

Greene

contact

JUNE, 1973



Full headlights on low beam required in fog

Weather conditions conducive to fogs, especially in the mornings, occur fairly frequently at this time of year.

It is, therefore, timely to repeat the Commission's regulations regarding the movement of vehicles in fog:

"Whilst driving in fog conditions in the works areas it is essential, for reasons of safety, that all drivers take additional precautions against accidents.

With this in mind, Commission drivers, contractors, sub-contractors and

their employees and any person entering the works areas under permit are now required to have **full headlights on low beam** whilst these conditions exist. Although the open cut areas and rail crossings present hazards of the most dangerous types, this ruling will apply equally to all works locations. It should also be appreciated that speed restrictions are designed for normal conditions and speeds should be considerably reduced in fog."

Drivers are urged to exercise extreme caution at all times.

It is emphasised that these requirements are NOT met by driving with parking lights only.

Failure to comply with these requirements could result in disciplinary action being taken against Commission employees whilst the authority for the vehicles of contractors and others to enter the Works areas could be reviewed.

You have been warned!

OUR COVER

The photograph, courtesy of Sun News-Pictorial, Melbourne, shows some of the large entry of 350 yachts that took part in the Hazelwood Sauna Sail. Story on back page.



contact

THE STATE ELECTRICITY
COMMISSION LATROBE
VALLEY DEPARTMENT
MAGAZINE

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Latrobe Valley Department.

LATROBE VALLEY DEPARTMENT ANNUAL BALL

at

KERNOT HALL, YALLOURN

on

Friday, August 31

Good Band

Excellent Supper

FULL DETAILS IN OUR NEXT ISSUE

Abundance of building blocks for Yallourn resettlement

Representatives of Commission management, municipal authorities and other relevant state authorities were pleasantly surprised at the abundance of land available for building throughout the Latrobe Valley following a recent inspection tour. The representatives, many of whom were from Melbourne, were conducted on a bus tour of all Latrobe Valley towns and shown numerous subdivisions of areas suitable for development, as a preliminary to the top-level conference, on the resettlement of Yallourn residents, held in Morwell on May 30.

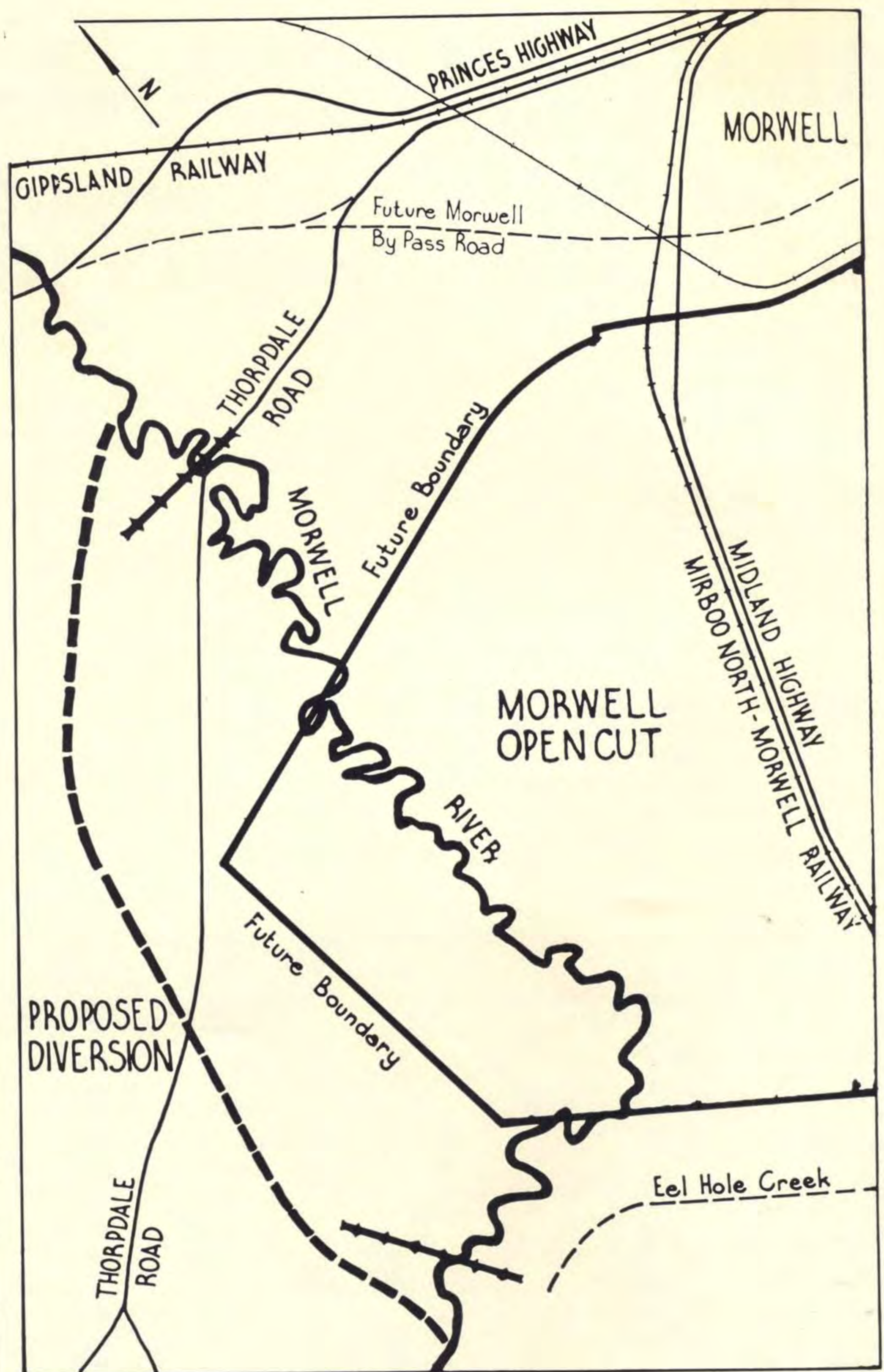
Areas inspected included Newborough, Moe, Yallourn North, Morwell, Traralgon and Churchill. At several points on the tour, members of the party alighted from the bus to obtain a better view of the particular area. In the photo below, Mr. Bill Schulz, Manager, Latrobe Valley Department, talks intently to Mr. Jack Johnson, AGM (G&T), whilst Public Relations Officer Stan Aitken and Departmental Administrative Officer Neville Thompson point out features of an area to (left to right) Reg Dunton (Shire Secretary, Morwell), Bob Pugsley (City of

Moe), Ken Saunders (City of Traralgon), Wally Nelson (Shire of Narracan), and Jack Swann (Assistant Secretary). Also in the foreground are Mr. J. McAuley (Secretary of the Ministry of Housing) and Mr. N. Wishart (Chairman YTAC).

Following the conference, which was chaired by Mr. Bob White, Commission Chairman, a joint statement was issued in which the Commission offered to make suitable land available for subdivision and all authorities represented offered their full co-operation to enable residents of Yallourn to be resettled with a minimum of inconvenience.



"The diversion of the Morwell River and the construction of levee banks



This extension applies strictly to the Morwell open cut and has nothing to do with the East Field which is some miles to the north.

Sappers blast a road through mountains

Over 1,000 lbs. of ammonium nitrate and 200 lbs. of gelignite were used by 38 Field Squadron, Royal Australian Engineers, to blast out a road through rugged, mountainous country north of Wclhalla.

The sappers carried out the three-mile road construction project during their annual camp, held from February 17 to March 4 under the command of Major John Hutchinson of Yallourn Power Station.

The project originated as a request from the Forest Commission, and this organisation determined the general location of the road and specified grades, widths, etc.

Although two days were lost due to heavy rain in the area, the road was completed in the time allotted. This was achieved with the assistance of the Unit Demolition Team, under the direction of Demolition Supervisor Wo2 F. Milkins (Civil Trades—Power, Yallourn) and Corporal R. Williams (Electrical Services).

Systematic blasting took place both at the road frontage and along the centre of the proposed roadway.

A great deal of time was spent in training members of the unit in correct calculations, positioning, and most of all, safety aspects of demolition with the several types of explosives and shaped charges used.

No. 2 Troop operated as an independent field troop, with the aim of

constructing a reinforced concrete ford on the Aberfeldy River at the completion of the new "Sapper Road".

"Happy Valley" was the nickname given to the camp site occupied by No. 2 Troop as an expression of the high morale achieved by their complete independence and high standard of radio communications with Squadron Headquarters.

Heavy rain early in the period raised the river level at the proposed ford site by three feet, thus destroying formwork and other preparations. The task was then abandoned, when the river was still carrying five times normal flow four days later.

A considerable amount of the troops' effort was then used to construct five 3ft. concrete culverts and embankments, and approximately the last 1,000 metres of "Sapper Road" from the Aberfeldy River. A large amount of the design work on several culverts was completed by Corporal I. Ipsen (Services, Yallourn).

For the main plant work four TD15B bulldozers, 1 Cat. 12E grader and a large number of vehicles were used under the direction of Staff Sergeant K. Hains (E.S.B., Morwell) and Sergeant A. Barrow (Services, Morwell). Spr. P. Jackson (Drafting, Services) and Spr. N. Hutchinson (Instrument Repair, Hazelwood Power Station) were some of the operators who helped to achieve a high standard of safety under rugged and extreme conditions.

Come on world—have a cuppa on us!

For the first time the demand on the S.E.C.'s supply system has exceeded 3,000 megawatts.

Because of bitterly cold weather on the night of June 5 and the morning of June 6, the peak demand recorded between 5.30 and 6 p.m. was 3,011 megawatts—enough power to run a single-bar radiator for every man, woman and child in Victoria.

A new record demand of 2,783 megawatts was achieved between 8 and 8.30 a.m.

Previous highest evening demand in Victoria was 2,916 megawatts on May 28 and morning demand 2,756 megawatts on June 23, last year.

The 24-hour electricity consumption in Victoria on June 5 was also a record—56,310,000 kilowatt hours. This amount of electric energy would boil enough water to make a cup of tea for every person on earth.

Since the above was written another new record has been set—58,219,000 kilowatt hours on June 7.

Are you going back-to-Kiewa? between November 2-6

If you are, please contact BOB DUNCAN, Monash House
(12th floor), as soon as possible.

Valley souvenirs in demand

Souvenirs of the Latrobe Valley are much in demand by visitors who tour the works area as the following letter proves:

"Dear Sir,

On a recent visit to the Latrobe Valley power station whilst on tour, I bought a key ring with a piece of coal in it. My sons and friends were greatly interested in it. So would it be possible to have six more sent to me if I send down the money for same and postage. Enclosed please find addressed envelope for reply. P.S. are they still the same price—60 cents?

Yours truly,

Mrs. M. Daley,
Cowper, 2640,
Clarence River, N.S.W.

The key ring referred to in this letter is just one of the souvenirs available. Made by the Latrobe Valley Sheltered Workshops, there are, in addition to key rings, three varieties of desk set and samples of fossilised wood encapsulated in resin.

Sale of these souvenirs is not confined to visitors; Commission personnel are also welcome to purchase these attractive souvenirs. They are on display at the Visitors' Centre, Yallourn, where Jenny Davis will be only too pleased to sell them to you. If you're lucky she'll give you a great big smile for free. How's that for a deal! operational.



All that glitters is not gold...

Whilst working on the bottom level of Morwell Open Cut, surveyor Dave Bowditch came across this piece of fossilised bark nestling in the brown coal.

At first, Dave thought he'd struck

gold, but later discovered that the glittering mineral embedded in the bark was only marcasite.

Dave is seen on the spot where he found his piece of bark with No. 19 Dredger in the background.

Moe says thanks

The Latrobe Valley Department Manager, Mr. Bill Schulz, has received a letter from Mr. R. Pugsley, Town Clerk of Moe. Passing on his "grateful thanks to you for the provision and installation of the electric barbecues in the picnic area adjacent to the Museum."

The letter goes on to say that the barbecues are extremely popular and are a great asset to the Museum patrons and visitors and travellers generally.

Yallourn 'W' ready, steady?

During manual synchronisation testing of the turbine at Yallourn 'W' Power Station on Saturday, May 26, the station put power into the electricity grid.

For a five to ten minute period from four to six megawatts of power went to the Yallourn switchyard and into the State-wide grid system.

At the time of writing, auto-synchronising has still to be carried out, safety valves for the superheaters have to be set and further electrical tests made before the station is fully

From our London correspondent

We recently received this letter from Christine McNab telling us about . . . but read it for yourself:

"Hi! As you have no doubt seen there is a large photo enclosed with this letter. In case you just can't work out who it is from left to right there's Yolandi Hall, Kaye Saultry, Bernie Curran and your ex-receptionist. The occasion is Bernie's wedding.

I thought this might be interesting, and for you to put it in Contact. You could say it's a sort of re-union for the lot of us. It might be interesting because the four of us used to work together at the S.E.C. and then we all left at different times to come overseas and all end up seeing more of each other over here than we ever did at home.

Well as I say the occasion was Bernie's marriage to Cliff Brown. They both work together in a Japanese bank which was where they met. They were married on April 14 at Leigh-on-Sea. The name of the church was Our Lady of Lourdes. Bernie's relations from Ireland came over for the wedding and her eldest brother Ted gave her away. Kaye was her chief bridesmaid and her cousin Maureen was the other. She had Cliff's two nieces as flowergirls. She was driven to and from the church in a huge white Rolls Royce which looked abso-



lutely gorgeous. A telegram was sent by my Dad from the Coal Production mob wishing her all the best for the future (actually what it really said was Currie you've had your chips now. Congratulations). I think my father had a bit to do with that as he was always calling her Currie and chips.

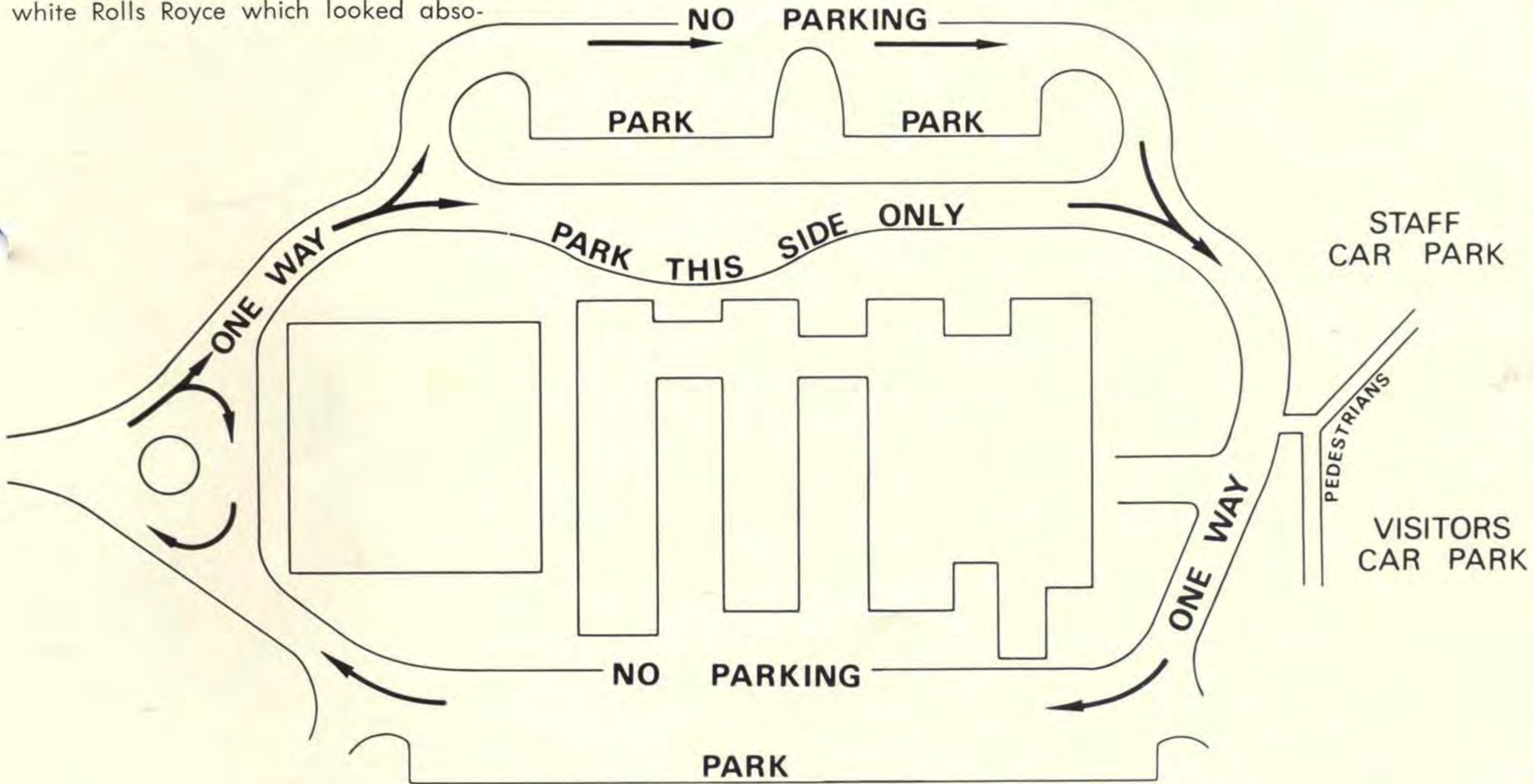
I'm trying to give you as many details as I can so that you can pick out what you might need. I hope you can put it in Contact. That's about all I can think of to tell you about the wedding except that it was really lovely and everything went off well. Bernie and Cliff will be going back to Australia, but probably not until next year.

By the way, Yolandie is on her way back to Australia just now with her fiance, Ron Evans. Kaye and I will probably be the only ones to go back without a catch.

I got a letter from Auntie Cath (Mrs. Ken McMeeken—formerly Manager's Secretary) yesterday and she was telling me that Wes Betts has left to go to Melbourne. I also heard the sad news about Doug Tatlow. How awful. He was really a nice guy.

Dad was telling me that Jack Vines will be over here sometime next month. I have given Dad my work number as he said that Mr. Vines was going to get in touch with me. That should be really great. He can go back to work and tell everyone how I'm getting on."

"Dad" in this letter is, of course, Gus McNab of Coal Division. Contact was delighted to hear from Christine, and we are sure you will agree that for four girls who worked together with us in the Valley to meet in London in such circumstances must be somewhat unique.



Going round the bends (one-way)

The construction of the new wing to the Morwell Administration Building and the transfer of personnel from Yallourn offices to Morwell constitutes

an access problem.

To accommodate the greatly increased traffic flow it has been decided to institute a one-way system

around the building. This will enable traffic to move freely and yet provide more space for parking.

The above plan shows the traffic routing. The new wing is the square on the left.

Artesian dewatering of Morwell open cut

by Garry Deppeler, Engineer, Civil Works, Morwell

To facilitate the opening of No. 8 level in the Morwell Open Cut, it has been necessary to increase the rate of artesian dewatering.

Artesian water is at present delivered to the No. 1 Fire Service Reservoir and most of it flows to the Morwell River via the main drain on the northern side of the cut.

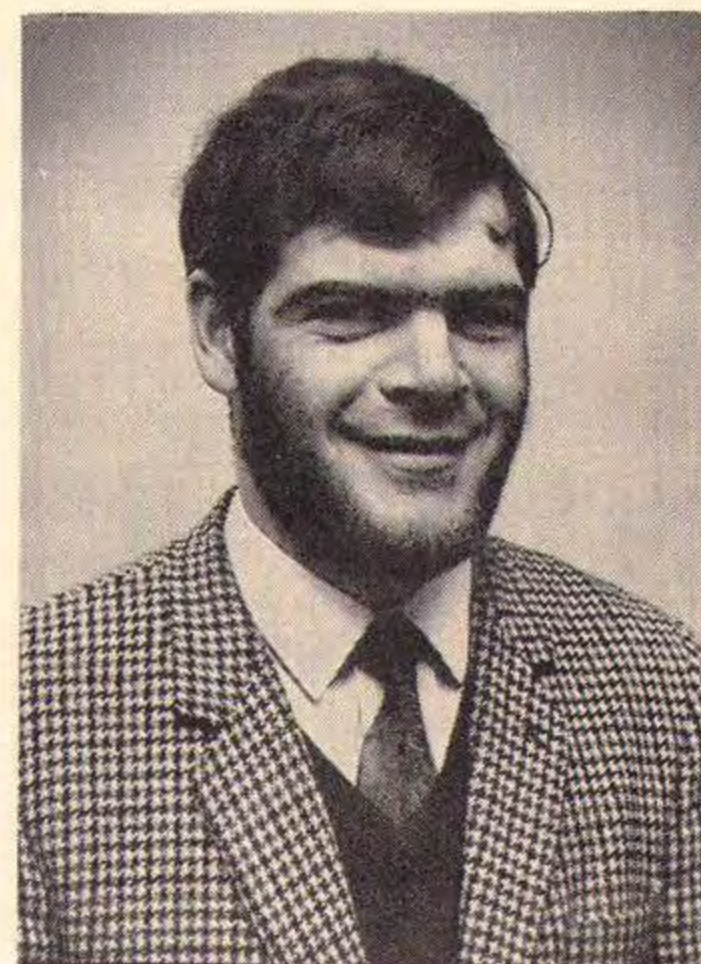
Following an investigation into the stability of the open cut, it has been decided to drain the Fire Service Reservoir and also minimise the amount of water flowing in the main drain.

As a consequence of this investigation the following works are being carried out:

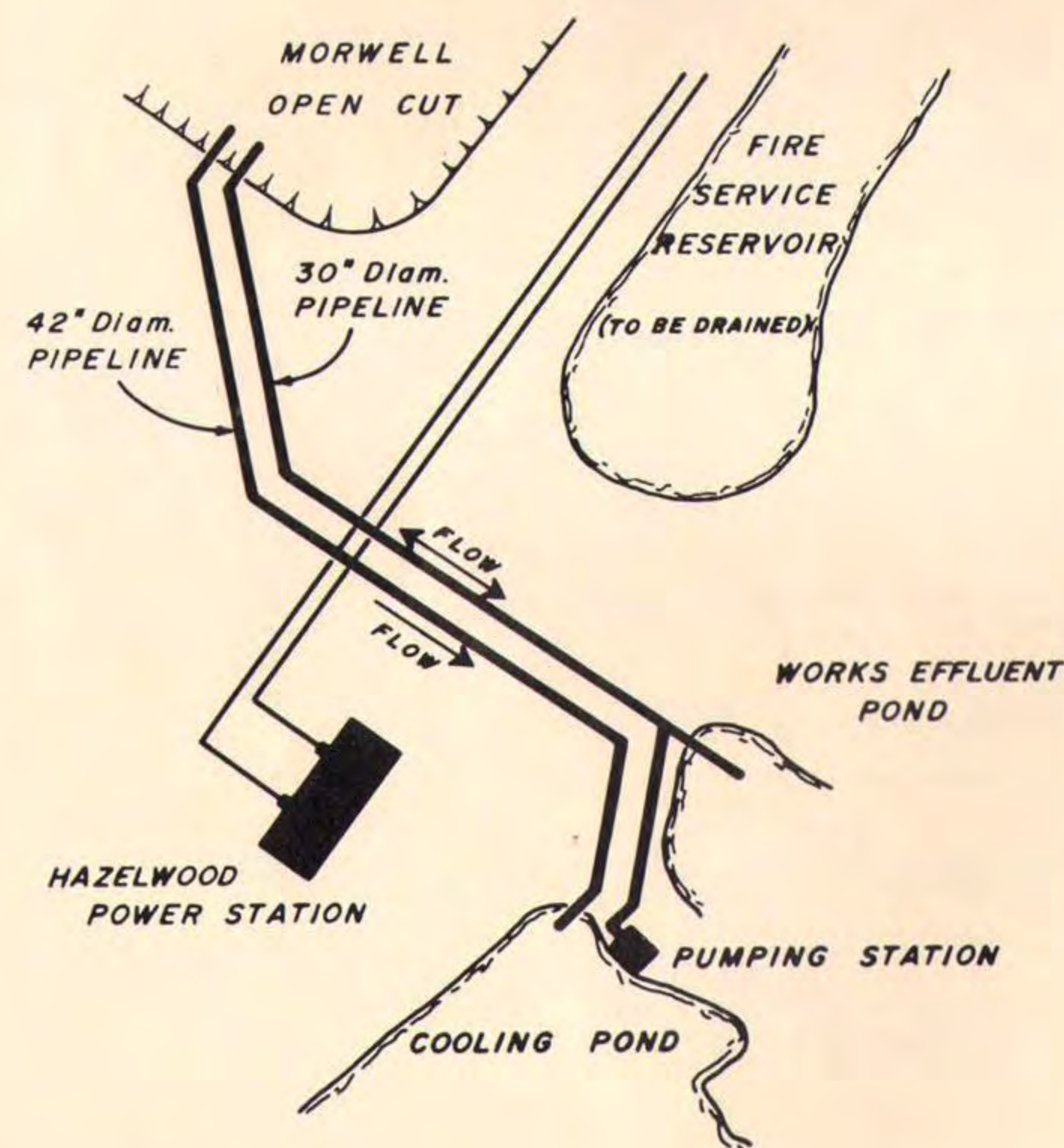
1. Fire and water service pipes in the Open Cut are being re-arranged to utilise fully the artesian water for fire services.
2. Installation of increased pumping capacity and a 42in. diameter pipeline from the Open Cut to the Hazelwood Cooling Pond to take the artesian water presently going to No. 1 fire service reservoir.
3. Installation of a 30in. diameter pipeline from Hazelwood Cooling Pond to the Open Cut to provide an alternative pumped supply for fire services. This pipeline also provides for dirty run-off water to be pumped from the Open Cut to the works effluent pond at Hazelwood instead of the main drain north of the Open Cut.

The pipe work in the Open Cut consists of 18 inch to 36 inch diameter painted steel pipe. This work is being done by Civil Works, Morwell and Central Workshops, Morwell for Coal Division.

The 30 inch and 42 inch diameter pipes from the Open Cut to Hazelwood Pond each consist of approximately 2,000 feet of steel pipe above ground and approximately 4,000 feet of concrete pipe below ground.



Garry Deppeler



Artesian water will be pumped from Morwell Open Cut direct to Hazelwood cooling pond via the 42" diameter pipeline. The 30" diameter pipeline can be used for flow in either direction, i.e., dirty water from the Open Cut can be pumped to the Works Effluent Pond or fire-service water can be pumped from the Cooling Pond to the Open Cut.

Do you know?

To meet the rapid increase in Victoria's requirements for electricity the Commission will need to spend about \$1,400 million on new capital works in the next ten years. More than one-third of this amount will be spent on capital works in the Latrobe Valley.

Brown coal production in the open cuts at Yallourn, Morwell and Yallourn North is about 22 million tons a year.

A new 150 megawatt hydro station associated with the new Dartmouth dam project is planned to be in service during 1979.

The S.E.C. is the largest electricity supply authority in Australia and Australia's largest individual coal producer. Its system of power stations generates virtually all Victoria's requirements of electricity.

Electricity production for the State system has almost doubled in the past nine years. It is now over 14,600 million kilowatt-hours a year.



Morwell Civil Works men, from left to right, Bruno Spehar, plasterer; Phil Potter and Ron Martin, builder's labourers, and Peter Lindlow, carpenter, working on an anchor block as part of the 30in. diameter pipeline to the Hazelwood Pond.



T.A. Dave Mildenhall and apprentice boilermaker Ian Holmes of Morwell Workshops weld up steel pipes inside the open cut.

Gippsland M.L.C. at "W"

The newly-elected member for Gippsland Province in the Legislative Council, Mr. R. J. Long, made his first official visit to the Latrobe Valley Department on June 13.

Mr. Long was accompanied by the Minister for Fuel and Power, Mr. Balfour.

After a visit to the Yallourn 'W' Power Station, the party made a detailed inspection of the area involved in the forthcoming diversion of the Morwell River associated with the extension of the Morwell Open Cut.

The party also inspected the Morwell Open Cut and Hazelwood Power Station and then visited the Gippsland Institute of Advanced Education in the company of Mr. Jock Robertson, President of the Institute's Council.

New electric mowers from Britian and U.S.

Two new electric lawnmowers, one British and the other American, are now being produced.

The British lawnmower is mains operated and described by its makers as "the first electric razor for lawns."

Claimed to represent a major breakthrough in small powered mowers, it is fitted with a three-bladed steel cutting cylinder providing 6,000 cuts a minute. Cutting width is twelve inches.

A double-insulated AC/DC fan-cooled motor and a toothed belt provide the drive.

The American reel-type mower with 19 inch cutting width is cordless. A specially designed shockproof, spill-proof battery provides power to cut an average of 10,000 square feet of lawn under normal springtime conditions.

A solid state recharger connected to a standard household outlet will recharge the battery in eight to 16 hours, depending on the battery discharge condition.



Pony club's memorial shield

In recognition of the late Len Tangye's services to the Yallourn North Pony Club, members of the Tyers Polo-Crosse Club have subscribed to a memorial shield.

Len Tangye, a past District Commissioner of the Pony Club, was killed whilst playing polo-crosse in a tournament at Ballarat and the memorial shield will be presented annually to

the person who makes the greatest contribution to the Pony Club.

Seen here with the shield are Jill Peacock of Personnel, the Assistant District Commissioner of the Yallourn North Pony Club with Ted Cowper and Lindsay Gauley, Vice-President and President respectively of Tyers Polo-Crosse Club.

'D' shifts are tops at Hazelwood



Looking pleased about the whole thing are, back row (left to right), Alec Bremner, Terry Byrne, George Rowe, Bert Mee, Bill Gilders, Bill Tyben and Ted Cowper;

front row, Norm Abbott, Keith Peters, Peter Reville, Fred Muccillo, Geoff Webster and Bernie Doran.

A great deal of interest and enthusiasm was shown by the shift personnel of Hazelwood power station in the recently concluded team fire-fighting competition.

Teams of five men were selected from all four shift fire-fighting units and were timed by stop-watch over three runs. The best time of the three runs was used to judge the winning team.

All four teams showed a significant improvement from the first to third runs, but although the times were close, 'D' shift's team proved worthy winners.

Fire Officer Alex Bremner and Assistant Fire Officer Ted Cowper super-

vised the training sessions with Electrical Operations Officer Norm Abbott.

It is hoped eventually to have a Valley-wide competition and possibly enter a team in the Victorian industrial fire-fighting teams competition if other

sections can match the enthusiasm of the Hazelwood teams.

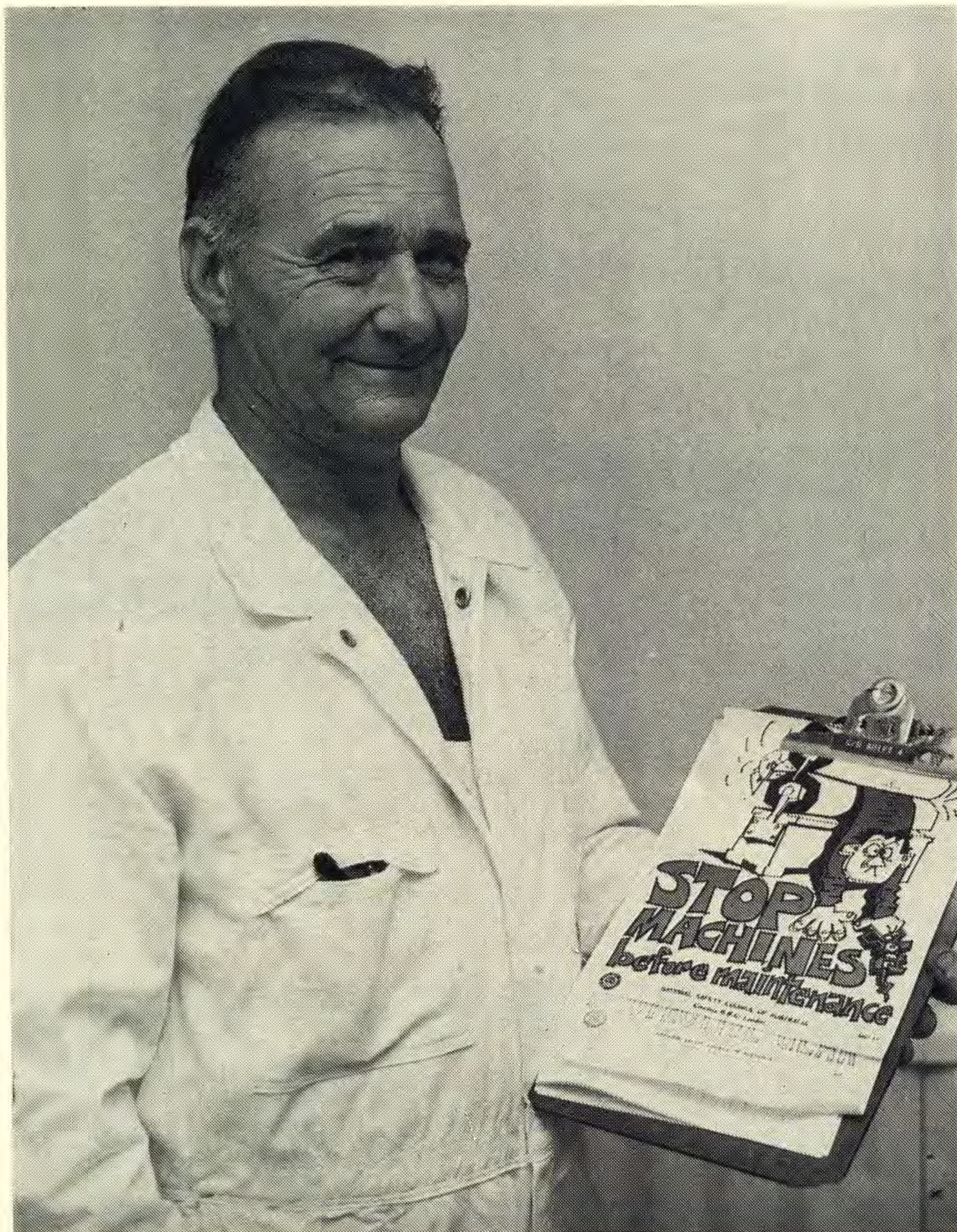
Acting PSS(H) Bruce Johnston presented the trophy to the 'D' shift team captain George Rowe and individual trophies to the shift fire crew.



'D' shift stalwarts Keith Peters and Fred Muccillo run out hose whilst Bernie Doran and Billy Tyben attach a Y-coupling. Hydrant man Bill Gilders gets ready to drench the others if they're not quick enough.

SAFETY SECTION

Mini - posters



In a world of minis—mini-skirts, mini-bikes, mini-computers, mini-cars, etc., we have another starter—the mini poster. These posters are similar to the full size National Safety Council posters and are produced by the N.S.C. with various messages. These mini-posters are 21.5 cm x 27 cm and the available range of messages can be seen in the N.S.C. poster catalogue held by the Safety Section.

There are, no doubt, many applications for these posters where the full

size poster is too large. For example, Sid Hurrell, an overseer from Morwell Briquette Works, used them as cover sheets for his gang's weekly time sheets so that every week when they sign their time sheets, the poster is there before them. Sid is shown above with one of these clip boards.

Mini-posters are available and supplies may be obtained by contacting either Jack Bussell or George Troke of the Safety Section.

Talcum powder fatality

Many of us may not be aware of the potential hazard that exists with common talcum powder.

A recent tragedy reported in the New England Journal of Medicine is worthy of note and perhaps may help to prevent a recurrence.

A 22 month old baby boy was playing with a can of powder and inhaled a large quantity of the contents. He was given emergency treatment by both his mother and doctors, but died 20 hours later from chemical pneumonia.

The potential danger of talcum powder is seldom appreciated by parents, many actually giving a child a can after applying it.

Radial tyre safety tips

Radial tyres last longer than conventional tyres and, more important from a safety standpoint, they hold the road better. But using radials improperly can turn a proven safety advantage into a serious driving hazard.

A recent Safety Bulletin from Bethlehem Steel offers some radial tyre safety tips:

Before using radial tyres, check the owner's manual. See what size and kind the manufacturer recommends, if he recommends them at all.

Play it safe. Put radial tyres on all four wheels, and make sure that your spare is also a radial.

If you buy only two radial tyres, always put them on the rear wheels; never put radials on front wheels only. When a car begins to turn, the radial tyres take the new direction immediately, without the side slipping that is normal for conventional tyres. If a car has radials on the front, and conventional tyres on the rear, it could skid, even under ideal road conditions.

Never put a radial and a conventional tyre on the same axle, especially on the front axle. Police investigating a recent fatal accident found that the car at fault had a radial tyre on its right front wheel and conventional tyres on the other three wheels. As the car went into a turn, the radial tyre hugged the road while the other tyres lost traction. The car skidded and hit another car head-on.

Good house-keeping

Good housekeeping is an integral part of our safe work practices. Many times during the course of our work day, we find that all of a sudden we're starting to walk around, or trip and stumble over stools, equipment or debris, that now takes the place of a work area that was clear and safe. In this condition, the job becomes difficult to do in a safe and efficient manner.

It is a proven fact that a clean work area helps prevent accidents. Many times in reading over accident reports, we find that had their work area been cleaned up, there would have been no accident.

It is everybody's responsibility to keep their work area clear and safe regardless of their classification. Good housekeeping not only makes trucks, trailers, work areas, substations, workshops, offices and stores look good, but it also makes an efficient operation. To be able to find equipment and tools in their proper places and safe to use, is a direct reflection on the supervisor and gang as to their efficiency and morale.

As an added bonus—our trucks and trailers are always being observed by the public. A truck or trailer that looks shoddy and ill-kept leaves a bad impression on our customers. Once again, housekeeping has an effect.

How clean is your truck, trailer, work area, or office? Do you clean enough to get by, or do you do a job to really be proud of? There is always room for improvement in everything we do, and housekeeping is one area in which we can all improve. Housecleaning of our trucks and trailers is not just a rainy day deal or a once a month chore, but is a job that must be done daily. A smart looking truck or work area is one for any gang to be proud of.

Many hours are spent with the truck, office or work area, and it reflects the neatness and abilities of its users. If each individual would leave his work area in the shape or condition he would like to find it, our work could be done more efficiently and safely. Good housekeeping is a team effort! Let's all get busy.

Relevant don'ts

Don't mess around with tigersnakes!

Don't pull the tiger's tail!

Don't punch a lion in the nose,

Nor step inside a whale!

Don't swim where those piranhas swim,

Nor grab electric eels!

Don't pick a skunk up by the tail!

Don't try to drown the seals!

Is such advice irrelevant?

Now, let me tell you, Son—

Except for maybe one of these

The rest have all been done!

We all have seen 'No Smoking' signs,

But some of us don't heed them!

Do you think they're not apropos—

That maybe we don't need them?

And what about the highway signs

All drivers should observe?

Do you heed them by slowing down

When entering a curve?

Signs may be trite or far from bright

But please take their advice!

For, if you don't, perhaps you won't

Be given that chance twice!

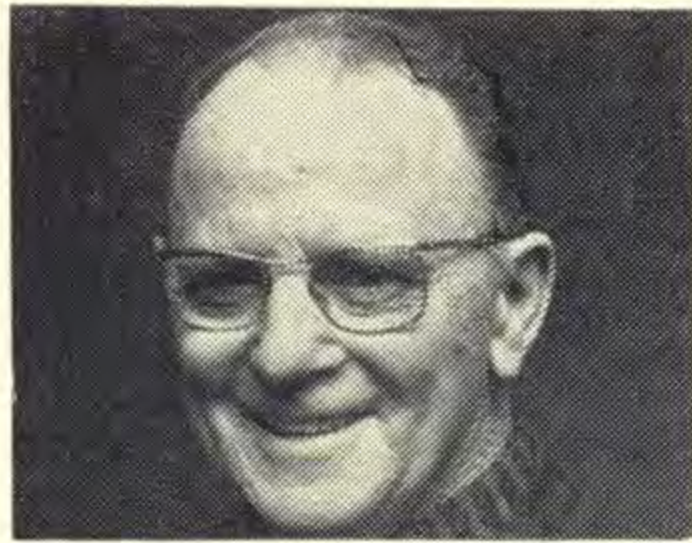
Avoid left-foot braking

An increasing number of today's motor cars are equipped with automatic transmissions, and drivers may unconsciously get into the habit of using the left foot for braking. This is an extremely dangerous habit. Such a driver will have the tendency, in heavy traffic, to ride the brake with his free left foot. Studies show that this increases the temptation to tailgate; that is, to drive too close to the car in front. It keeps the brake lights on continually, confusing the driver behind. And it may cause brake fade-out—loss of braking power due to excessive overheating of the brake drums. Even more dangerous is what happens when this driver has to make a sudden emergency stop. He instinctively stiffens his body. As he pushes down hard on the brake with his left foot, he may instinctively force his right foot down on the accelerator at the same time, increasing the chances of an accident. The correct method is to use ONLY the right foot for both the accelerator and the brake.

HEARING CONSERVATION — SCOTTISH STYLE



RETIREMENTS



KEITH DENNY, a bricklayer at Civil Services, Yallourn, retired on Tuesday, May 15, after 34 years' service.

Keith is known throughout Gippsland for his love of and service to football. He is a past player, president and secretary of Yallourn Football Club, a past member of the L.V.F.L. Tribunal and is a member of the Latrobe Valley District Appeal Board. He is a life member of both Yallourn Football Club and the L.V.F.L.

Keith is a keen photographer and Manager, Services, Max Gray, presented him with a colourmatic camera. Mrs. Denny received a bouquet of flowers.



FRED STANLEY is looking forward to some fishing after his 32 years with the Commission. Fred, a Trades Assistant at the Boilermaking Shop at Morwell Briquetting retired on Friday, June 1.

Fred started his service with the Construction Branch at Yallourn and after a period with Morwell Workshops transferred to Briquetting in 1960.

Apart from his happy personality Fred was renowned for his ability to keep the billy boiling and was known as the general factotum of the boilermakers' shop.

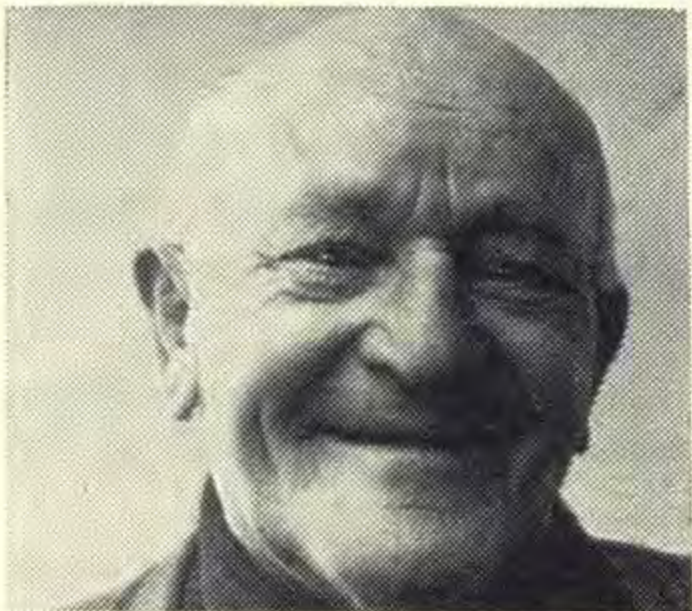
On behalf of his friends, Briquette Production Superintendent Cyril Morellato presented Fred with a wallet of notes.



FRANK FORTUNA, an Overhead Electric Crane Driver at Central Workshops, Yallourn, retired on Friday, May 18, after ten years' service.

Frank, who has a house in Morwell, intends to take life easy in retirement, with just a little gentle exercise in his vegetable garden.

His mates in Bay 7 thought highly of Frank and, on their behalf, Workshops Superintendent Bruce Reynolds presented Frank with an electric frypan and an electric drill.



JOHNNY MIKOLAJUNAS, a Cage Assistant with Morwell Coal Production, retired on Friday, June 8.

Johnny originally joined the commission in 1948 and worked in Yallourn for a couple of years before leaving. He rejoined in 1956, again in Yallourn, then transferred to Morwell.

Assistant Coal Production Superintendent Bob Odgers praised the standard of Johnny's work then presented him, on behalf of his mates, with a clock.



HORRIE SHELBOURNE, having served 19 years in the Army and 19 years with the Commission, is anticipating at least 19 years of happy retirement.

An Electrical Plant Attendant (Ashes) at Yallourn Power Station, Horrie retired on Wednesday, May 23, after service that included jobs as cleaner, trimmer, greaser, fireman and E.P.A.

Horrie, who lives on a small holding where he keeps a couple of cows and grows his own fruit and vegetables, intends to go on a cruise to Japan later in the year.

At a quiet send-off, PSS Arthur Ewen presented Horrie with a transistor radio from his many friends at the power station.



FRANK ROBERTSON, a Turbine Driver with the S.E.C., retired on Thursday, May 4, after 38 years' service.

Frank worked amongst other jobs on the building of "B" Station, Yallourn Power Station. After the flood of 1934, he was employed on the re-building of the present weir and later worked on the pumping station for the town's water supply.

Although he had been interested in unionism and a member of the Federated Engine Drivers and Firemens Association since his earliest days on operations, he did not take an active part in union affairs until 1959, when he became Secretary of the Yallourn sub-branch of the FED&FA, a position he has held ever since.

Graham Black, Deputy Manager of the Latrobe Valley Department, presented Frank with a wrist-watch and Mrs. Robertson with a bouquet of flowers.



JACK LAFFERTY, Supervisor of Electrical Workshops, retired on Thursday, May 31, after completing 43½ years service with the Commission.

Several hundred of Jack's workmates throughout the Valley, including retired personnel turned out for his retirement function.

Many speakers paid tribute to Jack's work and then Deputy Manager Graham Black, on behalf of Jack's many friends, presented him with a number of gifts including a power tool-kit, barometer, electric razor, binoculars and cigarettes.

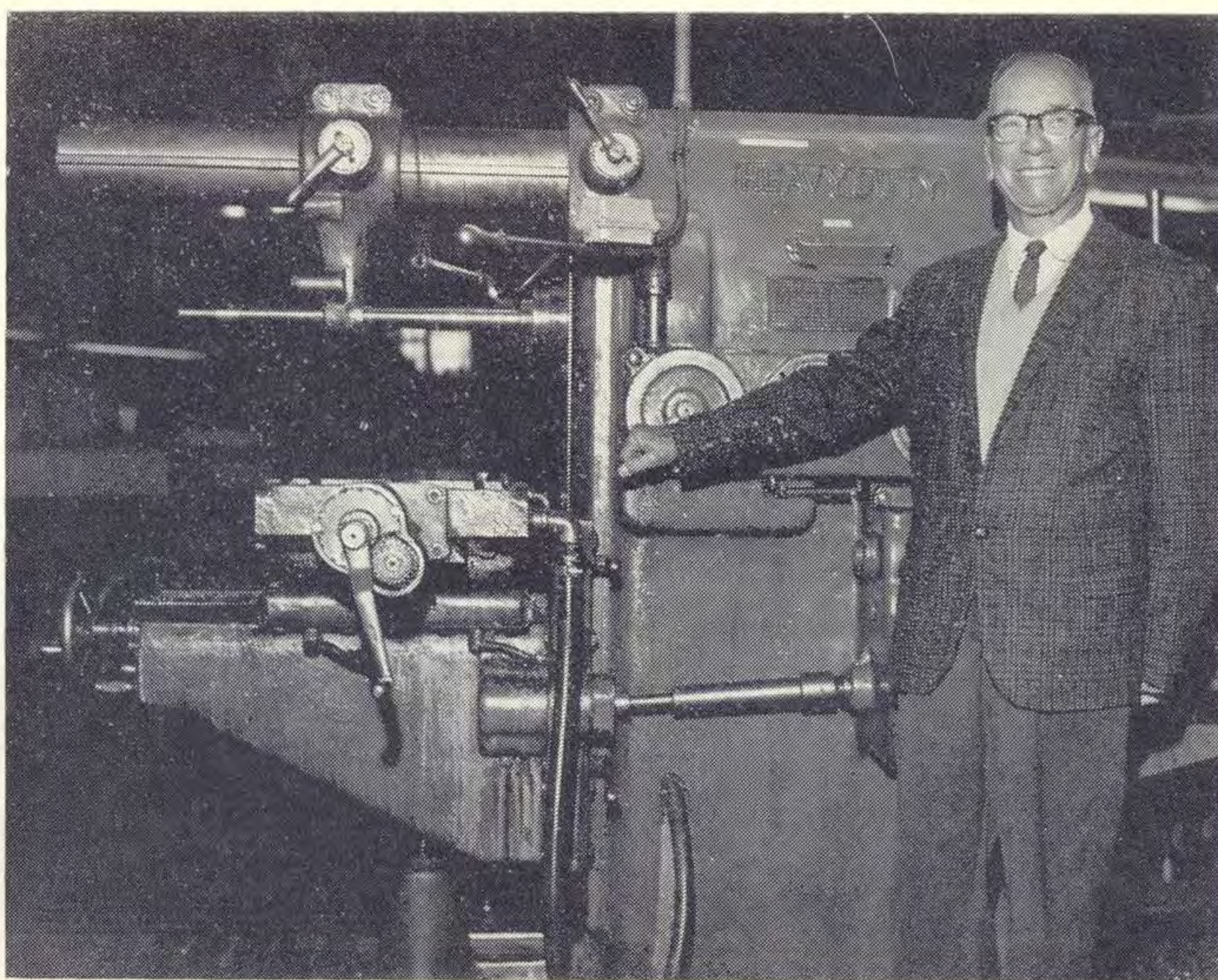
He was also presented with a brooch for Mrs. Lafferty.

Man and machine— both still going strong

A machine that packs 120 years of operation into a 50-year operating life is something of a rarity. Yet this is the record of a 'Le Blond' Universal Milling Machine at Yallourn Central Workshops.

The milling machine was purchased brand new on May 5, 1922, and installed shortly after in the original Yallourn Workshops (demolished in 1955) then re-installed in the present workshops.

Until about eight years ago the machine was worked on a fairly continuous three shift per day, seven days per week roster, engaged on all types of jobbing maintenance work required by the power generating and coal-winning plant of the Valley.



Based on this type of operation, it is estimated that the milling machine has worked what would normally constitute approximately 120 years of use.

Although it does not have the efficiency of a modern machine, it is still in fine operating condition and is now mainly used for training apprentice fitters and turners.

Mechanical Services Engineer George Davis who is now on a world tour (as reported in last month's Contact), visited the Le Blond factory at Cincinnati, Ohio, whilst he was in the U.S. As a memento of his visit, he presented the Le Blond management with a mounted photograph of the machine and a description of the work it has accomplished.

The man standing proudly by the milling machine is Perc Owen. Then a fitter and turner, Perc was the

machine's regular operator for almost a quarter of a century, from its installation until his promotion to Leading Hand in 1947. However, Perc still had the machine under his care until his retirement in 1958.

Incidentally, when Perc first arrived in Yallourn in March, 1923, he lived at the Western Camp until November of that year when he was allocated No. 8 Maiden Street as a residence.

Perc has lived in No. 8 ever since—half a century this coming November. No one else in Yallourn has lived in the same house for a longer period, though there may be some who have lived in the town longer than Perc.

Now 80 years old, Perc and the milling machine look as if they are good for a fair while yet. Well done, both of them!

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
April/May	2	35	2	25	6	150	6	130	—	—	16	340
TOTALS	5	100	2	25	14	675	13	295	3	45	37	1140
Approx. Average Awards		\$20		\$12		\$48		\$23		\$15		\$31

SPORTS PARADE



THE BIG CLASH

(EXCLUSIVE TO CONTACT)

It was the game of the year—a hard hitting, bone-crushing, brilliant exhibition of our National Code—worthy of the sacred M.C.G. turf itself, but—to keep faith with local supporters—played on the Yallourn North Oval.

It was the annual Stores football game between the mighty men of Morwell and the reigning champions, Yallourn, organised by Ken Hewat (Morwell) and Terry Birch (Yallourn).

Players coming under notice in the star-studded sides were:

— "Pashy" de Magistris whose determined play and short kicks kept Morwell in the game all day;

— An improved Wally Anderson whose chest marks surprised everybody, himself most of all;

— Zorba for an impeccable acting performance;

— Ron Goss who lost his knicks, but in the best traditions of the service "pressed on regardless";

— Tommy McDermott who never stopped trying to and never quite succeeded, in kicking the ball;

— Harry Winkelman, brought on at half-time by Yallourn to "sort out" the robust play of

— Ray Palmer who was starring for Morwell and had actually "run through" the umpire in the second quarter.

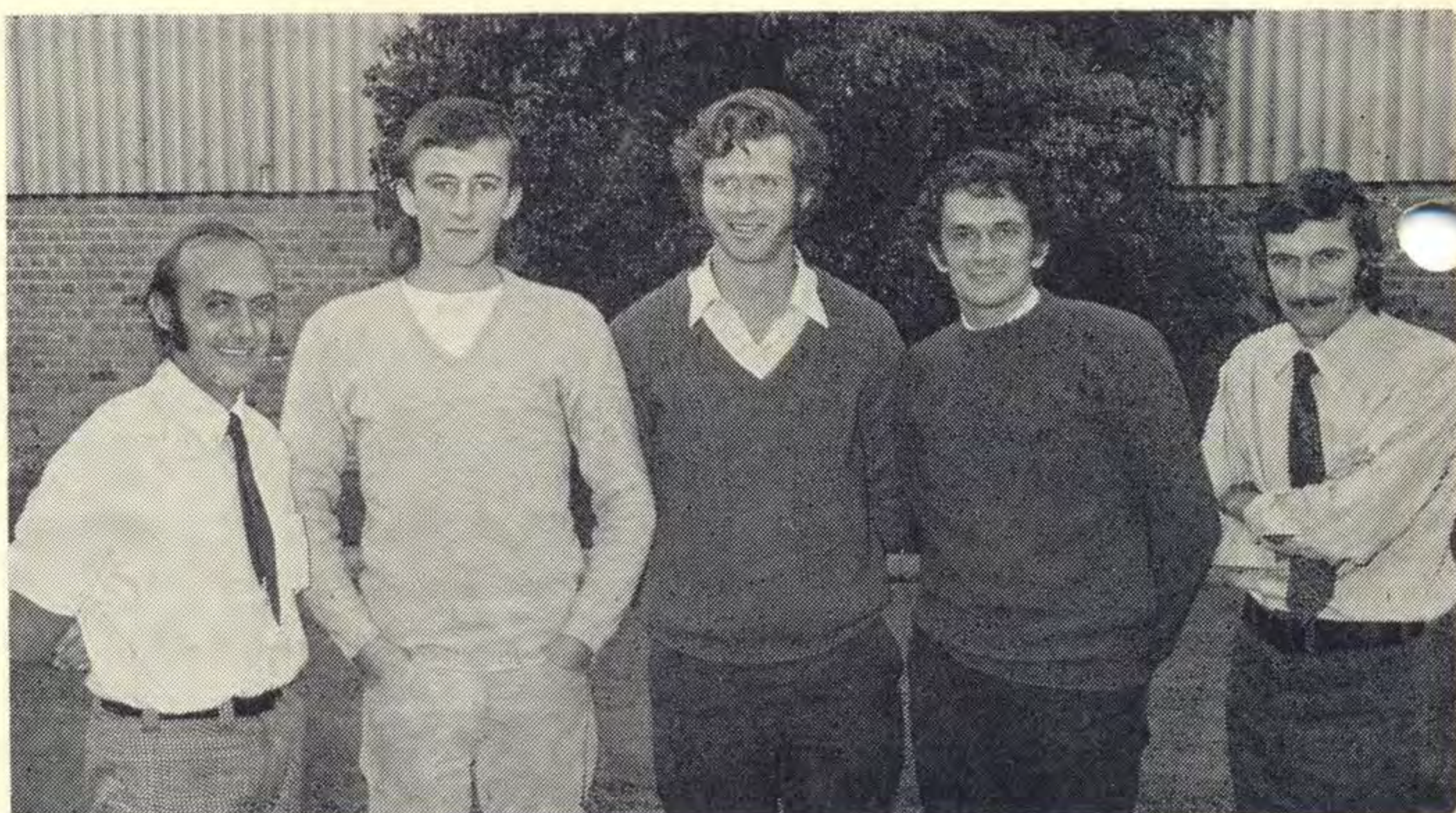
The man in white, Denis McMillan, did a great job—he was ably coached by his adviser, Terry (15 yards) Birch. Notable absentee was Tony White who declared himself unavailable after failing to get a clearance from Yallourn. (Contact is reliably informed that Morwell will have to find a transfer fee of at least seven figures and probably throw in three or four players before it gets the services of the talented Tony.)

Just for the record though, it was a very enjoyable and entertaining day, there was plenty of good football turned on by local footballers including Denis Ferguson, Ross Aitken, Ron

Goss, Derek Brown, Alec Ingwersen, and Terry Birch. Yallourn won the game 7-13 to 5-6, and when it was all over, players, supporters and families enjoyed a barbecue with refreshments.



In more peaceful posture than during the game are these players from Morwell (above, left to right), Michael Lang, Denis Ferguson, Pasquale de Magistris, Ross Aitken and Ken Hewat; and Yallourn (below, left to right), Alec Ingwersen, Garry Cooke, Barry Rowley, Dennis McMillan and Terry Birch.



SAUNA SAIL AT HAZELWOOD

More yachts than ever before—350—took part in the 1973 Queen's Birthday weekend Sauna Sail staged by the Latrobe Valley Yacht Club.

Good sailing conditions were experienced, though during Race 1 a heavy squall capsized about 50 yachts in the

space of two minutes. Out of 240 entries in this race, 107 did not finish.

Those who got dunked didn't mind too much, however, as the water temperature of Hazelwood Cooling Pond was around 21°C to 24°C.

Yacht Club members and their wives were rostered over the three days of

the Sauna Sail and did a good job of the many functions which go to make a successful regatta.

Commission men who are office-bearers of the L.V. Yacht Club include Ron Court, Val McGoldrick, Alan Newey, Tony Booth, Jim Robertson and Ron Maskiell.