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S E C

SPOTLIGHT



Provincial Tennis Premiers at their first attempt and in their first year of "A" Grade competition. This is the proud achievement of Mt. Beauty team (l. to r.): Graeme Ohlson, draftsman; John McDonald, Postmaster at Tawonga; Noel Woodham (captain), Costs and Bookkeeping; and Doug. Donaldson, formerly of South Western Branch, now a Mt. Beauty clerk. Doug., at 23, is a veteran, having been a country singles finalist five years ago.

They made a sensational start in the tournament at Kooyong by defeating the favourites and Crowley Cup holders, Yarrowonga, after disposing of Shepparton. In the final they beat Gannawarra.

All the players praised the work of Mt. Beauty club president Les Woods, an S.E.C. carpenter, volunteer curator, ace organiser for the coaching class referred to on page 19, and generally Mt. Beauty's "Mr. Tennis." The Crowley Cup is his best present ever.



The Commission was represented at the annual Lord Somers camp for boys from public schools and industry by Lennard Coleman, apprentice mechanical fitter (left) and Lance Rolfe, apprentice electrical fitter. They were nominated after the most careful scrutiny of their qualities as leaders, ability to mix and swim well. Preliminary sifting had reduced the possibles to thirteen. There is keen competition among the boys as nomination is held a high honour.



The Social League cricket team which went to Sydney for the annual battle with the County Council there included two pennant players — Sam French (left), of Head Office, and Brian Harvey, of Yarraville. Sam has had a good season with North Melbourne, 49 being the best of many good scores and 5-32 top of his mounting crop of wickets. Brian doesn't bowl, but he scored 101 not out for Fitzroy against Essendon, as well as a couple of fifties.



Remember the Pioneers

IT is nearly 77 years since Thomas Alva Edison, burning a carbon filament lamp for two days and nights, changed the pattern of life throughout the world. The electric lamp has remained basically the same ever since, but men of genius from many nations have contributed to the amazing development of electricity supply for the home and industry till it is difficult to imagine the world without a handy switch.

One article in this issue of the S.E.C. Magazine salutes the pioneers of electricity in the last century. Another surveys the progress of the Morwell project, and reminds us of the debt we owe to our own pioneers. Yallourn will always remain the symbol of far-sighted service to the State, an enterprise without parallel in this country. Now, a generation later, all the hard-won experience is being applied to Morwell, and in a few years the Latrobe Valley will boast a fuel and power organisation unmatched this side of the equator.

All honour to those who have helped with vision, courage, skill and effort in laying the foundations of Victoria's electricity supply system, enabling its continuous expansion towards the goal, now in sight, of the "all-electric" State.

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NEWS

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COVER

The Mechanical Engineer, Mr. F. H. Roberts, discusses a point with Mr. B. W. Tweedley, one of his staff (right), assisted by a German-made scale model of an S.E.C. bucket-wheel dredger. Such models are useful time-savers for construction and maintenance at Yallourn and Morwell.



Morwell open cut takes shape, but S.E.C. teams are looking far ahead to the future like Trainee Surveyor Noel Gilham

MORWELL MEANS PROGRESS

Stand on the Ridge at Morwell as the sun sets, and you almost feel the ghost of the Polish explorer Strzelecki at your elbow exclaiming in astonishment at the development of a great national asset he never dreamed of.

HERE, on this high ground south of Morwell, you can see unfolding to-day both to the east and west the first stages of the Commission's great new power and fuel project.

To the south are the Strzelecki Ranges, which almost cost him his life after he left the Latrobe River

behind at Loy Yang, and exchanged the friendly plains for "the impenetrable dense scrub, interwoven with grasses and encumbered with gigantic trees fallen and scattered in confusion." Trained geologist and mineralogist though he was, he could not imagine the vast reserves of brown coal under those rotting trees.

Strzelecki's pioneer survey, which opened up Gippsland, ended in Melbourne in May, 1840. One hundred years later, the Victorian Government of the day ordered a new trail to be blazed, the trail of fuel independence.

If Strzelecki could not see the coal for the trees, Commission engineers, surveyors and draftsmen have looked steadily into the future. Based on 30 years of hard-won "know how" gained in developing Yallourn, they have brought a wealth of experience and skill to another industrial revo-

The power station grows, the dredger digs deep; a valley is sown for a priceless harvest

lution. This is symbolised in the planned shape of Morwell open cut — a heart, the strong heart of progress and prosperity.

The decision to establish the Morwell project was the result of investigations started by the S.E.C. in 1941 to find a location away from Yallourn on which to base further extensions of the briquette factory.

From 1941 to 1945 drilling was carried out in five areas considered to have possibilities for development. This investigation resulted in the selection of an area immediately south of Morwell as the site of the new open cut. Here a continuous seam of brown coal up to 400 feet thick lies under 45 feet of overburden. Favourable considerations also were the higher calorific value of the coal, giving lower briquette production costs than for alternative areas, the distance from Melbourne and the proximity to the Gippsland railway and established works at Yallourn.

The Commission presented its report to the Government in 1946, and

two years later the plan was sanctioned by the Victorian Parliament. Much has happened since then, and the great Morwell development must give a sense of wonderful achievement to the men still with the S.E.C. who saw the birth of Yallourn.

It's a long stride from three horses and a scoop, clearing about half a ton of earth at a time in Yallourn pioneering days, to the 1,600-ton bucket-chain dredger which will in a few years be able to win 2,000 tons of brown coal an hour at Morwell. This modern giant is the measure of progress, proof that Morwell starts with the benefit of problems mastered at Yallourn and in Germany.

Six feet higher than the M.C.G. outer stand this dredger will be, and three-fifths the length of the playing area. Each of its two sets of caterpillars will be more than 100 feet long and ten feet high, but will leave no more impression on the ground than a car tyre. The electricity required for its operation would be enough to supply all the needs of a

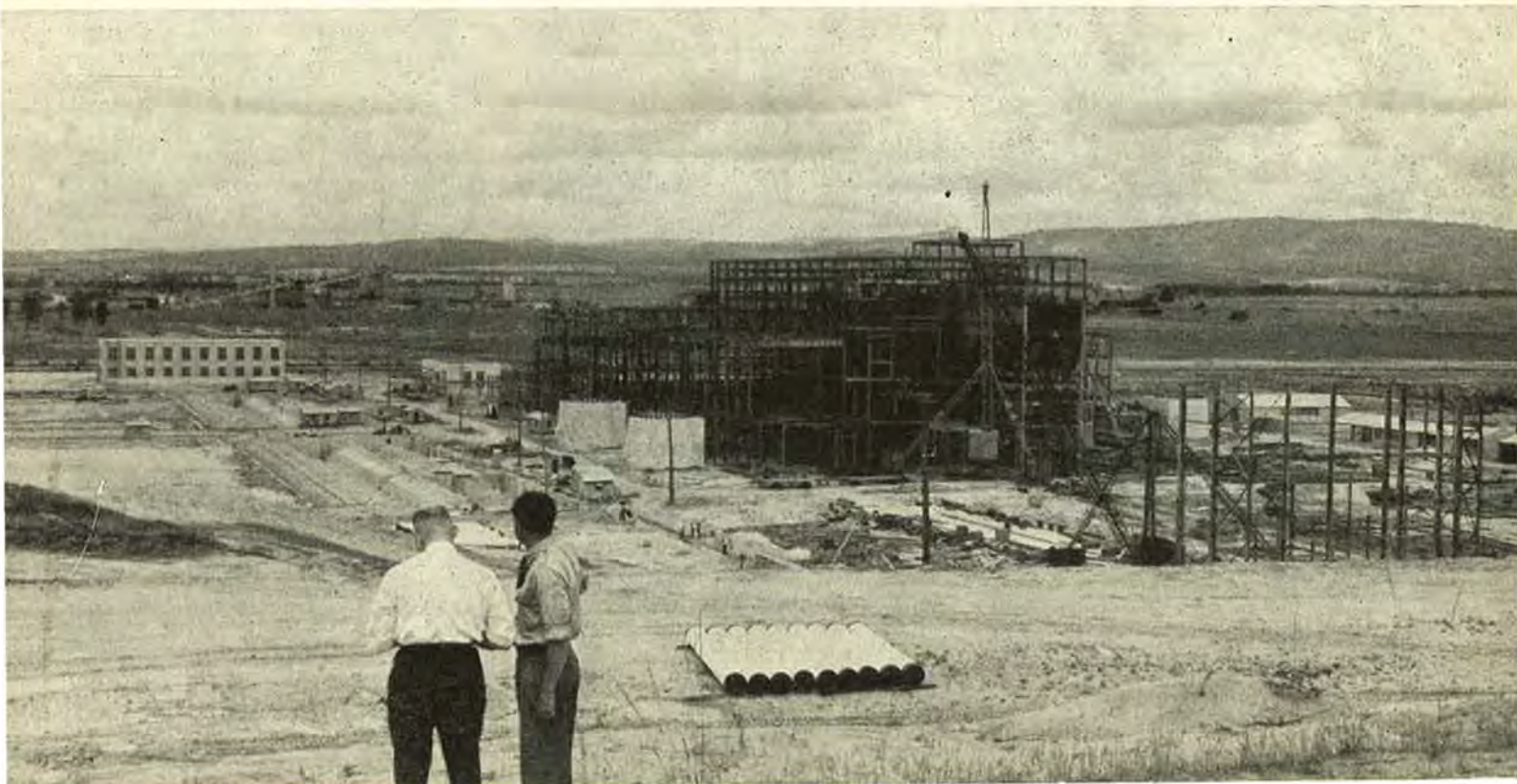


Construct'n Engineer J. W. Schulz (L) discusses plans for future working of the Morwell open cut with Coal Production Supt. H. W. Lynch.

town of 5,000 people, and it will cut coal 87 feet above or below it.

This dredger, now being built in Germany, should be ready for work in 1959 to meet the increasing demand for Morwell coal after the first briquette factory starts in the January of that year. By then the power output of the Morwell system is expected to be 66,000 kilowatts and the briquette tonnage 714,000 a year, supply-

The power station framework begins to dominate the landscape. To its left are two huge chimney bases, then foundations for two briquette factories. The wet section is growing on right and in the distance is the new brown coal gasification plant.





Trains dump their loads of overburden in this ditch. The men keep the lines clear, and the spreader distributes the loads.



Many kinds of railway sleepers are prepared at Morwell. Here a crane brings in more for a temporary line to move the dredger in the background, flying the nautical Blue Peter.

ing, among many other consumers, the Gas and Fuel Corporation plant nearby. This will complete the first half of a four-stage plan adopted by the Commission in February, 1954, and put into operation the following autumn.

That decision marked the revival of the Morwell project which had been halted by the 1951 recession, but the emphasis was shifted from briquette production to a major power generation scheme.

The third stage should see the completion of the second factory by 1960, bringing the annual briquette output to more than 1,500,000 tons and the power capacity to 91,000 kilowatts. The fourth stage of development is still subject to review.

Each Morwell factory will produce a ton of briquettes for every three tons of raw brown coal while Yallourn needs four because of the difference in average moisture — Morwell 61%, Yallourn 66%.

The heating surfaces of the Morwell drier units will be almost 1½ times the largest at Yallourn, and the driers will run on roller bearings, each costing £1,200 sterling. The tubes will incorporate a new de-

velopment — internal screen rollers to increase evaporation and output; and the wholly enclosed presses will be double the size and capacity of the largest at Yallourn. To make certain of the best possible briquettes, further tests with Morwell coal are being made in Germany.

Within the next six years, the new open cut will be producing more than six million tons of coal annually. To get a clear idea of the magnitude of Morwell operations, remember that the new Eildon Dam, a popular tourist attraction, contains about 14 million tons of earth and rock — enough material to build an imposing wall from Melbourne to Adelaide. But this quantity of overburden alone will be moved at Morwell between 1955 and 1962 from the open cut, which will eventually cover 541 acres and be excavated to a depth of 320 feet to provide over 122 million tons of coal.

Fourteen years of scientific exploration, calculation, drafting and checking, not to mention financial worry, preceded that happy day last October when a 740-ton dredger began the overture to full-scale coal-winning at Morwell, but facts and



One dredger digs out overburden and fills the waiting train in open cut. Another waits on top to move to its working point.

figures never really fall into place till you visit the area and see the plans of engineers becoming reality.

Remembering that the preservation of 30,000 tons of plant and material delivered before the 1951 hold-up was itself a major operation, the first obvious question was: "How much of it was lost?"

Construction Engineer in charge at Morwell, Mr. J. W. Schulz, who has been on the job since August, 1954, replied: "Less than one per cent. It's all on the move now, and the various outside stores are being cleared fast. By the end of this year, we shall have erected 8,000 tons of steel, poured 10,000 tons of concrete, fixed 80,000 sq. ft. of asbestos cement sheeting, laid a million bricks, put up 50,000 sq. ft. of roofing, mostly concrete. The first two boilers — the present programme — should be installed, and two chimneys finished. Among other jobs, steel erection for the first factory will be done between March and November, and the raw coal bunkers should be well advanced by the end of the year.

"A contractor began work in January on the excavation and foundations of the ditch bunker, which

involves the removal of about 60,000 cu. yds. of earth. This should be finished next January. For the 1955-56 period, 48 contracts have been let, and various S.E.C. teams are also pressing on with the construction. The Commission has 46 staff houses occupied and 82 married quarters.

To the 250 Housing Commission homes will be added another fifty before Christmas."

Mr. E. C. (Ted) Harry, Works Personnel Officer and a Commission veteran, added: "There are now 190 staff in the area, and the 640 wages men will rise to 750 by the end of

Helping to Bring Blueprints to Life



Dredger driver V. Akers moved to Morwell from Yallourn, so he knows how the cut will grow.



Alan McPhee, a leading hand, has worked with the Commission for 34 years, one at Morwell.



Roy Gilson, bulldozer driver, finds it warm work. He has also been employed at Yallourn.

"FORTY-NINERS," THEY HAVE SEEN PROJECT GROW

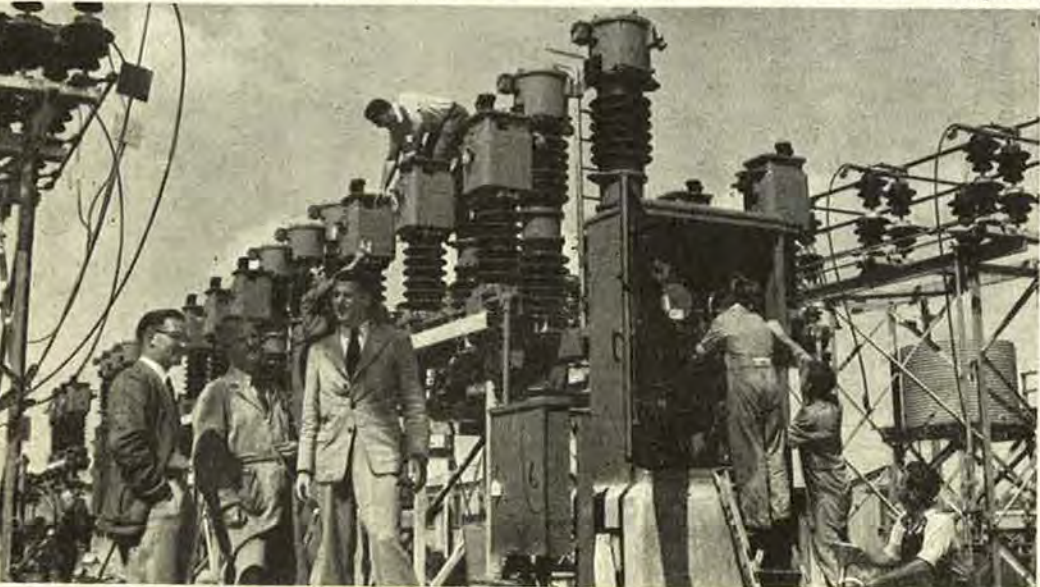


A "Forty-niner" is one of the first at Morwell, and here are five: Surveyors Len Reeves (on 1943 tests), i/c Vic Cadwallader, T. Gilmore, Carl Rohde, and Ken Ellis.



Two more—Section-leader Draftsman Stan Salmon, Construction Supervisor T. Killen on right. From left—Draftsmen M. Wallace and F. Bathurst being briefed for a job.

Electrical Bch. men busy in switchyard: Engineer R. Kornbrette, F'man W. Rodgers, Egr. S. Cumming, O. Bachmann, L.H. R. Wright, F. McLeod, R. Waller, B. Laughton.



the year. The contractors' 180 men will also be doubled."

Beyond the huge main drain is the narrow-gauge electric railway along which appreciable loads of Morwell coal will be carried to Yallourn before the year is out. Already, says Mr. H. W. Lynch, Coal Production Superintendent, 14,000 tons have gone there, crossing three new bridges, including one over Princes Highway which had to be diverted. In addition, more than four miles of duplicate track from coal face to the overburden dump is complete.

And, all in the day's work, an S.E.C. gang laid a temporary stretch down which the Australian-built bucket-chain dredger has rolled to begin work in early April. It sported a Blue Peter, the marine signal: "I'm about to sail." Mr. Ron Bartrup, Mechanical Construction Supervisor and assistant to Mr. J. Docherty, Mechanical Construction Superintendent, explained: "The naval influence is strong in our section."

Cutting deep

But most eye-catching of all is the superstructure of the 740-ton German bucket-wheel dredger just visible in the open cut, now fifty feet deep. It has lost much of its shine in rolling along 1,850 feet to dig about 100 feet into the side of the cut. Each of the seven buckets can lift about half a ton of overburden, and the wheel dwarfs a man. Down below a waiting train seems a miniature. But, impressive though present operations are, coal-winning will not really get under way till next January. By then will be exposed an area of coal 5,000 ft. long and 400-500 ft. wide. Keeping pace with the work a mile and a half away is a 545-ton overburden spreader, its eleven buckets filling from a trench 4,000 feet long and 10 feet deep, and discharging on a 165-ft. boom.

Open cut railways are always on the move with the dredgers, but when they get below the first transport level at Morwell, a special type of mobile belt conveyor, designed by Commission engineers at Richmond, may be substituted. But carrying coal for the briquette factories and power station bunker will be a five-foot wide conveyor moving up to 2,500 tons an hour at a speed of about seven miles an hour. There isn't an-



Key Field Engineers Check as Plans Take Shape

L. to r.: W. Graham, Supt. Open Cut, shows coal to F. Winters; Bruce Akers reports to J. Tulloch, Plant Maintenance Supt.; R. Bartrup, Mech. Const'n Supervisor, discusses bucket-chain dredger with J. Orr; Civil Const'n Supt. L. J. Herriman explains a point to Const'n Supervisor J. McIlwaine.

other conveyor in Australia that handles material at such a high rate.

Turning from the open cut and looking east from the Ridge there is an impressive panorama of achievement and the foundations of much more to come. Everywhere is evidence of a vast amount of restoration and preparation since 1954, but dominating the landscape is the 100 ft. high power station framework, a notable year's work under the supervision of Mr. L. J. Herriman, Civil Construction Superintendent. The bunkers are ranked like monster

Chinese lanterns, and the bases of three of the four 300 ft. chimneys remind you of 30 ft. concrete pill boxes.

Italian contractors are erecting the steelwork for the boiler house, including six boiler frames, and are now well ahead with the turbine house steelwork, which should be finished by May. A Dutch firm lifted one of the 50-ton boiler drums 85 feet into position in February. It was in excellent condition despite its four years in the open because all holes had been closed and a bright steel plate hung inside before a window. If rust appeared on the plate, the drum needed attention.

Beyond the scene of growing construction, as viewed from the Ridge, one section of the Electrical Branch is pushing ahead with the erection of the big new switchyard under the Electrical Construction Superintendent, Mr. H. Westgarth. Another is looking after the numerous works west of the Ridge.

Yes, a mighty scheme is well under way, but its magnitude will never be appreciated fully till those factories and power station are working. Meanwhile, Morwell is a tribute to S.E.C. team work, to the men who started it, to those carrying on. They have shared many headaches, but can now signal proudly: "Morwell is advancing according to plan."



This crane weighs as it lifts steelwork for the contractors. L. to R. W. Harris, J. Rousws (Greece), Frank Rowin, Andre Hedl (Hungary), and the waiting crane-driver is Ken Brownbill.

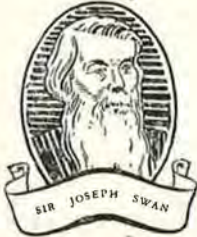
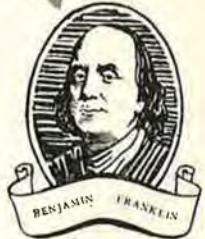
Records clerk A. Vary, 20 years' service (L), W. McQuillen, accounts clerk, and Jack Penney, Construction Engineer's clerk, checking data.





Homage to

THE PIONEERS



WITHOUT minimising the influence of the motor car, aeroplane, radio and television, we may well regard the incandescent lamp as the invention which has most affected our way of life.

And it can all be said to have started on October 21, 1879, when, in Thomas Alva Edison's laboratory, a carbon filament lamp burned for two days and nights in succession, the beginnings of the incalculable benefits of electric light as we know it.

In the first eighty years of the last century, numerous inventors on the Continent, in England and the U.S.A., were wrestling with the problem of bringing a conductor to an incandescent glow by passing an electric current through it; and at least one of them—Joseph Swan—actually produced a workable lamp at virtually the same time as did Edison.

But to Thomas Edison goes the credit for having first developed the practical techniques.

Even the ancient Greeks were well acquainted with some of the magnetic phenomena, though it was not until about 1600 that a scientific method of dealing with them was evolved. In that year an Englishman, William Gilbert, wrote a book on

magnetism and electricity. Fifty years later, a German, Otto von Guericke, constructed an apparatus to generate electricity and produce light. In 1752, an American, Benjamin Franklin, demonstrated that lightning flashes were electrical phenomena.

At the end of the eighteenth century two Italians, Luigi Galvani and Alessandro Volta, discovered the electrical properties of two opposite metals immersed in saline solution, and constructed a battery; and in 1831 an Englishman, Michael Faraday, constructed the first dynamo.

France First

Faraday had served his apprenticeship with Humphrey Davy, who in 1809 with a battery of 2,000 cells demonstrated the arc light using two carbon rods, and later demonstrated electric heating of platinum wires which gave out light for a while before becoming oxidised or burned.

But it was a Frenchman, de la Rive, who around 1820 first developed a form of incandescent lamp using a partially evacuated glass tube to enclose the heated platinum wire.

The generation of electric energy in those days was a costly undertak-

ing. In 1840 the Englishman, Grove, lit a few test lamps with battery current at about £20 a kilowatt-hour.

Of the English workers in this field by far the best remembered is Joseph Wilson Swan. In 1845, at the age of 17, he was already thinking along the lines of an incandescent lamp having for its filament some alternative material to a fusible wire. Three years later he began experiments, and within ten years had succeeded in producing strong and flexible filaments of thin carbonised paper strips which, when placed under a glass dome from which as much air as possible had been extracted, could be raised to incandescence.

These filaments did not last long; Swan abandoned lamp research for the time being, having realised that the best vacuum pumps then available were not nearly good enough. This bar to progress remained until 1865, when Herman Sprengel introduced his mercury vacuum pump.

With this new tool at his disposal Swan was encouraged to try again. Instead of paper, he used prepared cotton threads which proved to be strong enough to be mounted in a glass bowl and remain incandescent for a reasonably long time.

It seems that Swan and Edison had come independently to the conclusion that the solution for the incandescent lamps was not to be found in an incandescent wire of low resistance, such as platinum, but a filament of very high resistance.

But though Edison and Swan appear to have simultaneously solved the fundamental problem of constructing a practical carbon filament lamp, there were marked differences between them. Edison was the well publicised head of one of the world's first industrial laboratories run on a business basis. He had many inventions to his name, and was already known as the "Wizard of Menlo Park." Swan, on the other hand, was a lonely figure working in the quiet of his laboratory, without help or even recognition by his colleagues. It was possibly Edison's own widespread propaganda which first opened the eyes of the English to the accomplishments of Swan.

Patent Mistake

One should note, too, that although Swan took out a patent for the vital process of finishing the evacuation of the bulb while the filament was incandescent (and thus getting rid of final traces of air trapped in it) and another for the production of a carbon filament from parchemised thread, he made no attempt to patent the lamp itself. He considered that the basic idea had been proposed and even demonstrated repeatedly. There was, for instance, the installation of 200 incandescent lamps by Lodyguine, in St. Petersburg harbour in 1874.

Menlo Park laboratory, home of Edison discoveries.



Swan therefore believed that the use of a carbon conductor in an evacuated enclosure for the purpose of obtaining light could not form the subject of a valid patent. In this, however, he was mistaken, as shown by Edison's widely drawn patent of November 10, 1879.

One reason why the public were quick to realise the importance of this new lamp was that the arc lamp had already demonstrated the practical advantages of electricity as a means of illuminating large buildings and streets.

In 1878, a Russian, Jablochhoff, illuminated the boulevards of Paris with his "electric candles."

However, the arc lamp was quite unsuitable for domestic lighting, being far too powerful. The "sub-division of electric light" was therefore a scientific problem of generally recognised practical importance, and it was this that Edison set out to do.

In 1876, at the age of 29, Edison had founded his laboratory at Menlo Park, where he carried out experiments in many fields aided by a staff of 100 well-chosen associates.

In September, 1879, Edison again tackled the incandescent lamp problem. After many attempts he succeeded in making a suitable carbon thread and obtaining the necessary vacuum, and on October 21, 1879, this lamp burned and kept on burning for two days and nights. This was followed by weeks of day and night work to obtain a stronger filament. Finally carbonised paper was found to have a life of some hundreds of hours, and the announcement of his discovery was made on Sunday, December 21, 1879.

WHAT NEXT ?

IN PRINCIPLE the incandescent lamp has remained the same as the first filament lamp made by Edison, but 76 years have seen tremendous improvements in its characteristics and in the process of manufacture, and year by year its field of application has grown with new and more perfect lamps.

It may even be that where we now say: "Please turn the lamp on," in 1979 we shall be saying at dusk: "Look, the light's on." Who knows?

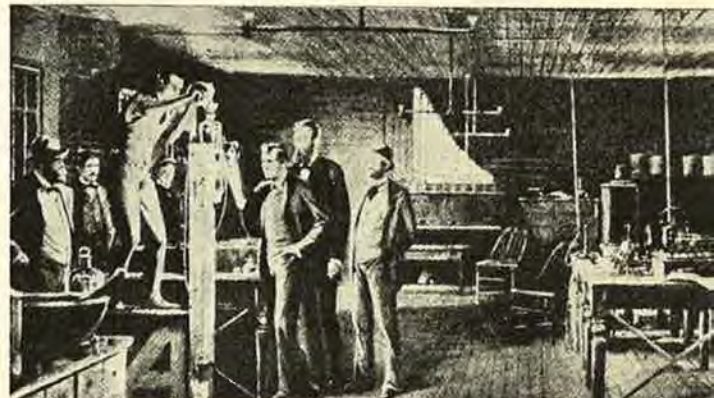
By 1880 Edison was building a power station to supply current for 1,200 incandescent lamps. In the same year he produced the fuse, now a commonplace part of every electrical installation; yet another achievement was the lighting of S.S. Columbia with 350 lamps.

Edison and Swan joined forces in the British Ediswan Company.

In nearly every country some inventive spirit during the past century was working on something resembling an electric filament lamp. Thus the Italians are proud of Alessandro Cruto who in 1880 developed one. In the Netherlands thoughts go to Gerard Philips (former assistant to Lord Kelvin), who in 1890 began making carbon filament lamps in the shed of his parental home. Belgium remembers M. de Changy for his incandescent lamp around the year 1850, and in Germany, Heinrich Goebel has a special niche.

—Reprinted from the I.E.S. Lighting Review.

Edison preparing his first successful incandescent lamp for its life-test, watched by hopeful friends.



SEC MEN KEPT JAMBOREE GOING

THE Scouting world is still discussing the swamped Pan-Pacific Jamboree in Clifford Park, Wonga Park, near Ringwood, from December 28 to January 9, and officials everywhere are praising the S.E.C. men who helped to make it a success.

"Without the S.E.C. drivers who triumphed over the quagmire, the Jamboree would have ended in chaos," was one tribute. Sir Edmund Herring, Deputy Chief Scout for Victoria, added his praise and thanks at an official lunch to which Lt.-Col. L. T. Wallace was invited. "We are indebted," he said, "to the enthusiastic efforts of the 16 Construction Regiment, R.A.E. (S.R.) for installing the pump house and water system."

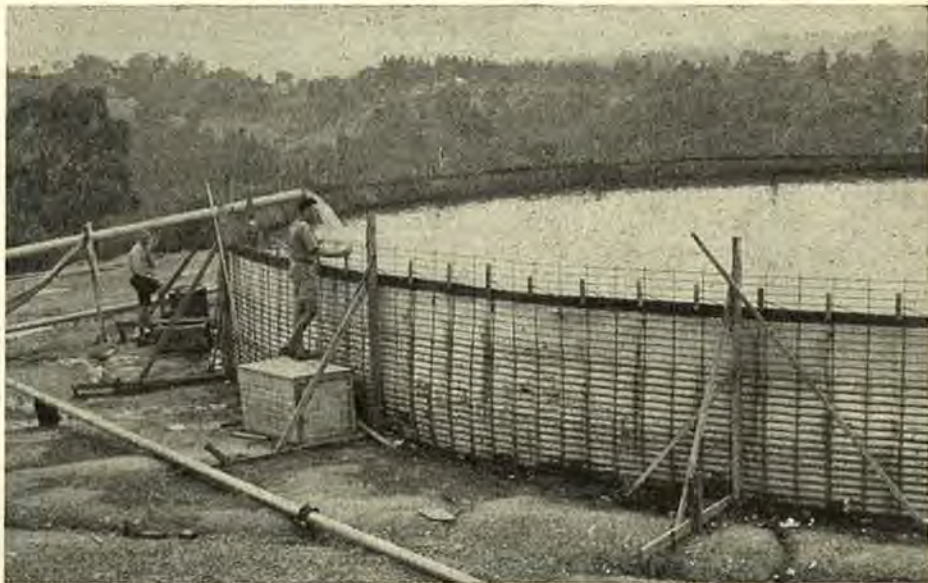
Col. E. R. E. Black, O.B.E., Jamboree secretary, sent his council's thanks to the Commission.

Planning began more than a year ago when Col. Wallace joined Mr. T. C. Easton, Municipal Engineer, Civil Branch, on the Scouts' Works and Services Committee. They had to plan and erect a water system for 17,500 people, equivalent to a town like Albury. Mr. Easton, also a Group Scoutmaster, called on his Army experimental experience and planned a 180,000 gallon temporary reservoir, the biggest of its type ever made in the Southern Hemisphere.

1,500-FT. MAIN

The canvas tank inside a steel wire mesh frame had a diameter of 84 feet and was six feet to the top of the canvas. A suction line in the Yarra led to a pumping house from which a 1,500 feet rising main continued to the reservoir.

The Army allowed our unit to do the installation, and 97 officers and sappers came from Yallourn, Geelong, Ballarat, as well as the metropolitan area. The job was done in two week-ends under Col. Wallace, some working on both occasions. And how they worked! They were at it till late at night and many a marvellous effort was recorded. Worthy of special notice were Corporal Bruce Bass, transport maintenance foreman from Rubicon, who was on pumping equipment; and Sergt. L. Mottram, leading hand welder from Fishermen's Bend, who refused to go home.



That mountain "lake" that puzzled you on page 11 is this canvas and steel mesh tank designed and erected by S.E.C. engineers for the Pan-Pacific Scout Jamboree at Ringwood

An idea of what was involved may be gathered from the fact that the three-quarter ton canvas tank shrank in the heavy rain. The makers took it back and one man worked night and day for several days to insert additional strips. It returned to the site at 4.30 p.m. on a Sunday, was lifted into the reservoir by a Commission crane by 5 p.m. and partially filled with water pumped from the river 250 feet below by 6.45.

The Commission received an urgent call for drivers and trucks to keep Jamboree communications open on the night of December 28. By 9.30 the following morning, Transport Branch personnel and vehicles were on the camp site. By then mud was about six inches deep in many places, with occasional 3-ft. traps. The going had become so heavy that only the Commission six-wheel and four-wheel drive transport was able to negotiate the muddy stretches without danger of bogging. A six-wheel drive winch truck was engaged for most of the time in dragging other transport clear. The food got through, garbage was cleared and sanitary system kept working. Driver R. J. Neave's winch truck got many a mention in the Jamboree paper.

The drivers and vehicles were in charge of Capt. G. R. Wheat, of Transport Branch, who was relieved by Mr. A. W. Knox, Transport Workshops Superintendent at Fishermen's Bend, when he went on leave, but Corporal G. Bartlett was on the go till January 16 with a short break.

VOTE OF THANKS

The "Mudlarks" also included S. Young, K. W. Prentice, T. D. McGuinness, S. A. Richards, L. J. Breen. The whole team was invited to the Scouts' Works and Services dinner and accorded a vote of thanks.

Mr. Easton thanks the many colleagues who came to his help with their special skills. John McMahon, of Generation Branch, improvised a sound chlorination scheme. Charlie McPherson, of Civil Branch, took charge of a detached water supply for the Rovers, and a couple of these from Yallourn were on pump work.

Apart from Transport, equipment and facilities, the S.E.C. also loaned equipment for the messes and the pump house diesel engine, and especially thankful is Ken J. Brewster, of E.S.D., who was the Scouts' O.C. Jamboree Activities.

TWENTY-ONE YEARS SERVICE TO ELECTRICAL SAFETY

The Electrical Approvals Board celebrated its coming of age on December 19, when members gathered in the board room at Royston House and reviewed their 21 years' work.

The Chairman, Mr. R. A. Hunt, expressed the Commission's appreciation of the work the Board was doing in the interests of electrical safety, which was an important phase of its operations. His remarks were supported by Commissioner Henderson, who represented the Electrical Trades Union on the Board from its inception in December, 1934, until he became a Commissioner in 1945.

The guests were welcomed by the Board Chairman, Mr. B. H. Miller,

Thirty New Citizens Sworn In

Australia Day, 1956, was something to remember at Yallourn. Under a blazing sun, and with flags and bunting decorating Monash Square, the first open air mass naturalisation ceremony was held in the afternoon. Twelve men from Yallourn, twelve from Yallourn North with six wives took the oath of allegiance, while many Australian-born children of New Australians played around.

Cr. T. Forristal, Chairman of Yallourn Town Advisory Council, presided, and the General Superintendent, Brigadier John Field, welcomed the new citizens.

who also congratulated the only original member of the Board, Mr. W. H. Stock, on his long and valuable services. Mr. Stock, the Board's Deputy Chairman, is Chief Electrical Engineer of the Metropolitan Fire Brigade Board, and represents the Fire and Accident Underwriters' Association of Victoria. Mr. E. B. Foster, another member, had completed nearly 21 years on the Board.

Mr. G. T. Cuthbert, Chief Electrical Inspector, Victoria, spoke in appreciation of the Board's efforts.

Two Commissioners Re-appointed

The State Government has re-appointed Sir Andrew Fairley and Mr. A. W. Henderson for further terms as part-time S.E.C. Commissioners. Both appointments date from January 1. Sir Andrew's is for one year only at his own request. Mr. Henderson will serve for three years.

Sir Andrew Fairley, who was knighted in 1951, has been a Commissioner since March, 1937, a record term. Mr. Henderson, Secretary of the Electrical Trades Union Victorian Branch since 1917, was first appointed a Commissioner in 1945.

The third part-time Commissioner in the S.E.C. is Professor Sir Alexander Fitzgerald. He was appointed last July for five years following the death of Dr. W. D. Chapman.



Hon. George Reid New Minister

Changes in the State Cabinet have involved the transfer of the Hon. John S. Bloomfield, M.L.A., Minister of Electrical Undertakings since last July, to the Ministry of Education. His former portfolio has been taken over by the Hon. George Reid, M.L.A., who had been Minister Without Portfolio.

In private life, Mr. Reid is a solicitor. Born in Hawthorn 52 years ago, he was educated at Camberwell Grammar School and Scotch College. He graduated Bachelor of Laws at Melbourne University. From 1940 to 1946 he served in Australia and overseas as a R.A.A.F. Wing-Commander.

Mr. Reid is member for Box Hill, where he is active in hospital, educational and charitable work. He is married, with one daughter.

THINK YOU KNOW THIS SPOT?

How cool the lake looks among those hills. A holiday resort? Better look again at page 10.



SENIOR APPOINTMENTS

ENGINEER FOR TECHNICAL SERVICES ELECTRICAL OPERATIONS BRANCH

MR. J. F. HUGHES, B.E.E., A.M.I.E. (Aust.), Protection and Communications Engineer since 1952, has been appointed Engineer for Technical Services, Electrical Operations Branch, Production Department. Joining the Commission in 1936 as an electrical operator in the Substation Engineer's Section, he was transferred to the Tests and Protection Section in July, 1939. From 1941 to 1945 Mr. Hughes served with engineering units of the A.I.F. with the rank of captain. He was appointed Protection Superintendent in 1945, and Relay and Communications Engineer in July, 1949.

ASSISTANT ENGINEER-IN-CHARGE HYDRO GROUP

MR. W. C. SEDDON, B.E.E., A.M.I.E. (Aust.), who has been appointed to the position of Assistant Engineer-in-Charge, Hydro Group, Electrical Operations Branch, started with the Commission in September, 1934, and was transferred to the staff in the following month as an operator at Rubicon. In July, 1939, he became an Assistant Engineer, went to Kiewa in 1945 as Superintendent of Operations. His most recent appointment has been Area Operations Engineer, Kiewa, which he took up in May last year.

DISTRIBUTION ENGINEER BENDIGO BRANCH

MR. R. S. DOWNEY, Dips.E. and Mech.E., A.M.I.E.E. (Eng.), the new Distribution Engineer, Bendigo Branch, North Western Region, acted in that capacity there for five months in 1954. He has served in

Mr. Hughes



Mr. Crossman



Wimmera Sub-Branch since last May, being confirmed in the post of Distribution Superintendent. He joined the S.E.C. in July, 1936, became an Assistant Engineer, Metropolitan Branch, in 1941, and went to Ballarat three years later. There he became Assistant Distribution Engineer.

ASSISTANT ELECTRICAL OPERATIONS SUPERINTENDENT, YALLOURN

MR. W. C. CROSSMAN, B.E.E., Dips. E. and M.E., A.M.I.E. (Aust.), now Assistant Electrical Operations Superintendent, Production (Electrical Operations), Yallourn, began as a laboratory assistant at Yarraville Terminal Station in February, 1940. He served at various Commission centres before becoming an engineer at Kiewa in 1949. In 1951, he went to Yallourn as Assistant Electrical Supervisor, Coal Production. Three years later, he was appointed Supervisor, Central Unit Group, Electrical Operations. During the war, he served four years with the Engineers and became a captain.

ASSISTANT OFFICE MANAGER METROPOLITAN BRANCH

MR. G. C. SCHRODER, B.Com., Office Manager, South Western Branch, returns to Flinders Street as Assistant Office Manager, Metropolitan Branch. He started with the Commission in the Essendon-Flemington office in October, 1929, and was appointed Budget Clerk, Metropolitan Branch, ten years later. During 4½ years' service with the R.A.A.F. he became a flight-lieutenant. Before going to Colac, he was Statistical Officer, Commercial Division, E.S.D., from May, 1947.



Mr. Schroder



Mr. Downey

Ladder Brainwave Wins Foreman £50

About 1,500 S.E.C. extension ladders, 26 feet and longer, will probably be fitted with a second pulley to give a double purchase on the extension and thus assure easier control, save breakages, prevent injury.

The idea is considered so sound that Ballarat Branch Foreman Wilfred Hugh Jenkins has been awarded £50 by the Suggestions Board.

Four awards of £10 have been made for ideas. Mr. N. S. Edwards, fitter and turner, Kiewa Base Workshops, planned a modification to lathe tail stocks to prevent big drills damaging the Morse taper.

Mr. E. W. Slingsby, electrical mechanic, Yallourn turbine room maintenance section, was concerned about removing rotors from electric motors without using a crane. He suggested using two trolleys.

Mr. C. M. Phillips, electrical operator, Warrnambool Power Station, worked out a switch for silencing the fire hooters.

The fourth £10 cheque goes to Mr. J. A. Helms, Ballarat Branch draftsman, who thought of a road sign for men working in areas exposed to traffic. A warning arm rotates.

We're Warming Up The Antarctic

The Antarctic ship "Kista Dan" loaded 1,500 bulging potato sacks before sailing from North Wharf late last December, but these carried 75 tons of brown coal briquettes supplied by the Commission for heating stoves at Mawson Station. Apart from economy and calorific values, one of the great advantages of bri-

quettes for polar heating is their convenience in handling under difficult conditions.

And so we share in another polar romance because the heat energy for the white land of the south has been stored for twenty million years in the debris of trees and vegetation which became Yallourn brown coal.

SERVICE IN ACTION

Once again thousands of consumers have had a chance to appreciate the meaning of S.E.C. service, and many have been quick to praise the work of the line maintenance and substation, repair gangs and high voltage operators during the fierce electrical storm in January which eclipsed that of May last year, previously the worst in the memory of Metropolitan Branch control room staff.

Soon after the storm broke at 5 p.m., messages were sent out to recall day-time staff already on their way home. By 7 p.m., when the storm was at its height, the control room switchboard was choked with calls. All the gangs were out by then and remained on the job throughout the storm until eight o'clock the following morning. Then, tired and unshaven, they were dropped off the line trucks near their homes.

Everyone involved was impressed by the kindly, tolerant attitude shown by consumers who reported faults — fifty, and many hundreds on the low voltage.

POWER LOAD

This 5,000 KVA transformer from England weighs more than 34 tons with oil. Checking before it leaves Fishermen's Bend for Kyabram are Stan Elliott and Tom Cole.



YOU MADE THESE CHILDREN HAPPY



IT WAS a pity all the men and women of the Commission who contributed toys, novelties and cash could not have been at Yooralla Hospital School for Crippled Children on December 15. It was a heart-warming Christmas party. The 112 children made light of their infirmities as they tossed balloons around, sang songs, paraded their own percussion band, and shrieked approval of S.E.C. entertainers, Mrs. R. E. McLaren, of Royston House, Jim Van Der Hill, and especially Jim McCutcheon, who threw himself around in the tradition of all good clowns although he had just left a sick bed. Another great thrill was a film show by Mr. F. Halkyard and Mr. A. Harris which prompted some seniors to ask about S.E.C. jobs.

S.E.C. visitors included Mr. H. Tainsh, Salaries Section, City Road; Mr. A. Baird, Workshops, City Road; Mr. R. McGregor, Accounts and Contracts; Mr. R. Fleming, Inscribed Stock. Inspiring them all, of course, was Jim Van Der Hill, Chief Paymaster's Branch.

MORE PROMISED

Altogether, more than a hundred toys and other gifts were handed in after the Magazine appeal, and more are promised for this year's effort. City Road have always been behind Jim Van Der Hill with cash contributions, and when they heard the Yooralla gramophone needed attention, they collected £10/16/- for the

job besides cheques from their appeals fund. Donations from Flinders Street and Royston totalled £16/6/11; South Melbourne, £8/4/1; Head Office and Inscribed Stock, £5/11/-; City Road Appeals Fund, £4/4/-; and balance of contributions from Salaries, £1/6/-, making, with the gramophone gift and two special donations, £53/7/7, a grand total of £53/15/7. Not bad for a quick, limited appeal.

EX-DIGGER'S GIFT

Next Christmas should see this doubled, especially if the organisers find some more like "An ex-Digger," who spent £2 on "snowballs" for the children, and those who gave as a tribute to our own disabled personnel. Further help came from Messrs. Hibbins, Taylor & Co. Pty. Ltd., Whitcombe and Tombs Pty. Ltd., and The Little Nut Shop, who made special price cuts.

Apart from party novelties, books and microgroove records were bought for the school library, and four special prizes went to Ann Laverick, Joan Appleyard, Ray Price and Noel Hewitt, who were chosen by the other children as the cheeriest helpmates during the year.

Sister G. Faulkner, executive officer, sent a letter on behalf of the Yooralla committee to Mr. Hunt, expressing sincere thanks for the S.E.C. co-operation and the work done by the various individuals to make the party a success.

There's an art in pottering about . . .

THERE'S no doubt, we aren't as hardy a race as we were. Civilisation and Progress (?) have combined to make most of us less active and more flabby.

To quote a recent article on this subject: "There was a day when the average employee walked home from work, dug the garden, pushed the lawn mower, chopped wood for the fire, and carried water from the pump. To-day he drives home, hires a rotary hoe for the garden, runs a power mower, turns on the electric range, gets his water from a tap, and flops in an armchair.

More Chairborne

In our daily work the constantly increasing tempo makes it essential that we get from place to place in the shortest possible time. So the busy man now rides instead of walking. Day by day he becomes more chairborne, and his muscles - including his back muscles - become more and more flabby. Yet this same man - who of necessity performs little exercise during the week - will try to do the most heroic things in his garden at the week-end. Result: "Oh! my poor back!!"

Don't think I'm decrying gardening, and other forms of exercise, sport and the like. These will save some of us from premature old age, but: "Moderation in everything."

Strained backs, the most common complaint among those people who indulge in occasional, as opposed to regular exercise, have been for many years one of the bugbears of the medical profession. Once upon a time it was fashionable to have high blood pressures; to-day the fashion is a "slipped disc."

The backbone or vertebral column consists of a series of small bones separated by discs of cartilage to increase movement and cushion the shock when walking or jumping. The separate bones are held together by strong ligaments and muscles, which are frequently not as strong as they should be.

Let me strike a note of comfort. A very small proportion of painful

backs are due to a slipped (or prolapsed) disc (despite the fashionable diagnosis), and by far the greatest number are due simply to overstrain of the muscles.

Remember, this article is not intended for those who have some really severe condition causing back pain. These conditions should be fully investigated by your own doctor. What we are trying to do is to formulate some plan for those who wish to dig and potter in the week-ends, without suffering for it on Monday. A few simple rules:-

- Do not attempt to show your prowess in strength or endurance when unaccustomed to heavy muscular exertion.
- Avoid "jerky" lifting. Do it steadily, with your feet well planted on level ground.
- Stooping or squatting may be uncomfortable and tiring (until you become accustomed to it), but it is much easier on your back than constant bending over.
- Tone up your back muscles by repeated small spells of exertion until they become used to it. Don't attempt too much until you know you will not suffer.
- To those who have a tendency to aching backs, a firm bed is much more restful than one which sags.
- If your back aches after driving a car, try the effect of a small cushion behind the small of your back. The "rake" of some car seats tends to aggravate the strain on the back muscles.

Beware Massage

The treatment of mild sprains of the back muscles consists of two things - rest on a firm bed and heat. NOT, PLEASE, massage, at least in the early stages. Well meant but completely misguided massage in the early stage only tends to aggravate a painful condition.

Finally, don't forget: any back injury which doesn't clear up within a few days of treatment should be investigated by your own doctor.

More Centres on Power!

The Premier, the Hon. H. E. Bolte, switched on the newly installed electricity supply to the Smythesdale State School, in Ballarat area, which is attended by 32 children. It was a big occasion for the school committee, who had worked hard for the supply. The chairman, Mr. A. Weymss, handed over a radio to the headmaster, the first of a lot of equipment the committee hope to provide.

Two hundred guests were entertained by the children.

Lethbridge, in Geelong Branch area, is another township now connected to our supply. The population of 190 duly celebrated the occasion. There are ten Soldier Settlements among the 39 farms, and 79 premises will be supplied.

About 250 people, including the Manager of South Western Branch, Mr. T. E. Williams, attended a ball at the popular resort of Peterborough to celebrate their switch-on. The oldest town resident, Mrs. M. E. McKenzie, cut the ribbon at the ceremony. About 21 domestic premises will be supplied.

Kurting and Powlett areas, in the Inglewood district of Bendigo Branch; Naroghid Moutajup, South Western Branch, are among other centres connected recently.

The Shire of Dunmunkle undertaking was acquired on March 1.

Safety Overseas

The Commission's safety organisation is more than equal to those overseas, says Mr. F. W. Smith, Departmental Safety Officer, E.S.D., reviewing his seven months' tour of England and the Continent. He came back almost lyrical about the hospitality he was offered everywhere he went in England. The old town of Malvern gave a royal welcome to the man from Malvern, Melbourne.

The trip was a mixture of long service leave and a busman's holiday. On behalf of the S.E.C. he attended the conference of the Royal Society for the Prevention of Accidents at the seaside resort of Scarborough, and the Occupational Safety and Health Division of the International Labour Organisation at Geneva.

Between Ourselves

Tatts-mania

The whole city laughed at the New Australian who went into Tatts and asked for the electricity to be switched on in his new home, but the accounts men in E.S.D. have long ceased to laugh at the reverse absent-mindedness. At one time there was a constant stream of people seeking change before going next door to seek fortunes. Some still wander in in apparent trances, get as far as the counter, then apologise with sickly grins: "You aren't Tatts, are you?"

The prizes must surely go to those who examine all the electrical equipment on show, then try to pay their gas bills, or discuss Board of Works business. Close behind are the ones who march into the cookery demonstration room to witness Tatt's draw.

Newborough's UNO

After many difficult periods in the past, more and more of the community are supporting East Newborough Tenants' Association, which aims to help all sections of the township, especially the smaller bodies. Children are never forgotten at Christmas or on their birthdays; the hall is about clear of debt and a new supper room will add to amenities.

Bob Wilson, President, tells us he is the only Australian on the committee of many nationalities, including even one American woman. They are hoping to form a Women's Auxiliary soon to help migrant mothers whose home duties make it difficult for them to become assimilated as quickly as their families.

Where's Paisley?

A postal curio has been sent to us by Mr. A. W. Strongman, of Fuel Supply Department. A letter posted at Yallourn on September 23 last was received at the S.E.C. Briquette Depot at Paisley on December 20. A fairly quick journey, considering someone in the sorting office decided there was only one Paisley . . . in

Renfrewshire, Scotland . . . and sent it there. The envelope is endorsed "Not Paisley, Scotland . . . Australia" and date stamped November 3. On the back is stamped "Edinburgh."

This is the second time an advice note has had a 24,000-mile trip. What would happen if someone else with a one-track mind decided to divert a load of briquettes to the Scottish town famous for its shawls?

Hot Drinks

Looking back on recent fire risk days, we can console ourselves that one old-time danger has gone. Mr. Bill Evans, Tramways Superintendent at Bendigo, digging further into his 45 years' service there, recalls how people living along the old steam tram track could never go to bed before the last tram in summer.

Sparks from the engine used to fly all over the place. In one instance a spark lodged in the fork of a peach tree eighty yards from the track, and the tree was destroyed. On another occasion, Mr. Evans saw a spark fly through the open bar door of Johnson's Reef Hotel, California Gully, in a high wind. In less than a minute the bar was a blazing mass.

Fellowship

Good fellowship is common throughout the Commission service. North Eastern Branch provided an example when work mates had a tarpaulin muster for Leigh Mansfield, who had a serious accident on the job. The result was a dressing gown as a Christmas present.

Leigh expects to be in Wangaratta Base Hospital for some months, and everyone wishes him well.

Dangerous Date

A young man very popular with the girls in E.S.D. denies he altered February 29 to 28a in his diary just to be on the safe side.

FLASHBACK ALBUM



The steelwork of Morwell's first modern briquette factory is going up this year. Here's how it started at Yallourn. The frame of the original "A" factory is taking shape; four driers are waiting on

the ground; the horses wait for the next haul. But what about that wooden formwork next to the driers? One Commission veteran thinks it may be the start of the 326-ft. chimney.



Baby signals: "Look what I've got," and excited youngsters make certain they get gift books from Bob Akers, Footscray.



What a day for drinks! Only two pence a bottle, so Colin Webster shouted Ken Taylor between races and roundabout rides.

If you couldn't raise a glass, a length of hose was just as good for Graham Sargent, Graham Howard, Sheila Matthews.



We don't know who carried it, but Doug Peverell, of Civil Records, and family found this shade just what we forgot.



"The Egg and I." None of these competitors could interrupt Bert Moloney, of Footscray, as he gave instructions, but he got some very queer looks.



The more we are together . . . Jim Mudford and Jack Beck, Civil Construction, Footscray, were the centre of a merry family group who found a quiet spot away from the hot sun and all that arena exercise.

Monday was Funday

Many tired feet carried light, happy hearts after the S.E.C. annual family picnic at Frankston on Australia Day. The organisers and those willing horses, their helpers from Fuel Supply and Civil Construction, had seen what they had long wanted to see — so many children making adults a minority.

Mark you, there's many a youthful spirit under a battered hat and "flower show" shirt, as the Punch and Judy and juggling clown performances proved. On the other hand, Junior was up with the leaders when it came to casting an expert eye over the wrestlers, who gave a thrilling display — Gerry Lane, Railways Championship runner-up, and Noel Granger, runner-up to the Australian

champion, who received his early training in the S.E.C. gymnasium. The oval was never so quiet as when these were throwing each other around and the assortment of model planes were looping and hedge-hopping at about 70 m.p.h.

Looking at the tug-o-war teams was enough to make a man burst a blood vessel. Eastern Metro, carried off the honours, but Yallourn's athletic prowess failed to give Head Office an inferiority complex when it came to winning the Relay Shield and the 100 yards amateur handicap. Congratulations to Allen Peter.

The day's fastest times were clocked when the stewards announced that children over ten could have the remaining bags of lollies after the younger ones had lined up. More than 900 bags were made up and

Three sprinters, Allen Peter (1), B. Burton (2), Brian Disney (3), caught Alan Westley, Newport, and checked in after the 100 yards.



Three wives report to Alf Jones, of E.S.D., after a fast 60 yards — Mrs. Hoskin (1), Mrs. Osborne (2), Mrs. Loveless (3).





See the hamper's full of nice things, find a quiet spot, then just relax, say F. S. Tobias, Royston House, and family.



Who said free drinks? Can't a citizen get some service round here? What d'you think this cup's for — pennies for my Dad?



How they would like to own one of these fast model planes which almost made them forget to report for lunch, so thrilling was the show.

eaten up between trips on the round-about and chair-o'-plane.

The 700 who came from Yallourn in a special train included their town band who delighted everyone with their musical interludes. These men won B Grade last year, and have since been third in Heidelberg and Ballarat A Grade contests.

President W. H. Hall ran away with the old buffers' race, and says this is positively his last winning ap-

pearance. What about him making that wood chop entry mean something? The committee might also see that "grudge" tug between Eric Charlesworth and Jack Beck, of Civil Construction, really takes place.

But, as the Chairman said before presenting the prizes, this is not only the day the kiddies look forward to, it is also the day when old friends can meet again, reminisce, and make a date for next year.

They huffed and they puffed — and just about brought the house down in the tug.



Close Fight For Top Four in Social League Cricket Contest

At the end of Round 5 in the Social League cricket competition, four teams remained undefeated — Flinders Street and Ballarat on top of Section A, and Fishermen's Bend and Yarraville in Section B. Richmond withdrew from Section A. Results:

Round 5 — Section A: Ballarat 108, Greensborough 75; Dandenong 63, Flinders Street 7-149; Footscray w.o. Richmond. Substations a bye. Section B: Geelong 43, Rubicon House 9-85; Yarraville 7-166, Traralgon 5-99; Fishermen's Bend 171, H.O. 137.

Section A	P.	W.	L.	Pts.	%
Flinders Street	5	5	-	15	2.45
Ballarat	4	4	-	12	1.67 (1 bye)
Footscray	5	3	2	9	.72
Substations	4	2	2	6	.89 (1 bye)
Dandenong	4	1	3	3	.95 (1 bye)
Greensborough	4	-	4	-	.47 (1 bye)

Section B	P.	W.	L.	Pts.	%
Fishermen's Bend	4	4	-	12	2.25 (1 bye)
Yarraville	4	4	-	12	1.69 (1 bye)
Rubicon House	4	3	1	9	1.33 (1 bye)
Head Office	5	2	3	6	.87
Geelong	4	1	3	3	.68 (1 bye)
Traralgon	5	1	4	3	.61
Newport	4	-	4	-	.59 (1 bye)

TEAM TO SYDNEY

Ron Jenkins, of Flinders Street, again led the Social League team which battled for the honours in Sydney in February; and Sam French, of Head Office, was vice-captain.

Twelve players accompanying them were J. E. Andrews and L. R. Given, Head Office; A. Cockram, Footscray; R. E. Gregory, Substations; J. P. Hogan, Traralgon; B. P. Purcell and B. C. Harvey, Yarraville; R. A. Bryce, Rubicon House; C. T. Crowley, Flinders Street; K. A. Graham and N. S. Martin, Newport; L. W. Tulau, Dandenong.

Travelling officials were Mr. J. F. Rigby, Chairman, Executive Committee; Mr. D. J. McColl, Vice-Chairman; and Mr. G. D. Loveless, Secretary, Social League.

The tour will be reported in the next issue of the Magazine.

GREENSBOROUGH POPULAR

Maybe it was the Greensborough air, or that tip-top afternoon tea, but the Flinders Street cricket match there was so popular that the visitors want a return game.

Greensborough Social Club is delighted at the way the Ballarat trip was supported. Forty adults and ten children went along, the ladies making sure of a sail across the lake and a tour of the beautiful gardens before returning to the cricket match.

Personnel Picnic Was a Winner

Once again the Personnel Department entertained eight Legacy wards at its picnic and children's treat. About forty of the staff were accompanied by their wives, children and grandchildren in cars and van to Mornington, where a most enjoyable day was spent by the party of 105.

Softball and races occupied the morning, and Mr. Noel Cooke, Manager of the Department, presented prizes. After lunch, Father Christmas distributed presents to all.

Come On, Veterans

If you know any retired members of North Eastern Branch Social Club, tell them the club is inviting them and their families to the annual picnic at Benalla Racecourse on March 17, starting at 10.30. If transport is the difficulty, contact the secretary at Benalla at once.

FOOTBALL IN THE AIR

The President, Mr. G. W. Loughman, expressed his appreciation of the very good attendance at the annual meeting of the S.E.C. Football Club. All they want now are plenty of supporters.

Mr. Loughman was re-elected, and the Vice-Presidents are: D. McColl, L. Gilder, K. Manallack, R. P. Norris, A. Walters. A sixth will be elected at a future committee meeting. M. J. Hunter is hon. secretary, Jack Knight hon. treasurer, and R. McDowell assistant hon. secretary.

The committee is: H. Thomson, G. Parsons, J. Marshall, J. Heckle and R. Lawton.



M. Tobias, M. Parsons, K. Holland, G. Corp (Referee) with Bryceson Trophy.

Fishermen's Bend Has New Trophy

Heavy Tractor Section at Fishermen's Bend are the first winners of the new Bryceson Trophy in a lunch-time sectional teams carpet bowls competition. After a series of ninety-five games, the team, consisting of M. Tobias, K. Holland and M. Parsons (captain), defeated Major Unit Assembly Section in the grand final by 10 - 7.

The Transport Engineer, Mr. E. W. Bryceson, presented the trophy, which will be played for annually.

Mt. Beauty Tennis Club Moves Up

Bogong footballers seem to have inspired Mt. Beauty Tennis Club to try its fortune in inter-district matches. It has been accepted in the North-Eastern competition, and delegates to the Region 10 council meeting at Wangaratta were Messrs. Les Woods, Lloyd Dunn, Bob Duncan and John McDonald.

Mt. Beauty was also given the privilege of running the L.T.A.V. region coaching school.

HORSHAM MAN ON MARK

Horsham Power Station shift electrician Roy Smith is a rifle shooter of note and is hoping to add to his triumphs in the near future. He has won Horsham Rifle Club's spoon shoot and St. Arnaud's grand handi-cap aggregate at recent meetings.

He Finds Adventure on Two Wheels

Somebody once described a bicycle as the poor man's Rolls Royce, though there was a famous occasion when an English peer took a chance on petrol, and had to leave his Rolls at a farm while he pedalled furiously on a borrowed "bone-shaker" to a distant bowser.

YOU can't take chances like that when you're a racing cyclist in the championship class. You risk a spill every time you break from a bunch and ride for the finishing line, but, so far as it is humanly possible, your machine must be perfect for the job before you start . . . and this does not mean it must be the most expensive on the market, as Keith McCarney, of E.S.D., will tell you.

Keith has been riding for ten years with Footscray Amateur Cycling Club, and returned to Australia towards the end of last year after seventeen months' racing in the British Isles and on the Continent against some of the best men in the world. He was given leave of absence to compete in the 1954 World Amateur Road Championship at Sollingen, Germany, as well as broaden his elec-

trical experience. He went away encouraged by having won second place in the Australian Junior Championship in 1948 and recorded the fastest times in many open handicap races. He had also tasted trouble, because he broke his collarbone three weeks before he was to ride for Victoria in the 1953 championship.

TAKE LICENCE

There are many young cyclists with high ambitions in the Commission, so we asked Keith to describe his tour for their benefit.

"I found a hearty welcome everywhere," he said. "People on the Continent were amazed that we Australians had travelled so far to race. You must take your home licence with you, be prepared for many surprises, and expect to find difficulty in

getting work for short periods in England during the winter.

"I was met in London by another member of the Australian team in June, 1954, and lived near the famous Herne Hill track. I had a fortnight's training there before going to Ghent, Belgium, for six weeks' racing. We were competing every second or third day, and I managed to get several placings."

To keep in trim they then rode 170 miles in two days to Sollingen. Keith says young riders thinking of trying their luck must be prepared for the terrific atmosphere of a championship. Crowds waited at Sollingen headquarters to see the riders arrive, and packed the ten-mile course as they trained.

The course had 200 yards of tramlines covered with tar, and it was raining when the 120 starters lined up for the championship. Bundles



of straw were put at bad bends to protect riders and onlookers. Keith had the bad luck to have a puncture on the second lap, and it was useless to continue because of the fast pace in the early stage.

Back in London he found English cyclists keen on Sunday runs, no matter what the weather. Some even use tricycles and tandem tricycles for safety on the icy roads.

In February last year he was invited to an international training camp at Monte Carlo, where the weather was excellent. Men of almost every nation were housed in a comfortable hotel and rode 70 miles a day for a month on a breakfast of a roll, butter, jam and coffee. They were ready for the outsize lunch and dinner served with wine. World champion L. Bobet and his trainer visited the camp and gave the riders valuable hints. In charge was Charles Pellisier, a Tour de France rider.

Keith returned to London via Paris — where prices were very high — then

Keith McCarney has a training spin at Albert Park. Note the intricate gears.



STAFF HOBBIES

raced in Belgium during the early spring. He was placed several times, but once again racing was costly because of damage to equipment.

Belgium is the home of road racing and Denmark the centre of track meetings. There are races in Belgium every day except Friday, and usually about a dozen to choose from in the morning papers.

Amateurs normally cover 70 - 90 miles, fifty per cent. of the courses being over cobblestones. Speeds over 90 miles average 25 miles per hour — exceptional for such bad roads. Riders often jump their bicycles over gutters onto footpaths.

Cafe owners contribute prizes and do a roaring trade among the keen spectators. Naturally, Belgians have the best reputations on rough roads, love a gruelling race and are very



fair, but how those cycles are thrashed! Keith often saw broken frames, and one rider's saddle pillar snapped off with the vibration on the cobbled roads. He fell in front of Keith, who also came off. Belgians believe in using thicker spokes and cheap but strong equipment which can be replaced easily. A big tubular on the front wheel takes the shock; mittens are necessary to prevent blisters on the hands, and crash hats save many a skull.

"Whatever you do," advised Keith, "don't buy a racing bicycle unless you have an experienced rider to advise you. I value mine at £90, though they are cheaper on the Continent. It's really best to build your own. Mine has Italian ten-speed gears — two gear wheels in front and five sprockets on the back. Each wheel has a lever for quick release, and I always carry a small compressed air pump. English saddles and frames are good, and I use special Belgian handlebars.

"Another tip. It costs a lot on a tour if you wheel your bicycles on

to trains. I carry two with the wheels off in a canvas bag and they always go as personal luggage."

Keith is always being asked what he eats on the long runs. For a 90-mile race he sucks lump sugar continuously, and carries rice tarts, bananas, oranges, as well as two bidons of coffee or orange juice.

After races you mustn't look automatically for showers. The odds are you will be given a bucket of cold water. Conditions were not always so rough. The promotor of the Melbeke Club, for example, took his riders to races by car and provided medical examinations.

EIGHT-DAY RACE

Keith left Belgium for Ireland in May, 1955, for an eight-day road race of 900 miles round the country. His was the only individual entry among the 112 starters. On the fifth day, during the mountain stage, they passed through four miles of flint rocks. Keith punctured three tyres and had to wait for more to be brought along. He lost half an hour, but finished the race with a fourth place on the final stage.

He then went to Denmark with three other Australians to race on tracks for a change. They were invited to race in Odense on a 333½ metre concrete track with a 55 degree banking. Among the amenities was a totalisator.

They also competed at Esbjerg on a similar track. Underground quarters for the cyclists included hot showers, a compressed air pump, racks for the bikes, lockers and free snacks. The Australians all had wins there and still comment on the photo finish gear at most Danish tracks.

LAST MAN OUT

A popular race in Denmark is the Devil-take-the-hindmost, in which the last man in each lap drops out. Keith won one and another race.

The unusual two-day road event from Copenhagen to Vejle and back brought another lesson for the ambitious rider. Keith had been invited to take part after his Odense success, but his road bicycle did not arrive from Ghent till after the race. He did not want to attempt 280 miles on a borrowed machine, especially a new one, but let himself be talked



Here's the kind of road Keith raced on in Belgium. No wonder they jumped their bikes on the footpaths for easier runs.

into accepting a brand new cycle ten minutes before the start. He adjusted the seat and set off on the long stretch to the ferry. After lunch on the one-hour sail, he carried on to Vejle, but the gears were not worn in and his legs were constantly jarred when the chain slipped. In the circumstances he did well to cover 250 miles before retiring.

LOST CHANCE

Still hoping for better luck in the next world championship in Italy, he returned to Ireland in July for the Dun Laoghaire cycling week. He won a track race, then kept ahead in the important Grand Prix, which attracted a hundred starters. Two riders obtained a break and won by about 200 yards from a big bunch. In the sprint for third place Keith crashed twenty yards from the line when leading. His handlebars locked, but happily he was wearing a crash hat. Even so, his head injuries kept him in hospital for a week . . . and away went another world championship chance.

Keith won't commit himself about his future world championship hopes while he is training for this year's programme, but everyone will wish this game rider the best of luck when the Olympic Games team is chosen.

THE Home Shift

Ladies, why let those household problems spoil your day's work? Take expert advice and get the best out of your electric cooker, washing machine, mixer and other up-to-date gadgets. You'll save time, worry and money in the long run. Miss Joan Treloar, Senior Demonstrator, E.S.D., answers here some of the questions of general interest put to her. She may have the solution to your puzzle, too.

● *I had hoped a cake-mixer would solve all my mixing problems, but find I am not getting the satisfaction I expected. What causes the mixture to spread out round the sides of the basin, or to clog the beaters when mixing?*

We have found that many people expect too much of a cake-mixer.

While it has been proved an extremely useful and efficient appliance, you would do well to remember that a certain amount of preparation is necessary before each mixing operation if you are to get the best results.

When the mixture spreads round the basin it is usually because the speed of mixing is too high, or the

mixture itself is too firm, as can be the case when carrying out such operations as creaming butter and sugar. If butter has been taken direct from the refrigerator no attempt should be made to beat it to a cream without first allowing it to soften slightly. For quick and easy mixing, it is advisable, after measuring the butter into a basin and chopping it roughly, to leave it to stand in moderately hot water for the time required to measure out the remaining ingredients and grease the cake tins.

Once you start to mix, the softened butter will be beaten against the sides of a warm basin, with the result that the mixture will be creamed and ready for the addition of the eggs in a matter of 2 - 3 minutes.

Beaters will be clogged if you attempt to mix too firm or too heavy a mixture. This can be overcome as previously suggested (butter softened in a warm basin), or at a later stage of mixing, by being careful to add flour and milk alternately to the mixture. Always start and finish with

O'MY, The Accident Maker

THE GREMLIN YOU'D LIKE TO BLAME FOR ACCIDENTS . . . BUT CAN'T



Well it looks like the party is over — but it's just beginning for me! When people go to bed without checking up on all the ash trays



. . . how can I resist the temptation to give the forgotten cigarette a sly little swipe — just like this — so it lands on the sofa or the rug —



Then fan the flame until I've got a nice roaring fire going? Yes, sir — if folks want to be careless about fire, I'll show 'em a hot time.

flour, and mix on lowest speed, as recommended in most cake-mixer instruction booklets.

● *Can I get collars and cuffs clean when using a washing machine without having to scrub hard?*

There is no need to scrub the clothes beforehand, but it is advisable to damp any heavily soiled areas and just rub over with a little soap powder or a good bar soap before placing the shirts in the machine.

For spotlessly clean collars and cuffs we suggest you rub the soap behind the stain at the back of the article, rather than rubbing directly over the soiled area, as this may cause the stain to become set when plunged into hot water. Rubbing behind the stain has the effect when washing of flushing the soap through the material and so washing the stain away more easily.

● *Is it possible to prevent smoke and fumes when grilling in an electric oven?*

You can prevent it quite easily by pouring a film of water over the bottom of the pan before starting to grill. This does not affect the cooking of the meat itself, and there is the added advantage of a pan that is easy to clean, as all fat and juices will drip down and dissolve in the water instead of congealing and perhaps burning on to an otherwise dry and hot pan.

This question, of course, relates particularly to grilling in an electric oven where a larger grill pan than

usual is supplied. In most cases, where the meat covers the pan and the fat and juices are not exposed to the direct heat of the element, there should be no smoke or fumes. But if you are only grilling half a dozen or so chops in a pan designed to take twice that number, it is as well to follow either the first method suggested above, or the following, which is also quite satisfactory.

A tin or enamel plate, a shallow cake tin or a small swiss roll tray can be placed in the centre of the pan with the grilling grid placed on top of it. The chops are placed over the area covered by the plate or tin, and when grilling starts, the fat and juices run into the plate under the meat, instead of out into the exposed corners of the pan. Consequently there is no smoking or fuming.

● *Many ranges now feature an oven with a glass door. I wonder what advantage it has over the solid oven door — and does it tend to steam over when cooking roasts and casseroles?*

The most obvious advantage is that you are able to observe the food as it cooks without having to open the oven door, and thus save yourself a certain amount of time. But, as electric cooking is done by time and temperature in any case, there is little more in the way of advantage. If the accepted methods for electric cooking are followed, there will be no steaming over or clouding of the oven door when roasting or cooking casserole dishes.

make it yourself



Ribbon Lampshade

One lampshade frame, about 10in. diameter at lower ring; ¼ yd. satin, 36in. wide; 8 yds. ribbon, 8in. wide, to contrast; 1½ yds. gimp, to match satin; Coats Nainsook bias binding to match satin; Coats "Super Sheen" No. 40 to match.

Bind side struts, top and lower rings, with bias binding. Finish ends securely.

Place satin on the cross, over half frame, pin to top, lower rings and side struts, having satin taut. Cut off surplus satin, leaving 1in. for seam all round.

Remove satin from frame, place remaining satin on the cross, right sides together. Cut out another half lampshade shape.

Stitch side seams of satin sections right sides together, 1in. from edge. Trim seams to ¼in.; press open. Turn right side out.

Place satin over frame, side seams matching side struts. Stretch material widthwise to remove creases, pin to side struts, top and lower rings. Overcast firmly in position to binding.

Trim surplus material at top and lower rings to ¼in. Place gimp over raw edges, slipstitch in position. Finish ends of gimp by overlapping ¼in.; slipstitch together.

Pin end of ribbon to inside of lower ring, carry ribbon over outside of frame, over top ring and down again to lower ring. Continue to wind ribbon round frame, leaving 1in. between edges of ribbon at lower edge and ¼in. at top. Turn in ends of ribbon; slipstitch.

Stitch ribbon invisibly to gimp, on top and lower rings.



CHEF'S CORNER

Rainbow Ring Cake

- | | |
|---|-----------------------|
| 4 ozs. butter or margarine | 8 ozs. S.R. flour |
| 4 ozs. castor sugar | ½ cup milk |
| 2 eggs | vanilla and cochineal |
| 1 dessertspoon cocoa mixed with 1 table-spoon milk. | |

Cream the butter and sugar, add the well-beaten eggs gradually, then add the sifted flour alternately with the milk. Lastly flavour with vanilla essence. Divide the mixture into three. Colour one part pink with cochineal, one part chocolate with the blended cocoa, and leave the

third part plain. Spread the chocolate mixture in the bottom of a well-greased large ring tin, then the pink, lastly the plain mixture. Bake in a moderate oven 30 - 35 minutes.

Non-automatic oven 400° top off, bottom low.

Automatic oven, 400° re-set to 350°

Automatic oven with switch, 400° re-set to 350° then switch turned to Bake.

When cold, ice with chocolate icing and sprinkle with chopped walnuts.



FAITH, HOPE AND 'CARROTY'

There's more than the story of a Richmond Social Club farewell to Mr. R. D. McPherson, Assistant Storeroom Supervisor, behind this picture. Seated at the annual Smoke Social are G. W. Loughman, Stores Superintendent (left) and the guest of honour, who has retired after 27 years' service. Leaning over them are Eric Charlesworth, of Civil Construction, and W. R. Hudson, Assistant Chief Accountant (Loan Raisings) on the right.

Let Mr. Hudson tell the story. "Bob McPherson, 6 ft. 3½ in.; Eric Charlesworth, 6 ft. 1 in. and myself, a mere 5 ft. 11½ in., met for the first time when we joined the Army at

Broadmeadows in 1914. I borrowed one of their spare half inches and we became known, among other things, as the Eighteen-Foot Syndicate, or Faith, Hope and Carroty."

Mr. McPherson was presented with a wallet of notes from all his friends, and 140 members and visitors thoroughly enjoyed the very high class entertainment.

The warmth of the general friendship displayed throughout the night was something to remember. One comment was: "The club excelled itself." And during the evening opportunity was taken to wish hard working Bert Pretty bon voyage on his visit to England.

Wedding Bells Are Ringing Out

Before his marriage to Miss Leila Wright, of Yarrawonga, Mr. Alan Forbes received a dinner set from his colleagues in Civil Branch. Making the presentation, the Civil Engineer, Mr. G. Paterson, wished him and his bride years of health and happiness.

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Friends in Meter and Tests Section and Works Division, Richmond, gathered on Friday, January 20, to wish Miss Elaine Holt every happiness before her marriage to Mr. Ron Caldwell. Mr. P. B. Smith, Works Accountant, and Mr. H. S. Martin,

Meter and Tests Superintendent, expressed their good wishes, and Mr. Martin presented an electric iron and toaster.

★

Miss Norma Lovegrove, typing section supervisor, Electrical Inspection Branch, has left the Commission to be married. Mr. G. T. Cuthbert, Chief Electrical Inspector, presented a silver teapot, sugar basin and a sandwich tray on behalf of members of the Branch, Miss M. Morris, chief typist, and Miss M. Park, who also attended. He said he hoped the sun would shine on her always.

R.S.L. STALWART RETIRES

Mr. W. H. Vivian, J.P., who had been on sick leave since last November, retired on January 30 after thirteen years' service. He will always be remembered as the man who almost made the S.E.C. Sub-branch of the R.S.L. his hobby and was always ready to witness official documents as he sat at the Paymaster's Branch inquiry desk. After working in Personnel Department he moved as a clerical officer to general accounts in 1946, then to Pay in 1951.

His ever-ready co-operation won him the goodwill of all his fellow officers. They all wish him a speedy return to good health and a happy retirement.

Inspector Retires at Geelong

After 28 years with Melbourne Electric Supply Co. and the S.E.C., Mr. A. H. Y. Casey, Installations Inspector at Geelong, has retired. His work kept him in close contact with consumers, who appreciated his courteous and efficient attention. His readiness to help earned him the admiration of all his colleagues.

Ill-health ends Service

All his friends in Kiewa, the North Eastern Branch and Numurkah Shire regret that ill health has forced Mr. D. N. A. McIntyre to retire after 37 years in the electricity supply industry. He transferred to the S.E.C. in 1931 and had various technical posts in the north east till he went to Kiewa in July, 1949.

Fun at Yarraville

Yarraville hostel staff excelled themselves for the Christmas dinner in the lunch room, according to the 230 who enjoyed it.

Life membership certificates in recognition of services to the Social Club were presented to S. Bysouth, F. Barnett, F. Seabourne, G. Clarke, L. Savage, W. Bell, G. Hewish, W. Elliott, F. Milne and F. Gowty.

BENDIGO "FRAMED" HIS LAST JOB



"PERC" TAKES THE CHAIR AT LAST

Motorman-Conductor P. Forbes was "Perc" to everyone in Bendigo Tramways. A very successful bowler, he was a champion full forward with Sandhurst Football Club in his early days. Now he has retired after 21 years' service, and his friends have given him an armchair. Acting Branch Manager Ian Archibald (seen here wishing him good luck) said his supervising officers had given glowing reports of his service.

This travelling rug, presented by Mr. W. B. Ballard, Asst. Fuel Supply Manager (R.), should keep Mr. J. J. Armstrong warm on his hunting trips.



Mr. E. L. (Ernie) Graham, Accountant, Bendigo Branch, has closed his working account after 44 years, 23 of them with the old Electric Supply Co. of Victoria, Bendigo. The North Western Regional Manager, Mr. J. N. Sutherland, gave him from all his friends a wallet of notes with a framed copy of his last "Reconciliation of the Sub-Branch Ledger with the General Ledger" as a memento.

The Office Manager, Mr. D. L. Steel, presided at his farewell on December 16. His reference to Mr. Graham as "one of Nature's gentlemen" was warmly endorsed by Mr. E. A. Goding, Distribution Engineer; and Mr. J. Cannon, Consumers' Engineer. Mr. W. J. Evans, Branch Tramways Superintendent, spoke of his happy association throughout the 44 years, and Mr. E. J. Phillips, Draftsman, paid tribute to Mr. Graham's great work for the Social Club, of which he was treasurer for many years.

The previous night he was given a complimentary dinner at the Shamrock Hotel. Mr. Sutherland praised his sterling service and regretted they had to part with such an experienced and trusted member of the Branch. Many officers had benefited from his knowledge and guidance.



Mr. H. O. Hillman, Consumers' Accounts Supervisor, said he was losing a real friend with whom he had been associated closely for 35 years. Mr. A. Joyce, Bookkeeper, referred to the tolerance and understanding he had valued during his 31 years under Mr. Graham.

A'hunting he will go

Fuel Supply Department has lost a man who combined a sturdy independent spirit with courtesy to the public, trustworthiness and efficiency as a Briquette Depot Manager. In his twenty years' service, Mr. J. J. Armstrong was well liked by everyone, management and men, a fact that was made quite clear at Victoria Park Depot, Abbotsford, on January 17, when friends farewelled him.

Hunting is his main hobby, but he is keen on fishing, and will do a bit of both during his retirement. He should keep warm with the travelling rug they all subscribed to. In the unavoidable absence of the Fuel Supply Manager, Mr. R. M. Watson, his Assistant, Mr. W. B. Ballard, made the presentation after paying tribute to Mr. Armstrong's notable service as well as his fine qualities as a man. Mr. Armstrong had also been Depot Manager at Kew, Montague, Essendon and other places.

Dandenong Loses Two Old Friends

Time and Romance have robbed Eastern Metropolitan Branch of two popular figures. Mr. T. G. Maxwell, special meter reader, has retired after more than 33 years with Melbourne Electric Supply Co. and the S.E.C. He started as a cable jointer, a job he has every reason to remember because he received a severe jolt from a 4,000 volt cable and had a lucky escape. After that he became a clerk, then one of the field staff under Mr. Bill Prendergast. A First World War veteran, he also served in the R.A.N. as a telegraphist in New Guinea. On discharge, he was transferred to Dandenong after work at Richmond.

Mr. S. W. Hamilton, Branch Manager, congratulated him on his sterling service and wished him a happy retirement. He presented Tom with a propelling pencil, a pewter mug, a cheque and also an illuminated address depicting highlights in his career, a Social Club idea.

Miss J. E. Himbeck, senior machine operator, left to be married after nearly eleven years with the Branch. At a social evening organised by the club, Mr. Hamilton commended her fine work, mostly in Consumers' Accounts, and wished her health and happiness.

Her fiance, Mr. D. S. Graham, thanked everyone for their kind wishes and crystal vase.

Dandenong says "Happy days." Miss Himbeck has a pre-wedding smile. Mr. Tom Maxwell's career was recorded in an illuminated address presented by Mr. S. W. Hamilton (R)



"Think you'll be able to find your way?" Mr. W. H. Connolly asks Dr. A. C. Reith, whose parting gifts before going to Italy and England included a large world atlas.

Commission Farewells Dr. Reith

The Industrial Superintendent, Mr. J. A. P. Gerrard, presiding at the farewell to the Commission's first full time Medical Officer, Dr. A. C. Reith, said: "Sunny Italy will be all the sunnier for his presence."

After four years in the S.E.C., Dr. Reith has gone to Italy for the Commonwealth Immigration Department. He will later go to England for post-graduate study to qualify for a diploma in Industrial Medicine.

Mr. Gerrard said Dr. Reith had created a lot of good fellowship, allayed a lot of anxieties, displayed a great capacity for work and proved himself a man of notable ability.

Mr. Gerrard asked the Assistant General Manager, Mr. W. H. Connolly, to present a suitcase to help their friend "to travel comfortably," a rug "to keep him warm in England," and a world atlas.

Mr. Connolly apologised for the absence of the Chairman, the Commercial Manager and Manager, Personnel Department, as well as other senior officers who were unable to express their good wishes personally. Dr. Reith, he said, had set a high standard which it would be difficult for his successor to live up to. He had done a great amount of work outside his strict duties.

Thanking all for the presents and good wishes, Dr. Reith said he felt very embarrassed. He had long wanted a good atlas because he read a fair bit, and it would be given plenty of use. He wanted to assure them that no man did anything by himself. Whatever he had achieved had been made possible by the help of everybody around him.

HEALTH CLOSES RECORD

His many friends at Footscray and in Accountancy regret that ill health has forced Frank H. Longworth to retire. Throughout his 21 years' service he had earned the goodwill of everyone because of his friendliness and efficiency. He started as a storeman at Footscray, joined the staff in 1938 and later took charge of records and correspondence in Accountancy.

TRARALGON MAN "CLOCKS" OFF

After more than 30 years with the Commission, Mr. H. H. Kemp retired on Christmas Eve and was farewelled by his colleagues at Korumburra Office. The Officer-in-Charge, Mr. W. J. Quill, presented him with a seven-day striking clock, and paid tribute to his work as resident linesman. He started as a labourer with Overhead Mains and became a leading-hand linesman.

Gippsland Branch Manager, Mr. J. M. Harrison, presented a coffee percolator on behalf of all friends to Pat Seymour, who has left the S.E.C. He also gave a standard lamp to Mervyn Leitch, who has also gone. A third to resign is Robert Stewart.



End of a half century. Mr. S. W. Davies (right) offers good wishes to Mr. N. F. Ward, Maintenance Engineer, who was apprenticed to Victorian Railways back in June, 1905.

Warrnambool Jubilee

After 25 years' service in Warrnambool District office as a typist-clerical assistant, Miss Gladys Mackinnon retired on January 12. The manager of the South Western Branch, Mr. T. E. Williams, thanked her for her keenness and devotion to duty, and presented her with a copy of the official history, "Three Decades."

Mr. A. H. McMillan, Officer-in-Charge at Warrnambool, on behalf of her friends there and at Colac, gave her a pen and a cup, saucer and plate. He said he had worked with Miss Mackinnon for those 25 years. She had been an excellent officer, courteous at all times to consumers, and had given her best to the Commission. He wished her all the best for the future.



Warrnambool, in the person of the Officer-in-Charge, Mr. A. H. McMillan, farewells Gladys Mackinnon, who retired after 25 years there.

50 Years Service Ends at Newport

Friday, January 13, was a sad day for Mr. Norman Forbes Ward, maintenance engineer at Newport Power Station, because he retired after nearly 36 years there. "I sever my association with mixed feelings, and accept this forced relaxation with sadness and joy."

Mr. Ward joined the Victorian Railways as a junior in 1905, became an apprentice, served as a naval engineer officer in the first World War, went to Newport in 1920 as a mechanical fitter and earned various promotions. He transferred to the S.E.C. in 1951 when the Commission took over the power station.

Presenting Mr. Ward with a wallet of notes, Mr. S. W. Davies, Power Station Superintendent, said: "We have had many ups and downs, but Mr. Ward has always been to the fore with his cheery smile. His co-operation and great loyalty have left nothing to be desired. This gift is a token of esteem from the staff and employees together. We all offer you our best wishes for the future."

Tributes to his loyalty, friendship, dependability and inspiration were also paid by Mr. H. Hellewell, secretary, S.E.C.O.A., Mr. R. Packman, Maintenance Engineer; Mr. V. Boyle, Assistant Maintenance Engineer; Mr. C. Rankin, senior foreman; and Mr. A. Bishop, mechanical fitter.

Mr. Rankin traced Mr. Ward's history from the time he joined the Victorian Railways, including the cigars he handed round on completing his apprenticeship. "The recipients," he recalled, "did not feel so good for a while afterwards."

Apologies and best wishes were received from Mr. W. Thorn, Engineer for Production; Mr. C. E. Boyle, Engineer for Generation; and Mr. T. P. Pringle, Assistant Engineer for Generation.

MRS. MISSED

There are new faces at the enquiry desks on the sixth and seventh floors of the Flinders Street building. Bron Bursey, on the seventh, has married Robert Jennings, a professional golfer, but seems more interested in ballet than in doing a hole in one.

Friends gave her an inscribed tin opener with the advice that this, not diamonds, is a girl's best friend.

June Winter, on the sixth, is now Mrs. Simon Vink. Simon came from Nordwijk, Holland, nine years ago. Back home he had a tulip farm and naturally enough he has done the same here — at Ferny Creek.



This rod and reel will be no use to Mr. H. G. Rice, Architectural, unless he holds on to that "Specification for Piscatorial Pursuits" Mr. W. E. Gower has just presented

Bendigo to Have More Competitions

Bendigo Social Club's new rooms in the works area are expected to boost interest in all sports, and the club is arranging more competitions. Members will have a chance to show their skill in quoits, carpet bowls and table tennis in tests for sides in the annual triangular contest. A team entered in the R.S.L. carpet bowls competition is having a successful run, and another in Bendigo Association finished fourth. F. Poulter won the open district singles championship for the second year running.

Racer Turns to Oil

Graham Hoinville, a young mechanical engineer, who has made a name in car racing at Port Wakefield and in the "Sun" Rally among other events, has left the Commission to become an automotive lubrication engineer with C.O.R. His S.E.C. jobs included work on diesel plant at Shepparton, Horsham and Warrnambool Power Stations.

Mechanical Branch went into top gear to give him a send-off, with all due precautions, on Friday, January 13. The Assistant Mechanical Engineer, Mr. A. M. Thyer, presented Graham with a brief case on behalf of all his friends and wished him well in his new venture. The Power Plant Design Engineer, Mr. G. H. Bilsborrow, added his appreciation.

Fishy story - and an official drink

Things don't just happen in Architectural Branch; there has to be a specification for everything with official signatures and stamps. It seems you can't even retire without one, especially if you happen to be a keen angler like Mr. H. G. Rice, who showed his ability on many important projects both as foreman and building supervisor for thirteen years. He was for a time with Construction Branch who joined in the presentation of a fishing rod and reel. The Chief Architect, Mr. W. E. Gower, handed over the gift and was supported in his tributes by Mr. F. N. Bamford, his Assistant; and Mr. A. Banks, Civil Construction Engineer.

Mr. Rice also took away with him an "official" specification for Piscatorial Pursuits bearing the stamps of both Architectural and Construction offices. Quite a lengthy document it was, making clear that "the works included in this specification comprise the catching of three-storied fish owned by the Davy Jones Commission and situated at Brighton . . . The works shall be carried out in strict accordance with the depths shown on Drawing No. Blue Water, coloured yellow, and to the complete satisfaction of the Commission's Best Liar, or authorised representative . . .

"The whole of the works shall be completed within 35 years of receipt of the presentation. . . Arrange for electric Eales to be disconnected from the boat . . . All stories of fish that 'just got away' shall measure up to the Australian Standard Specification for Accomplished Liars . . . In no circumstances will line be used for tying up gladioli or tomatoes."

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Architectural Branch has also lost another of its popular identities, Staff-Sergeant K. W. Aitken, of Melbourne University Regiment, who is moving to an accounting post in the R.A.A.F. The Regiment adopted the King's Royal Rifles tradition of inviting the oldest sergeant in a colour party to have one drink in the officers' mess when the colours were returned. Staff-Sergeant Aitken has been shouted 26 drinks in his twelve years' service which ended at the annual camp at Seymour.

He is an expert on ceremonial, having been a member of the Coronation contingent, the Royal Tour colour party at Canberra and the Queen's household guard.



Staff Sergt. K. W. Aitken



"Time we were sailing," says Inscribed Stock typist, Enid Stewart, showing the travelling clock she received before setting off on a working holiday in England and the Continent. On right is Jill Harrison, another typist, who went with her. She received a travelling rug, two coffee cups, from friends.

Newport Talent on Parade

Newport Power Station talent was on parade at the break-up concert. Solos were sung by Stan Willcox, Peter Jones and F. Mulkearns. Instrumental interludes were provided by Arthur Dobson and Frank Kibby; Edward Cordell gave a local setting to the American policeman's version of St. George and the Dragon, and also gave one of C. J. Dennis' popular pieces. The S.E.C. Minstrels in full regalia added thirty minutes' fine entertainment, and the show was compered by Frank Cahill.

Mr. S. W. Davies, Superintendent, thanked all for their co-operation during the year and wished them all a prosperous New Year.

Rubicon House Puts on a Party

The newly formed Rubicon House Social Club, helped by the local branch of the S.E.C.O.A., put on a lunch and variety show compered by W. Lewis for 180 in the lunch room. Messrs. T. Mitchell (S.E.C.O.A.) and Mr. W. R. Elliott (Social Club President) welcomed everybody, and Mr. E. D. Howells, Assistant Electrical

Engineer, replied on behalf of Mr. W. J. Taylor, Electrical Engineer.

Thanks were tendered to the following artists: Mrs. Lin Gardiner, Messrs. N. Dunstan, H. Boehm, P. Stennett, J. S. Stoneman, G. Houlden and J. Menther. The programme was recorded by Mr. Boehm, and will be re-played at a later date.

Mr. Mitchell made a presentation to Mr. T. Skerry (Vice-President and former President), who has been transferred to Yallourn. He has done sterling work over the years.



Foreman Jack McCarthy makes a presentation to Bert Taylor, leading hand in Richmond Transport paint shop. Elwood Read, Transport Overseer (R) made another.

Veteran Retires

Mr. J. N. Mackinnon, who started work with Melbourne Electric Supply Co. in May, 1910, and became Superintendent, Field Clerks, Metropolitan Branch, in May, 1947, has retired from the Commission's service owing to ill health.

Mr. Mackinnon, a popular and widely respected officer, had been absent from duty since August, 1954. His colleagues have sent him their good wishes and a crystal cabinet as a token of their esteem.

Time For Garden

Mr. Bert Taylor, leading hand in Richmond Transport paint shop for 25 years, was given a rollicking send-off when he retired. Presentations were made by Mr. Elwood Read, Maintenance Officer; Mr. Jack McCarthy, foreman; and Mr. A. Walters, secretary, Contingency Fund. Many old workmates added their best wishes, especially at an informal gathering in the evening.

Bert started with Mr. Fellows in the Transformer Department, and in Transport served under Messrs. Dimmitt, Affleck, Parrish and Read. He was a well known trumpet player in Geelong City Band before joining the Commission. Now he hopes to spend many happy years gardening and teaching his two-year-old son something about the art of painting.

THEY LAUGHED THE OLD YEAR OUT



There was no shortage of harmony at Yarrville Workshops lunch in the hostel. In fact it was just a continuation of the children's party the night before.



Keith Forbes salutes Civil Engineer George Paterson (second from left), 20 years with the S.E.C., at Civil Social Club's party. Enjoying the joke are fellow engineers W. Wilson, former Civil Engineer J. F. Douglas, A. R. Scott.



Take a good look at this festive board. Fishermen's Bend knows how to lay on a party, and the entertainment was up to the same high standard, so 300 tell us.

Despite the weather, Commission staffs laughed the old year out and the new one in at the annual parties, and once again the children were given a rollicking time.

About ninety of Mechanical Branch, including wives and friends, rallied at Union House to obey the invitation: "Foregather all, quaff off the best to give our tongue no measure. The festive board stands fulsome dressed, and now awaits our pleasure." Entertainment was provided by musicians G. Elsum, L. and W. Johnson, and duettists Sid Smith and Norm Dalton. These two also worked on the organising committee with John Mish, Keith Sutherland, Ted Kennedy and Nelson Cox.

The Commercial Manager, Mr. W. J. Price, dropped in before the revived Secretarial Department dinner at the Cecil to wish everyone a Merry Christmas. In the absence of Mr. Munro, the Assistant Secretary, Mr. George Morrison, presided and replied to the toast of the Commission proposed by the Publicity Officer, Mr. L. H. Robertson. Our old friend Brian Chapple's miming to records of famous artists was something to remember, but bright interludes were also provided by George O'Brien, Len Coulson and George Rollinson.

Organisers Allan Sharp and Jack Sullivan were congratulated.

Something new in break-up parties was Richmond Power Station barbecue in Hawthorn Tea Gardens. About sixty enjoyed the chops and steaks, even if some were enveloped in flames, and many defied the heat to dance to a three-piece band.

The three hundred at Fishermen's Bend Social Club dinner were entertained by R. Richardson, piano accordion; R. Waterworth and D. Davis, cornet duet; C. Watson, recitation; J. O'Halloran, hillbilly; a band including E. Garland, A. Lyons, W. Brown, D. Wignall; and comedians Ted Nelson and Alby Bruce. The Loyal Toast was proposed by Mr. E. L. Jensen, Transport Maintenance Officer. Social Club President Arthur Whyte toasted the Commissioners and Mr. E. W. Bryceson, Transport Engineer. Mr. Bryceson presented his carpet bowls trophy to Heavy Tractor Section and a batting average trophy to Ron Croote.



Look what's here for 321 children at Fishermen's Bend. Lots of surprises. There was a picture session to let grown-ups relax.



Of course, the best laid tables are finally cleared by the time Father Christmas has distributed toys and balloons on the lawn

LET'S FACE IT-FUN HAS ITS SOLEMN MOMENTS

There's nothing like a children's party for providing studies in expression. How serious they can be while deciding what thrill or laugh is coming next.



You can tell we've had a wonderful time at Richmond. Even our balloons are wilting, but, hold it, here's another good story.



Adults are funny. They love to have their photos taken while we District No. 5 children simply want to get on with the business.

We'll just see Father Christmas doesn't lose this bag of Yarraville gifts. We're getting something.



There are 150 of us enjoying the cartoons and carols as well as the Harmony Twins. Privately, parents had a good time, too.



Santa Claus Came By Taxi-truck

Father Christmas gets no rest at Newport, but 567 children are still thrilled and enjoying the envy of their friends because Santa called at their homes with presents from the Social Club, which hired five taxi-trucks at a cost of £39 and manned each with a driver, navigator, Father Christmas and a helper.

The trucks covered 328 miles and made sure each child of each member received a gift, an ice-cream and sweets, the distribution costing altogether £342. Where a child was ill, Father Christmas took the surprises to the bedside.

THREE IN CRASH

Three of Gippsland Branch personnel had a lucky escape on New Year's Eve when a car crashed into their parked vehicle near Shepparton, on the Benalla road. Dale Phillips, who suffered lacerations and shock, was operated on to save the sight of an eye in Melbourne Eye and Ear Hospital. Rod Coker was allowed to leave the hospital after treatment for a fractured nose, face and leg lacerations and shock. Keith Ball had lacerated legs and chest.

BALLARAT FAREWELL

Many tributes were paid to the services of Les Drury, Accounting Section, Ballarat Branch, when he left on January 6 for a new job with a private undertaking. Mr. H. W. Linaker, Manager, on behalf of all his friends, presented him with a wall barometer, pen and pencil set and a wallet.

BIRTHS

GAVIN, Mrs. and Mr. M. J. (Camperdown), October 31 - daughter (Angela Marie).
HENDERSON, Mrs. and Mr. R. A. (Workshops, Bendigo Branch) - son (Mark Robert).
JACOB, Mrs. and Mr. N. (Records, Secretarial, H.O.) - son.
O'SHANNESY, Mrs. and Mr. R. (Newport Power Station), January 3 - daughter (Glenys Joan).
PELLAS, Mrs. and Mr. I. F. (Distribution, Bendigo Branch) - son (Phillip Trevean).
ROBERTSON, Mrs. and Mr. F. H. (Distribution, Bendigo Branch) - daughter (Janet Marie).
SHARP, Mrs. and Mr. A. M. (Secretarial Department), December 1 - daughter (Anne Elizabeth).
VELLA, Mrs. and Mr. E. (Survey, Civil Branch) - son.
WINGRAVE, Mrs. and Mr. R. C. (Distribution, Bendigo Branch) - son (Alan Charles).

ENGAGEMENTS

ANDERSON, Miss Valerie (Coal Production Branch, Church Street), to Mr. W. Lewis (Dist. Div. D.O., Flinders Street).
BETTS, Mr. Lloyd F. (Stores, Metro. Branch), to Miss Janice Watson, of Essendon.
CAMERON, Mr. D. (S.W. Branch Office Store), to Miss Margaret Bone, of Colac.
DALY, Mr. James R. (Generation, Newport), to Miss M. Hynes, of Ormond.
MAGAREY, Miss Jean (H.O. Switchboard), to Mr. Bill Nuttall (Purchasing, H.O.).
MANLEY, Miss Faye (Briquette Plant Design, Church Street, Richmond), to Mr. John D'Arcy, of East Melbourne.
McALPIN, Miss Heather Jean (Benalla Branch Office), to Mr. Kenneth Dalby McKenzie, of "Seaford", Terip, via Gobur.
NICHOLSON, Miss Betty (Korumburra, Gippsland Branch), to Mr. Percy Charles Conway, of Geelong.
TEAKEL, Mr. Reg (Civil Drafting, Prahran), to Miss M. Manser.
TURNER, Miss Merinda (Duplicator Operator, H.O.), to Mr. Allen Payne, of Glen Iris.
YELLAND, Mr. Kenneth Edward (Costs and Bookkeeping, Royston House), to Miss Sheryl Fisher, of McKinnon.

MARRIAGES

HANSFORD, Mr. R. E. W. (Accounting, Bendigo Branch), to Miss Faye Hester, of Bendigo.
WICKHAM, Mr. T. E. C. (Distribution, Bendigo Branch), to Miss Lorna M. Patterson, of Inglewood.

OBITUARY

MR. V. STIELOW

Mr. Vivian Stielow, a leading hand linesman, who had to undergo many operations in the last few years, has died, aged 48. A man of unconquerable spirit, he started with Overhead Mains in 1923, transferred to E.S.D. in 1939 as an insulator tester and travelled round most of the country branches. For the last six years he was assisting instructors at the Linesmen's School. Everywhere he went, he was noted for his cheerfulness, which a serious illness could not quench, and for his love of fishing.

Mr. Stielow leaves a widow and two married daughters.

MR. A. PAGE

Mr. Arthur Page, records clerk in Civil Construction, died in the Royal Melbourne Hospital on December 22 last after a long and painful illness. He was 53. Although he had been with the S.E.C. only since August, 1951, he is remembered as a man of excellent character and the soul of courtesy. His work was highly appreciated by senior officers and his fellow workers.

Mr. Page, who had been a lay preacher, leaves a widow and two sons of a former marriage.

MR. J. A. GOOD

Mr. James Archibald Good, who had been on sick leave since the beginning of last August, died on January 7, aged 61. He gave the Commission ten years' efficient service in the small electrical components and fine mechanisms workshops at Yarraville, and for the last six was foreman in the machine shop section.

Mr. Good, born in England, served in the first World War, worked in New Britain and New Zealand before coming to Australia.

Mr. Good is survived by his widow.

MR. A. LEWIN

Mr. Arthur Lewin, Carlton footballer in the early part of the century and former storeroom operator, Metropolitan Branch, died on New Year's Day. He was 71, and retired from the Commission in June, 1949. Joining the old Melbourne Electric Supply Co. in 1908, Mr. Lewin was for many years with the field clerks before going to Metropolitan Branch store as senior clerk in stationery and printing in September, 1932.

He is survived by his widow and a married daughter.

MR. J. FRENCH

Yallourn colleagues were shocked to learn that Mr. Joseph French, 55, Open Cut Layout Officer, died suddenly just after he had awakened early on January 6 while on holiday at Kiama, New South Wales. He had been on the Commission's staff since November, 1941, and took a prominent part in educational work in Yallourn area, being on the Yallourn High School Advisory Council for some years. He was also a keen bowler, a pennant player and club secretary and returning officer. A former Soccer player, Mr. French followed Australian Rules games. His many exhibits will be missed at flower shows. He started in Coal Supply, Yallourn, as a draftsman, transferred to Fuel Production (Coal), Yallourn, became assistant section leader (drafting), and went to Coal Production in 1950.

He leaves a widow, who was with him when he died, and a son, aged 17.

MR. E. S. BETHEL

Mr. Eric Sydney Bethel, 55-year-old foreman in General Technical Services (Municipal) at Yallourn, died on Boxing Day after an operation. He entered the Commission's service in May, 1936, and joined the staff in 1946 as a temporary assistant Municipal foreman.

He was a keen vegetable gardener and a close follower of cricket and football. Before joining the S.E.C., he used to umpire cricket matches in Tasmania.

He is survived by his widow and one married daughter.

MR. W. F. CONNOLLY

William Francis Connolly, talented musician and widely experienced man of the theatre, died on December 18 last, aged 70. Born in New Zealand, he came to Australia at an early age when his father became a staff conductor with J. C. Williamson. At 19 he was dramatic director of a company touring Australia, and spent many years in America as producer and director. Returning to Australia he joined the S.E.C. in 1933 as a cashier in Yallourn general store, and was transferred to Accountancy as a clerk in August, 1937. He retired in February, 1950, but was re-employed as a temporary clerk from September that year till October, 1951.

He was the driving force behind Yallourn Orchestral and Choral Society, and will be remembered for his productions of musical comedies during the war. He is survived by his widow, who helped in his productions.



**see something new
in entertainment . . .**

“ ENDURING IS THE CAMPHOR TREE ”

**a play in six scenes
by Australian author Russell Oakes**

Here's your chance to see a Chinese play
through Western eyes. Produced by John Tyrrell
and presented by the S.E.C. Dramatic Club
at Coppin Hall, Punt Road, Prahran,

on May 1, 2, 3. Booking opens April 16.



Don't forget those dates!

**Wanted . . costumes
and one gong!**

If you or your friends have any Chinese costumes or an
impressive gong, would you loan them for the play?
They'll be well looked after. Send them to Ray Weeks,
Purchasing (H.O. 355) or to Thelma Thomas, Distribu-
tion, E.S.D. (ext. 313).



WILL YOU HELP ?

THE RED CROSS community service depends on community help, and this year's March appeal is for £160,000 to meet the great demands on the organisation. Young polio and spastic patients are treated at Lady Dugan Red Cross Home. . . The elderly and sick . . . victims of floods and bushfires receive ready help . . . Give what you can

March is Red Cross month