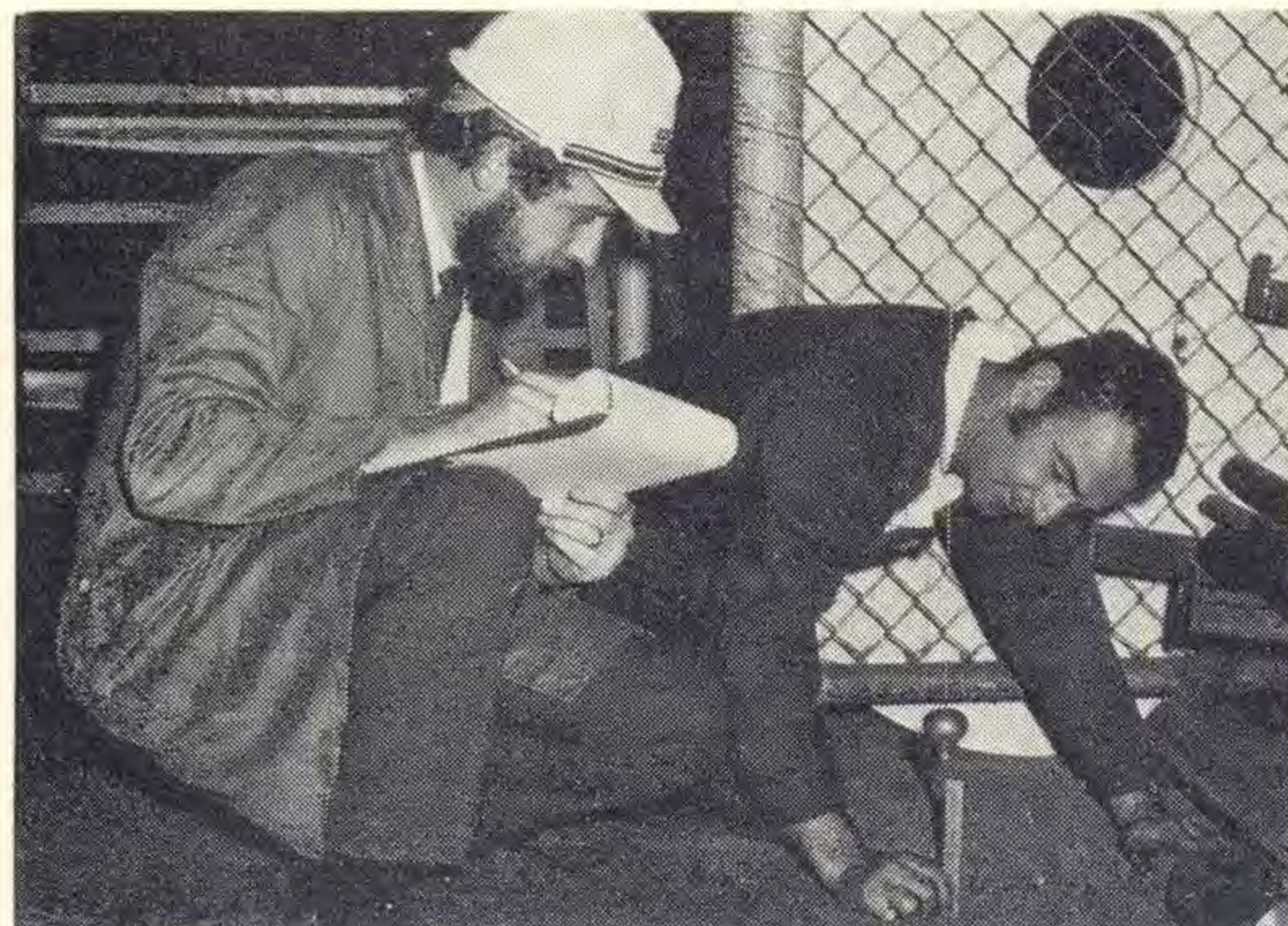
The first end carriage is secured onto the crane rail—note the boom of the mobile crane which can jib out and hoist simultaneously.



The second bridge girder is carefully eased into position.



The moment of truth as crane driver Peter Van Der Zande lifts the first full load.



L/H Fitter Bill Rilen measures the deflection of the crane rail support while workshop engineer Barry Callinan stands by to record the result.



With the jib head almost touching the roof the winch unit is ready to be lowered onto the bridge girders.



Rigger Bob Wade stands by the load as Civil and Architectural Dept. Engineers Brian Clements and Albert Walker measure the bridge girder deflection.



With safety uppermost in mind the entire machine bay was cleared for the downshop travel test using a full load of 50 tons.

Best Yallourn Garden: 4 Years In a Row

Transmission Division Co-ordination Engineer Arthur Brogan and his wife Marge are year round gardeners. To prove it, Arthur has just been awarded the Gardener Medal by the Yallourn and District Horticultural Society for the best garden in Yallourn.

This is the fourth year in succession that Arthur has won first prize, so his latest effort is no flash in the pan. The Brogans have a 'His and Her' arrangement — Arthur takes care of the lawns and Marge looks after the flowers and shrubs.

If you'd like to have a look at Arthur's garden, and it's well worth a look, the address is 2 Boola Crescent, Yallourn.



Motor Vehicle Parking at Admin. Office

The extension of the Departmental Administrative Offices is expected to bring with it increases in the volume of motor vehicle traffic around the building and in parking requirements. The degree of effect of these increases will not be fully known until the new wing is completed and all wings are occupied, but it is apparent now that unnecessary congestion and hazards will result if some present parking practices are continued.

Therefore, effective as from now:

1. Parking on the roadway around the perimeter of the building is to be avoided as far as possible and in any event, limited to short periods (up to one hour) only.
2. Parking on the apron at the rear of the building and between the wings is restricted to vehicles engaged in deliveries or being utilised in maintenance works.
3. For longer term parking, occupants of the offices and visitors should use the areas provided at the front and rear of the building. There are two levels at the rear and it is planned to make improvements to the lower level in the near future. However, it is usable now and is to be used rather than infringe the restrictions referred to above.



Help is as Close as Your Telephone

24 hours a day, 365 days a year the Latrobe Valley Life Line is available to those in need of help.

One hundred counsellors man the telephone round the clock, ready to help with problems of callers from every walk of life.

Now in its fifth year the Latrobe Valley Life Line receives an increasing number of calls. In its first year of operation 629 calls were received, 372 of which were followed by either home visits or interviews in the Life Line office.

In the fourth year (the latest for which complete figures are available) the number of calls was 875, of which 534 were followed up.

Life Line counsellors are trained volunteers who have the backing of many community organisations. There are at present one hundred counsellors of

whom 15 are S.E.C. personnel and further 11 are wives of Commission men.

Life Line is administered by a Board of Management—twenty people representing church, local government, social workers and private individuals in the Latrobe Valley. Two Commission men are on this Board of Management, Tom Skerry, Assistant Electrical Plant Engineer at Yallourn Power Station, and Brian Collier, Assistant Departmental Personnel Officer.

Training courses for potential counsellors are held periodically and last for approximately three months on the basis of attendance one evening per week. Subjects cover counselling techniques and a wide range of problems that are encountered. Anyone interested in further information on this worthy community project should contact Tom Skerry on Ext. 2142.



Mrs. Fisher and Mr. Dobratz, dressed in period costume and with their cookout equipment from the Angus Mc-Millan pioneer homestead—one of the feature displays at the Gippsland Folk Museum, watch the up-to-this-

minute electric barbecue with Chef Tiny Hanlon doing the honours, assisted by Canteen Supervisor Len Cox, with Catering Officer Syd West waiting eagerly for his steak.

Electric Barbecue a Commission First

The Commission has presented the Gippsland Folk Museum, Moe, with two double-unit electric barbecues. The barbecues are permanent outdoor installations and are coin in the slot operated.

Design and development of these barbecues was carried out in the Latrobe Valley by Malcolm Charles, an engineer with Contract Supervision and Field Services Section of Transmission Division.

Stainless steel, mild steel and cast aluminum hot plates with various size elements were investigated and it was finally decided to use a cast aluminium hot plate with a 3,500 watt element.

Steelwork was carried out by boiler-makers at Morwell Workshops and

electrical manufacture by Morwell Electrical Workshops.

Some of the more important considerations of developing this electric outdoor barbecue were protection against vandals, weatherproofing, resistance to corrosion, ease of cleaning and finally, but by no means least, electrical safety.

To obtain the optimum compromise on those considerations all components are totally enclosed in a one-eighth inch thick stainless steel structure with a surround of concrete and brick.

All metal parts are bonded together and earthed for electrical safety. The drip tray also acts as a guard between the cook and the hot plate.

Each double unit is fed from a sep-

arate 7/.036 double insulated underground cable so that no unsightly exposed cables mar the pleasant atmosphere of the site.

Councillor Joe Tabuteau, Chairman of the Gippsland Folk Museum's Committee of Management, likes the hygienic pollution-free qualities of the electric barbecues and their ease of operation. "The cleanest method of barbecuing there is," he says.

The electrical installation was done by Yallourn Field Services, and the brick and concrete work by Civil Services, Yallourn.

Many Valley personnel took part in the design, development, manufacture, testing and installation of these electric outdoor barbecues — a Commission 'first'. 'Contact' congratulates them on a job well done.

Attention ex-Service Men and Women

The No. 1 Sub-branch of the "Korea and South East Asian" Returned Servicemen and Women, together with the Morwell R.S.L. Sub-branch have obtained the services of a Senior Representative of the Australian Repatriation Department to ad-

dress a special meeting to be held in the Morwell R.S.L. Club Rooms at 7.30 p.m. on Tuesday, May 8.

All aspects of Repatriation work will be covered after which question time will be allowed.

This is a special opportunity for

people of the Latrobe Valley to receive first hand, the facts of what Commonwealth Repatriation is about.

The Morwell No. 1 Sub-branch K.S.E.A.O. and the Morwell Sub-branch R.S.L. welcome all who wish to accept this invitation to attend.

Timetable for Vacation of Houses in Yallourn

Following the decision to extend Yallourn 'W' Power Station by the addition of two more units, it has become necessary to modify and accelerate the original programme of coal winning from the Yallourn Open Cut and the removal of the township. As a matter of interest to readers of 'Contact' this map has been produced showing year by year the proposed effect of the development of the Open Cut on the township.

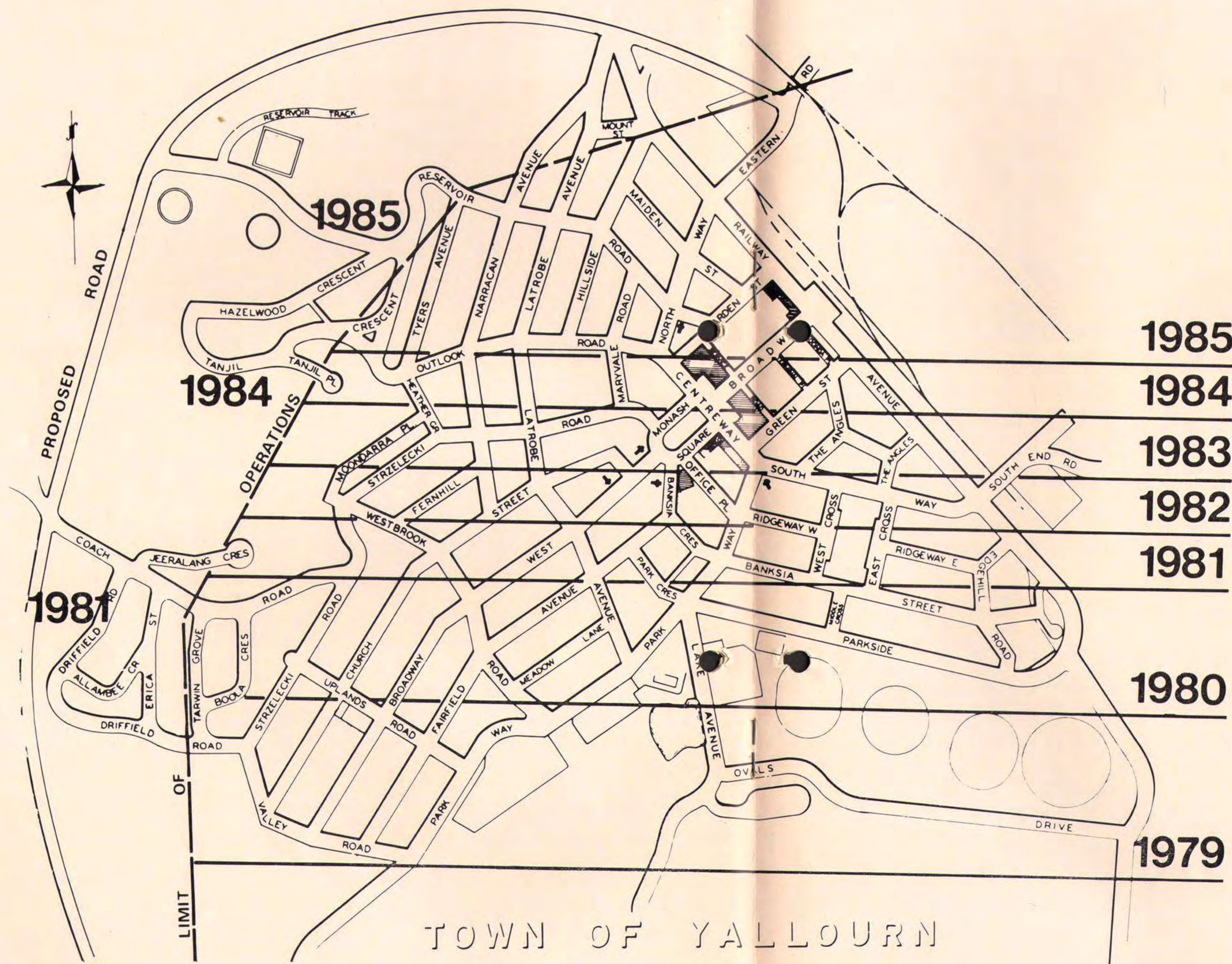
The face of the Open Cut will advance from the South in a northerly direction and it will be necessary for the houses to be vacated well in advance of operations. The map is divided into sectors and each sector must be vacated on the date shown, e.g., most of the houses between Valley Road and Uplands Road in the south-west part of town must be vacated by 1979.

The proposed "ring road" on the left of the map, circling the future limit of operations of the Open Cut is, at this stage, a suggested route only and has yet to be finalised.

Yallourn Survey Well Under Way

The survey of residents of the Yallourn Township, which is part of the Commission's resettlement programme, is well under way. The first phase of the survey—the interviewing of pensioners and retired personnel — has been completed and most of the Commission employees who have lived in Yallourn before 15-4-69 have been interviewed.

The members of the survey team have been well received by the people of Yallourn. "We could not have asked for a more satisfying response," said the team-leader, David Davies.



Around the World in 238 Days

By Jim Flattley, Investigations Engineer, Services Division

It was with a sense of eager anticipation that we stepped on board the s.s. "Australis" at Port Melbourne on Sunday, May 7, 1972, at the start of our world tour. The "Australis" is a big ship (2,300 passengers) and it took us to Sydney, Auckland, Suva, Acapulco, Cristobal and Miami.

The fascination of our first foreign ports will linger for many years—the tropical splendour of Suva, the Mexican strangeness of Acapulco, our slow drift in predawn darkness as we nosed between beckoning lights to the Panama Canal.

Leaving the ship at Port Lauderdale, Florida, was something of a shock. From the security of shipboard life, we plunged into the American turmoil of taxis, expressways, big cities and tall buildings. Our 25 mile taxi ride to Miami Beach cost \$20.40 for a start, and then we discovered other strange habits in this new land, where you press light switches up for "on" and down for "off", where the date is written 2-19-73 for the 19th February, and Spanish is spoken almost as much as English because of the large Cuban population.

After a day in Miami we took the Greyhound bus to Fort Myers, a resort for retired people. We stayed there for four days with "in-laws". Its latitude is 27 degrees north—a hot place. Yet we were told that the winter winds sometimes swoop down from the frozen north and convert the Caloosahatchee River to ice and freeze the oranges hard on the trees.

We had two weeks of city hopping and then settled for a month in Toronto, staying with our son, his Florida wife whom we met for the first time, and our young granddaughter. This was a time of quiet enjoyment of



The author, Jim Flattley, in the Swiss Alps with the Matterhorn in the background.

family life interspersed with excursions to places of interest such as Niagara Falls, Montreal and Quebec. In the city of Quebec it was interesting to stand on the elevated northern bank of the St. Lawrence River (Heights of Abraham) and recall how the stream was originally charted by James Cook, who eleven years later (1770) was to make his mark on Australia. Our first air leg on our homeward journey to Melbourne was Toronto—Shannon.

We spent seven days in Southern Ireland. We were privileged to attend a wake and to see a game of Gaelic football which somewhat resembles Australian Rules. A common link with Victoria of course is the railway gauge which in both countries stands at 5ft. 3in. The tragedy of Ireland's division and her relatively slow development was made all the more poignant by the generosity, friendliness and warmth of her people, and the stunning loveliness of sections of her countryside.

Irish Airways (Aer Lingus) whisked us on a late afternoon flight from Dublin to Glasgow and from there we took a mini-bus along the excellent freeway to Edinburgh. The bus tour of Scotland was like a national reunion because Australians formed the second largest group being only just outnumbered by Canadians. Why is it that almost every Australian you meet comes from Sydney? On this tour we had a sprinkling of mainland Europeans from Belgium, Holland and Italy also enjoying their summer vacations.

Finally we left Edinburgh one Monday morning and headed for England. We looked at castles to the point of saturation, clambered over Hadrian's Roman wall, drank into our senses the beautiful Lakes District (it was raining), and zigzagged our way south. En route we drove through Wales, and appreciated how distinctively different the Welsh are from the English. Although not well informed on history, it is nevertheless one of my favourite subjects, and therefore, places like Blenheim Palace, Plymouth Hoe, Stonehenge, Southampton, Portsmouth were of great interest.

Then came London. Three weeks is too short a time for London. How on earth can a person fit in enough sight-seeing without collapsing from fatigue?

In the continental countries our path took us through Belgium, Holland, West Germany, Denmark, East Germany, then Paris, Madrid, Barcelona and Switzerland.

We travelled partly on tour buses, partly by ourselves on planes and trains and met travellers of all ages from many nations.

We stayed in Venice, Florence, Rome and Naples, but the memories that linger longest are of Rivisondoli and Spinoso where we stayed with relations of some friends in Morwell. In the mountain fastnesses of these small towns we were guests of Luigi and Elisabetta, Giovanni and Rose. A traveller's dictionary was our chief aid to communication as our hosts knew no English, but we discovered how



Reminiscent of Yallourn "W" are these cooling towers at a Haifa, Israel Oil Refinery.

language need not be a barrier when goodwill prompts the heart. In these narrow, winding, cobbled streets donkeys still carry their burdens, for here the old is mixed with the new—old houses, old customs are mixed with new motor buses, new roads and new hydroelectric works. Perhaps the most outstanding engineering achievements in Italy in recent years lie in the conquest of their rugged mountain terrain by imaginative, daring structures along roads and railways.

From Italy we flew to Greece, where the glories of the past were paraded before our eyes at places such as Olympia, Mycenae, Corinth and Delphi.

It was a joy to us to see so many Australian eucalypts growing in these Mediterranean countries and we never failed to point out their beauties to our travelling companions.

Israel was a heady adventure right from the start. Young soldiers with machine guns were scattered unobtrusively at Lod Airport, yet we never saw many uniformed men in the towns or cities—no doubt they were deployed on the various frontiers. Plenty of them were to be seen thumbing rides along the first class highways, probably going home on leave. They were friendly, polite, relaxed and confident. Israel impresses one as a country that is well led by enlightened leaders. The thrusting spirit of the Israelis is not hard to uncover—it can be seen by comparing the old with the new in many ways: housing agriculture, irrigation, roads.

On our bus tour, the courier occasionally let it flash as when he proudly pointed to arid stoney land, laboriously cleared of stones to make



A touch of Ye Olde Merrie England—Morris Dancers do their thing in Lincoln Cathedral.

way for agriculture—"if you keep at it, it can be done!" The two kibbutzim where we stopped for meals were like beautiful oases. Their successful development seems to be truly based on the selfless dedication of individuals to one another and to their community.

To me it was tremendously interesting to see the cities and places of the Bible—such as Jerusalem, Jericho, Bethany, Nazareth, Cana and Capernaum.

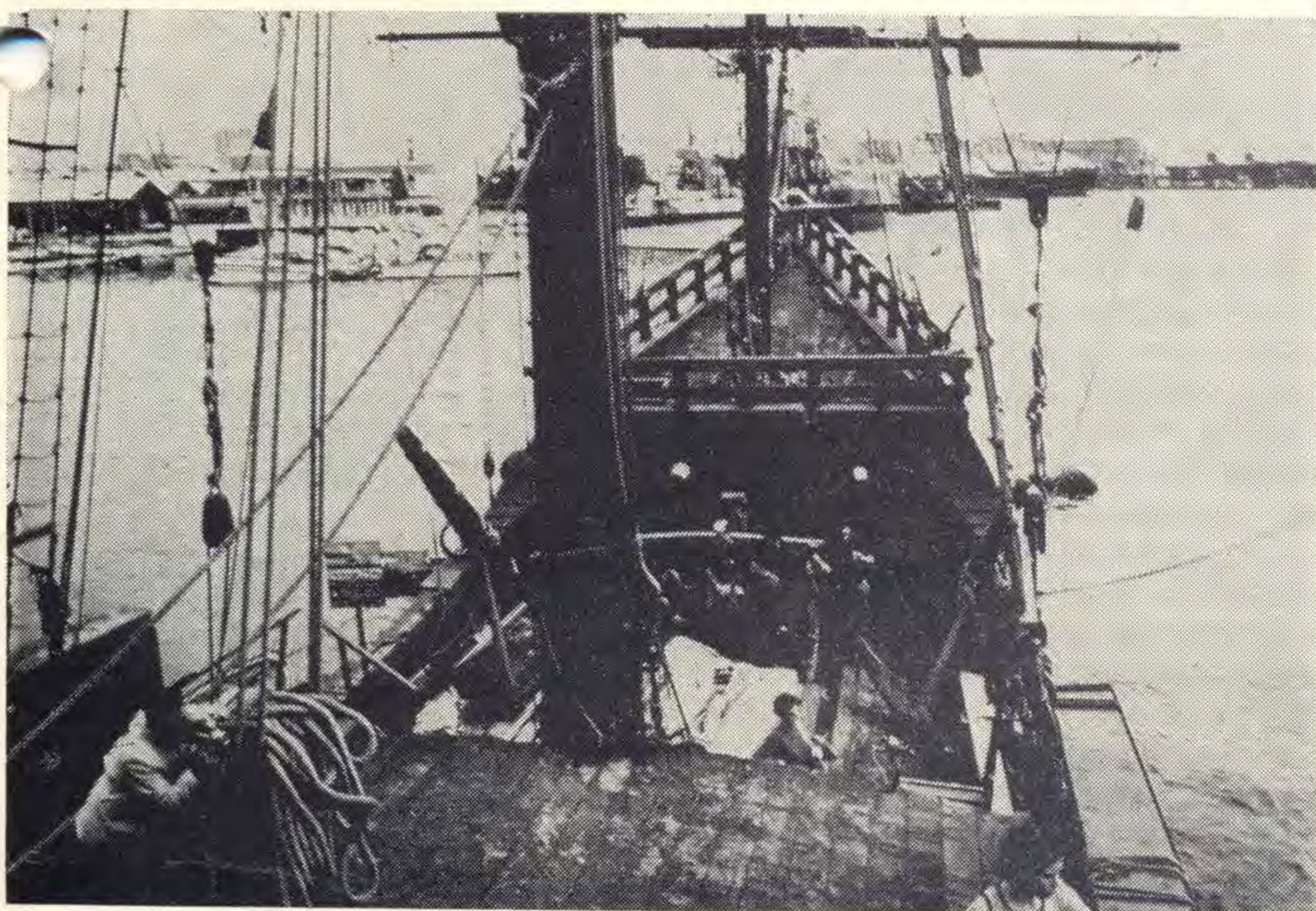
Even the act of leaving Israel was something out of the ordinary. Our non-stop flight by El Al Airways to Johannesburg was routed south over the Sinai Peninsula, then down the middle of the Red Sea clear of hostile Arab territories on both shores, then southwards again over Addis Ababa and so to Nairobi, Salisbury and fin-

ally Johannesburg. It took 8 hours. Dawn broke as we turned south to Addis Ababa, and features of interest discernible from 30,000 feet were the mountains of Ethiopia, the snow-capped peak of Kilimanjaro and two rivers of Africa—the Zambesi and Limpopo.

Entering societies as new as those of South Africa and Rhodesia was a bit like coming home again. We felt more at home here than we had in our previous four countries. We spent a week near Capetown with my cousin, and three weeks in Salisbury with my sister. We went to Rhodesia with preconceived critical ideas about their handling of the black African population. Those ideas were very much modified. Of course we had no access to statistics and we were holidaying as guests of Rhodesians, so we could not examine all aspects. However, we appreciated some of their problems involved in raising the educational standards of blacks to the point where they might govern the country.

As for sightseeing we had a wonderful time, enjoying the delights of Victoria Falls, Wankie Game Reserve, Table Mountain and other attractions of that vast area.

Finally it was time to come home and we headed east from Johannesburg to Perth with our thoughts expectantly reaching out ahead of us—to remembered friends and places in Australia. We were away long enough to have savoured the attitudes and national personalities of many nations. What would be our first impressions on seeing Australians again? We need not have worried—they were cheery, breezy, outgoing and capable. The date was Saturday, December 30, 1972.



The flagship of Christopher Columbus—the "Santa Maria" at Barcelona, Spain.

SAFETY SECTION



A.C.I.'s Manager for Safety Services, Mr. Alby Myatt, shakes hands with John Hutchinson, Yallourn Power Station's Mechanical Maintenance Engineer, while Geoff Hall, Departmental Safety Engineer (left) and Y.P.S. Superintendent Arthur Ewen look on.

A.C.I. SAFETY MANAGER LOOKS US OVER

Australian Consolidated Industries Manager for Safety Services, Mr. Alby Myatt spent three days in the Latrobe Valley, at the invitation of the S.E.C., carrying out safety inspections of our activities. The aim of this exercise was twofold; firstly that an outsider might be able to see things that we should be doing and secondly that we might be able to pass on some of our good points to A.C.I.

During the three days inspections were made of Yallourn Open Cut, Operations Transmission, Yallourn Power Station, Morwell Open Cut, Hazelwood Power Station, Morwell Briquette Works, Central Workshops, Yallourn and Civil Works, Yallourn.

Well how did we fare? Mr. Myatt was very impressed with a great deal that he saw. Lighting of workshops and work areas never ceased to impress him. Housekeeping, layout of work areas, machine guarding (with a few minor exceptions) and the gen-

eral cleanliness, considering the nature of our industry, also were impressive.

If everything in the garden is so rosy why are we still injuring ourselves at such an excessively high rate? The one ingredient left out of the above list is people and it was with people that the greatest number of hazards were observed. The man jack hammering concrete without earmuffs, the foreman who was the only man on one hard hat area job site without his hard hat, the welder who was not aware of what protective clothing was available to him, and the several people interviewed who had not given a great deal of thought to what precautions were necessary on their particular jobs.

It would appear that our greatest need is still for people (managers, engineers, supervisors and work force) to accept the responsibility for accident prevention and to give sufficient thought to accident prevention when planning or executing our daily tasks.



Motor Mower Makes Contact

Terry Glover, a foreman with Yallourn Power Station, has five good reasons to be pleased with his Safety Shoes.

He was mowing his lawn recently with a power mower and unfortunately part of his lawn is on a steep slope—yes, you guessed it—the mower slipped sideways and look what happened to his safety shoe!

Without going into the right and wrong way to mow on a slope the moral of the story is "Wear Safety Footwear when using Power Mowers."

How many times have you seen people wearing thongs, sandals or even with bare feet when mowing lawns. That is why most hospitals have a special Victoria ward.

Of course it is absolutely NOT true that Terry had this accident so he could get his photograph in Contact again!

Dead Right

Here lies the body of Michael O'Day, Who died defending his right of way, He was right, dead right, as he sped along, But he's just as dead as if he were wrong.

Machine Shop Chalks Up Quarter Million Man Hours

The Machine Shop at Central Workshops, Yallourn, chalked up 250,000 disabling injuring free manhours over a seven-month period and won themselves an Award of Merit.

Latrobe Valley Department Deputy Manager, Graham Black, congratulated the men involved and presented the pennant and certificate. Our photograph shows (left to right): Graham Black, 1st Class Machinist Arthur Grech, Tom McKay, Central Workshops Supervisor, L/H Toolmaker John Davis, and Bruce Reynolds, Workshops Superintendent, looking very happy about it.



Unguided Missiles

Bob Wohlhagen a cleaner at Yallourn Administrative Building, was very fortunate not to have received a serious injury recently when an unguided missile narrowly missed striking him. Bob was emptying rubbish that had been collected from office



bins, into the incinerator at the rear of the Administrative Building.

He bent down to pick up another bin when there was an explosion and the remains of a pressure pack can flew out of the incinerator over his head striking a steel ladder and ricocheting some 20 feet away. The force with which the can was ejected is evident by the damage caused to the can on striking the ladder, as can be seen in the photograph.

Yallourn Workshops are currently devising a machine for the safe depressurising of spent pressure pack cans and it is hoped that a suitable device complete with instructions will be available in the near future. It is imperative in the meantime that pressure pack cans are not disposed of by mixing with combustible refuse such as waste paper or paper towels. It is impractical for cleaners to sift through all the combustible waste for hazards of this nature.



"I HAVE SOMETHING HERE FOR YOUR MEN THAT WILL CUT DOWN ON ACCIDENTS MORE THAN ALL THE SAFETY EQUIPMENT MADE."

(COMPLIMENTS H.R.S.)



Clyde Kelly, a Trades Assistant at Central Workshops, Yallourn, for 27 years, retired on Tuesday, March 20.

Clyde was a timber mill worker at Noojee before joining the Commission and got burnt out in the fire of 1939. He intends to holiday in Tasmania before going to Inverloch to help his daughter and son-in-law in a new business venture.

Manager, Services, Max Gray, praised the reliability of Clyde's work during his time with the Commission and, on behalf of his many mates, presented him with a wristwatch, cuff-links set and an S.E.C. tie.



Tom Mathieson, an Electrical Plant Attendant at Morwell Briquetting, retired on Wednesday, March 21, after a total of 18 years service with the Commission.

Tom spent all his service with Briquetting, but held a variety of jobs—

carpenter, cleaner, tractor driver, loader weigher, then Electrical Plant Attendant.

Briquette Production Superintendent Cyril Morellato commended the quality of Tom's work and presented him, on behalf of his mates, with a collection of notes.



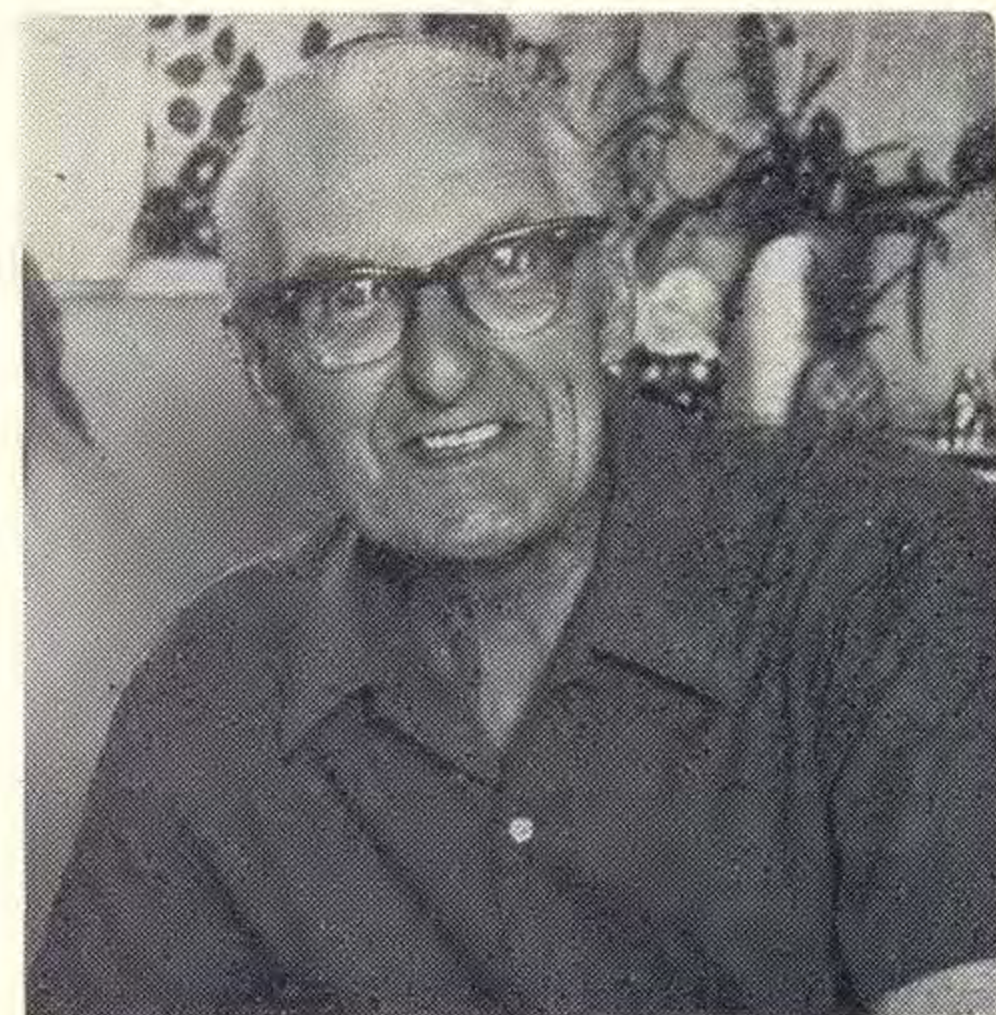
RETIREMENTS



Alf White, a Trades Assistant with Electrical Operations at Morwell Briquetting Factory, retired on Tuesday, March 6, after a total of 44 years with the Commission.

Alf first joined as a Labourer in Yallourn Open Cut then left, rejoined and was with the Parks and Gardens section. He prepared the wicket at Yallourn Oval that prompted Sir Len Hutton, captain of the visiting English test cricketers, to call it "one of the best in the world".

Assistant Briquette Production Superintendent Bob Jobling presented Alf with a number of gifts from his work-mates, including fishing gear, a lighter and a clock.



Pat Cook, a Leading Hand Carpenter based at Yallourn Power Station, retired on Friday, March 16, after 23 years service.

Pat spent his whole working life with the Commission at Yallourn Power Station, at first on construction and then on maintenance.

A large crowd of Pat's friends were on hand to farewell him and, on their behalf, Civil Works Engineer Tom Stillman presented him with a stereo phonograph.

Pat is a life member of the La-trobe Valley Soccer League and intends to keep up his keen interest in the sport during his retirement.



Syd Broberg, welder special class, at Yallourn Power Station, retired on Tuesday, March 6, after 35 years service.

At a novel celebration Syd and his wife May entertained friends to afternoon tea in their Newborough home. Fishing gear, a standard lamp and other gifts were presented to Syd on behalf of his work mates. The function was thoroughly enjoyed by all who attended and can be recommended as a very pleasant alternative to the usual retirement function.



THE GEAR THAT JACK BUILT

Battery Fitter Jack Hoggard has the job of maintaining the hydrogen production plant at Hazelwood Power Station.

To make his job easier, Jack invented a whole kit of gear to facilitate the cleaning of the hydrogen equipment.

Jack's ideas resulted in the time needed for cleaning and routine main-

tenance to be cut considerably, at a substantial saving to the Commission.

On Tuesday, March 13, Latrobe Valley Deputy Manager Graham Black presented Jack with a \$350 cheque under the Suggestion Award Scheme—Jack's fourth award through this Scheme.

The photograph shows Jack with his gear and his cheque.



MEMORIES OF YALLOURN LIVE ON IN CALIFORNIA

Keith Denny, pictured above, who lives at 1 East Cross, Yallourn, received an airmail letter from the United States the other day.

The letter, addressed to the Occupier was from a Mrs. Jean Snowden, nee Grant, who had lived in the house some time in the mid 1920's.

Jean Grant, as she was in those days, left Yallourn with her father and brothers and sisters following the death of her mother, who is buried in Yallourn Cemetery. She returned to the United Kingdom, served in the W.A.A.F., became a draftsman, migrated to Canada where she met and married her husband and later moved to sunny California.

Keith and his wife Else replied to the letter and a correspondence has now started. Yallourn may disappear, but it will obviously live on in the memories of people in many parts of the world.

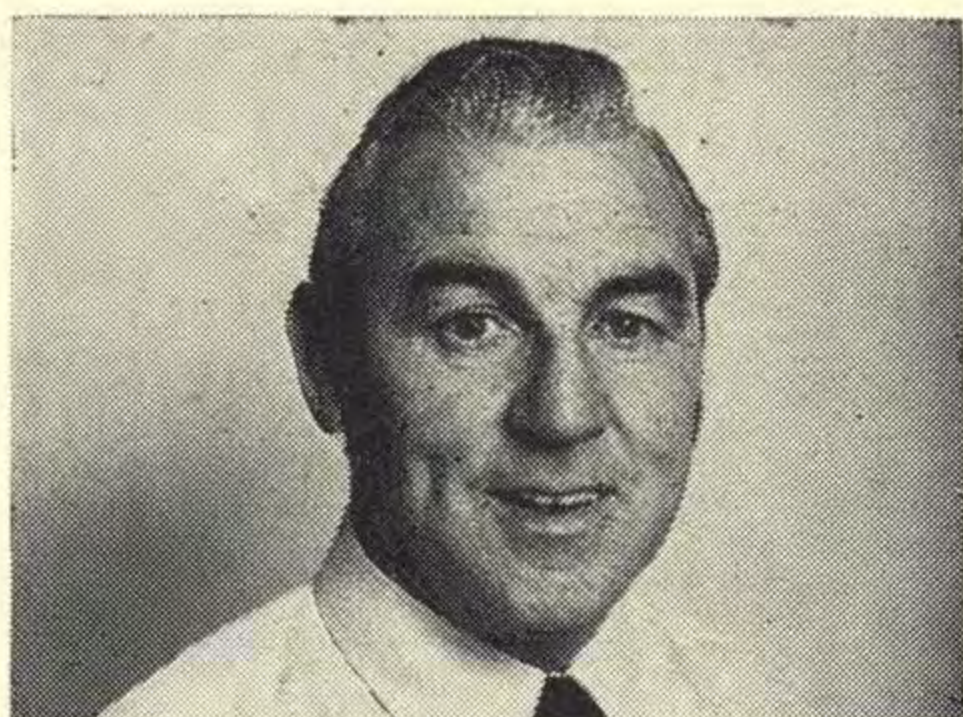
SUGGESTION AWARDS, 1973

	Coal		Commercial		Power		Services		Transmission		Totals	
	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$
Jan./Feb.	3	65	—	—	5	415	2	40	3	45	13	565
March	—	—	—	—	3	110	5	125	—	—	8	235
TOTALS	—	65	—	—	8	525	7	165	3	45	21	800
Approx. Average Awards	\$22		—		\$66		\$24		\$15		\$38	

SPORT PARADE

You Can't Lick 'Em ... So Join 'Em— IF YOU'RE GOOD ENOUGH !

Differences of opinion exist as to the precise year that Australian Rules Football began, but it is generally accepted that 1858 was THE year. It was founded by Mr. T. W. Wills and



Jack O'Callaghan, umpire 5 years. Umpires' Adviser 12 years. Life Member and currently member of Latrobe Valley Football League Tribunal. Exploration and Geological.

his cousin and brother-in-law, Mr. H. C. A. Harrison. For the first few years it was a go-as-you-please game until in 1866 Harrison and his friends drew up a code of rules. The game spread like wild fire in its early years and looked all set to take over the Commonwealth when the founding fathers dropped their first and most tragic bombshell.

In 1872 they introduced umpires. Prior to this the captains of opposing sides—being gentlemen, made their own rules. It didn't take the umpires long to start throwing their weight about—a year later, in 1873, uniforms were introduced—the rot had already set in and the game never really recovered.

In a serious vein, however, our na-

tional game, like all other sports would not function without the adjudicator—in our case the "man in white". His contribution to the game has raised it to the standard that it enjoys today as one of the world's greatest spectator sports. Even his most vocal critics will admit that he is usually the fittest man on the field.

He trains twice a week during the football season and attends many clinics, meetings and lectures throughout the year. It is true he receives payment for his service on Saturday afternoons—but if payment were the only consideration he could probably 'earn a lot more money at the weekend. The fact is that like a lot of other people connected with football — administrators, presidents, secretaries, treasurers and trainers, to name a few, he does it for the love of the game.

The Latrobe Valley area has its share of these devotees of the game. A number of them are Commission men and Contact is happy to introduce them to you.

Incidentally, if you're fit enough—intelligent enough, have enough self-discipline and are man enough to take a few hours abuse every Saturday they'd be happy to welcome you into their ranks. The man to contact is Kevin Laity (Ext. 3182).



Max Madden — umpire seven years, member of the Appointments Board, Budgets, Morwell.



Maurie Johnson, the only "foreigner" in the group, works with Gippsland Electricity Supply Branch, and is a Life Member.



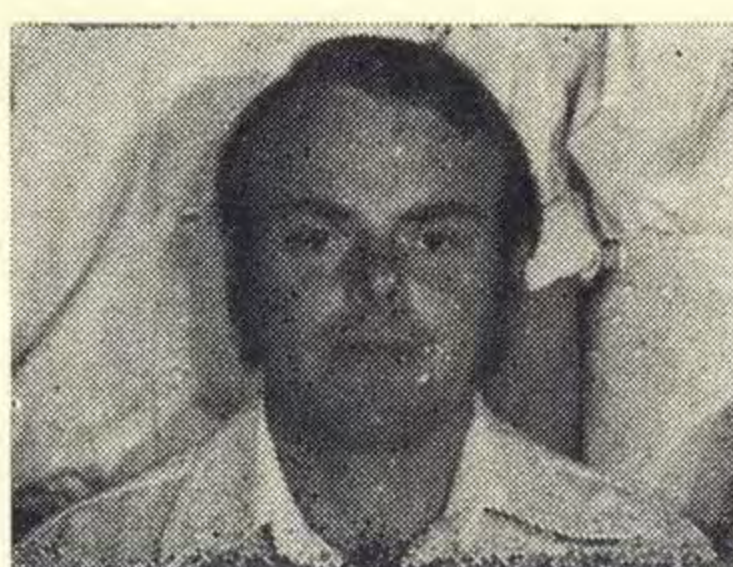
Dennis McMillan, Stores Yallourn.



Kevin Laity, Training Supervisor, Electrical Services, Morwell.



Ray Wright, Coal Production Maintenance, Yallourn.



Peter Griffin, Hazelwood Paint Shop. Life Member.



Joe Deguara, Hazelwood Instrument Workshop.



Steve Lovison, Life Member. Coal Production Maintenance, Yallourn.