CONTACT

THE STATE ELECTRICITY COMMISSION LATROBE VALLEY REGION MAGAZINE — APRIL 1970.

NEW RETIREMENT FUND DETAILS

For many years the Commission has paid a Gratuity to its wages employees when they reach retiring age. This is a non-contributory scheme and at present the Gratuity is paid at the rate of $45 for each year of adult service. The maximum Gratuity possible is $1,980 at age 65.

As an alternative, the Commission has approved the introduction, as from May 1, 1970, of a voluntary contribution Retirement and Benefit Fund for wages employees. Membership is open to adult employees with a minimum of three years' service.

Benefits from this Fund will be considerably higher than the ex sting Gratuity, not only at retiring age but also in cases of death or disability.

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MANAGER'S MESSAGE

GOT DUKE'S AWARD

Two Latrobe Valley boys, Thys Brans, Apprentice Fitter from the Morwell Workshops and John Kihl-Larsen, also an Apprentice Electrical Fitter, from Hazelwood Power Station, recently won Duke of Edinburgh Awards for achievements in youth leadership.

The Award is co-ordinated in Australia by the National Fitness Council and young people may take part in training as individuals, working directly in association with the council, or through approved organisations, such as the YMCA, which is where our two apprentices achieved their success.

The objects of the award are to set standards in public service, in self-reliance and determination, physical fitness, pursuit of hobbies and other such aims as may be laid down.

John and Thys commenced the course four years ago and their achievements were recognised when the National Fitness Council chose them to receive the coveted Gold Medal Award.

On April 6 they were presented to the Duke of Edinburgh aboard the Royal Yacht Britannia in Melbourne to personally receive their Gold Medal Awards.

* IN the picture Thys Brans talks with Duke aboard Britannia.

Manager's Message

CONT. FROM PAGE 1

For example, the maximum possible retirement benefit from this Fund would be a lump sum payment of $8,800. Because of the obvious advantages offered, I commend this new Fund to every wages employee in the Region.

Employees' contributions are based on age at time of entry to the Fund and commence at 50 cents per week up to 29 years of age, rising to a maximum of $1.20 per week if joining at 60 years and over.

Thus, an employee who joins, say, at 21 years of age will contribute $26 per annum and an employee who joins at 61 years of age will contribute $62.40 per annum.

The Commission will pay 1½ times the total amount of employees' contributions.

Medical examination or health statements will NOT be necessary for those on normal full-time duty who join within two months of the scheme's introduction. Those who join later will require a brief health statement and may require medical examination to establish the degree of death and disability benefits.

The Fund will provide a retirement benefit of $200 per year of contributory service to date of retirement (compared with the Retiring Gratuity rate of $45 per annum).

An employee who joins the Fund on his 21st birthday will receive a lump sum retirement benefit at age 65 of $8,800.

In the case of permanent disability, a benefit of $200 for each year from date of joining to the date when the member would reach age 60 (males) will be paid to the employee with a minimum benefit of $1,000.

In the event of death, during service, the employee's dependants will receive $200 for each year from joining the Fund until normal retiring date with a minimum benefit of $2,000.

If the employee leaves no dependants, $200 for each year of contributory service to date of death will be paid to the employee's estate.

In addition, there will be bonus credits of up to $600 for long service employees (55 and over with 20 or more years service) who would not have time to accrue a large benefit by the time they were due to retire.

If an employee resigns, he receives his own contributions plus compound interest of 4 per cent.

By now every employee will have received a personal letter showing his or her contributions and benefits together with an explanatory booklet and a personal application form.

Should anyone require further explanation of the terms and conditions of the Fund, they should contact Mr. N. Hustwaite, Assistant Regional Accountant (telephone ext. 2349).

No doubt many eligible employees will have already completed and returned the application form. However, if for some reason you have not yet lodged your application, I urge you to give this matter serious and immediate consideration.

In your own interest and for the sake of your dependants, can you really afford NOT to join this Fund?

SICK LEAVE

A striking lesson in keeping the upper lip stiff is given in a recent number of the weekly bulletin of the Federation of Civil Engineering Contractors, which prints the following letter from a brick-layer in Barbados to the firm for whom he worked.

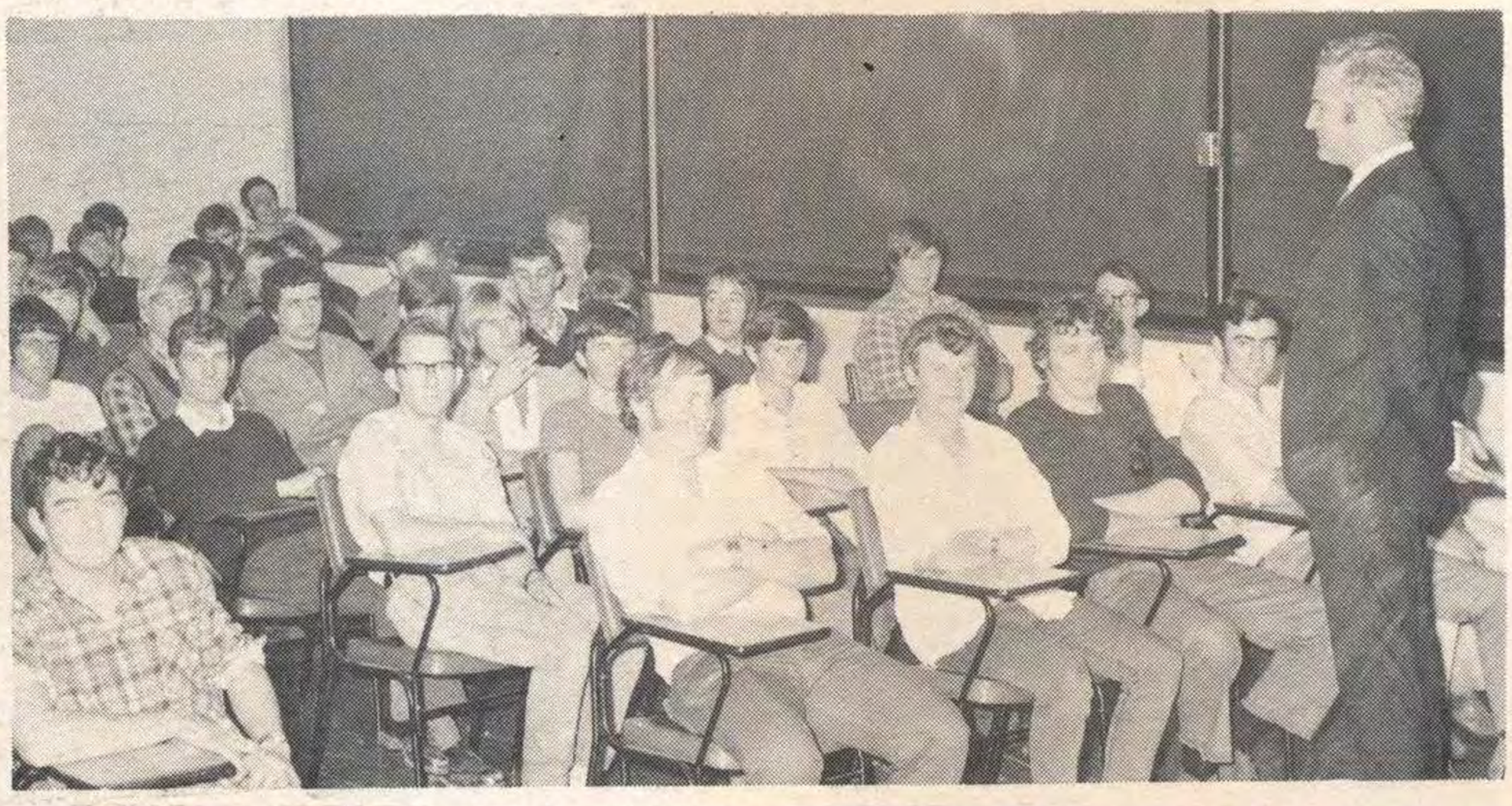
Respected Sir:

When I got to the building, I found that the hurricane had knocked some bricks off the top. So I rigged up a beam with a pulley at the top of the building and hoisted up a couple of barrels full of bricks. When I had fixed the building, there was a lot of bricks left over. I hoisted the barrel back up again and secured the line at the bottom, and then went up and filled the barrel with extra bricks. Then I went to the bottom and cast off the line. Unfortunately, the barrel of bricks was heavier than I was, and before I knew what was happening the barrel started down jerking me off the ground. I decided to hang on and halfway up I met the barrel coming down and received a severe blow on the shoulder. I then continued to the top, banging my head against the beam and getting my fingers jammed in the pulley. When the barrel hit the ground it bursted its bottom, allowing all the bricks to spill out. I was now heavier than the barrel, and so started down again at high speed. Halfway down, I met the barrel coming up, and received severe injuries to my shins. When I hit the ground I landed on the bricks, getting several painful cuts from the sharp edges.

At this point I must have lost my presence of mind, because I let go the line. The barrel then came down, giving me another heavy blow on the head and putting me in hospital. I respectfully request sick leave.

There are very few accidents as humourous as this.

ANTI CRIME SEMINAR



The recently held Latrobe Valley Crime Prevention Seminar was the very first of its kind ever to be held in Australia and according to Inspector C. Crowe of the Morwell Police, who was Latrobe Valley Organiser, has been a wonderful success.

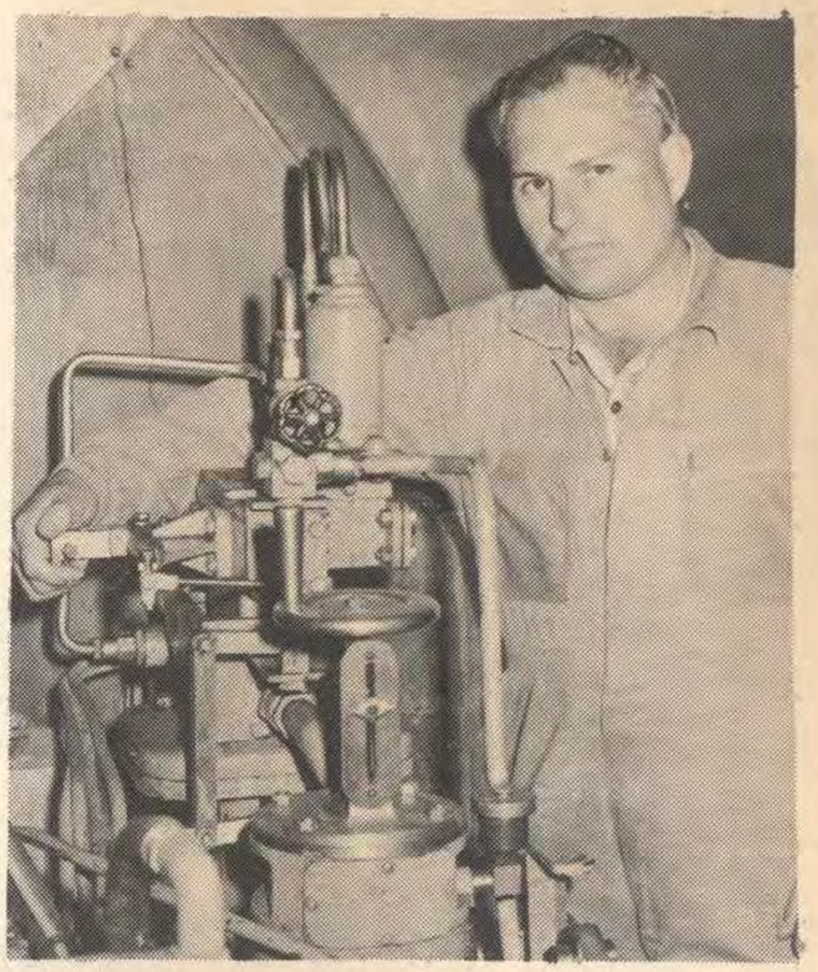
The Commission strongly supported the Seminar and sessions were held in the Education and Training Centres at both Yallourn and Hazelwood and the Assembly Room at the Morwell Administrative Centre.

The objectives of the Seminar were to inform people of the factors involved in the control of crime and delinquency and foster a closer police/public relationship.

Two personnel from the Police Public Relations Section conducted these sessions within the Region, which were directed mainly at the Commission's junior personnel, with excellent attendances in excess of 700 being recorded over the two day program.

** PICTURED at a session is a group of junior personnel in the Regional Training Centre. Addressing the group is First Constable J. Muir, Public Relations Officer with the Victoria Police.*

BRIQUETTES AND POWER -HAPPY MARRIAGE AT MORWELL



When Dick Hopley, Turbine Driver at Morwell Power Station walks onto the job, one of his first interests is to check that the process steam supply from the turbines to the Briquette Factory driers is flowing at a steady 45 pounds per square inch pressure.

Dick may be required to adjust the steam pressure regulator and will also check around the same turbines that are supplying power into the system.

Jack Carter, Shift Engineer taking over the shift checks the projected load curve covering the next eight hours, and the number of driers the Briquette Factory have in service looks at the boiler plant to confirm that steam requirements can be met, and checks on quantity of condensate returning from the Briquette Factory.

In the Briquette Factory Arthur Robbins, Drier Attendant, checks the steam flow meters and inspects drier tubes – to see if all of the driers are taking their full coal load – tests the moisture content of the dried coal and adjusts the speed of the driers to ensure that the coal is maintained at 16% moisture.

Bob Donaldson, Shift Engineer, inspects the plant operating panels and at a glance can see steam pressure – steam temperature, the number of driers and presses in service also the type of briquettes (H & L) being produced, these may be varied depending on Briquette Distribution's requirements.

Yes, there is a direct connection between Morwell Power Station and the Morwell Briquette Factory – a 54" diameter pipe line that carries 9,000 tons of low pressure process steam a day from Station to Factory and two 8" pipe lines which return the condensed steam from Factory to Station for re-use in the steam-generation-coal drying cycle.

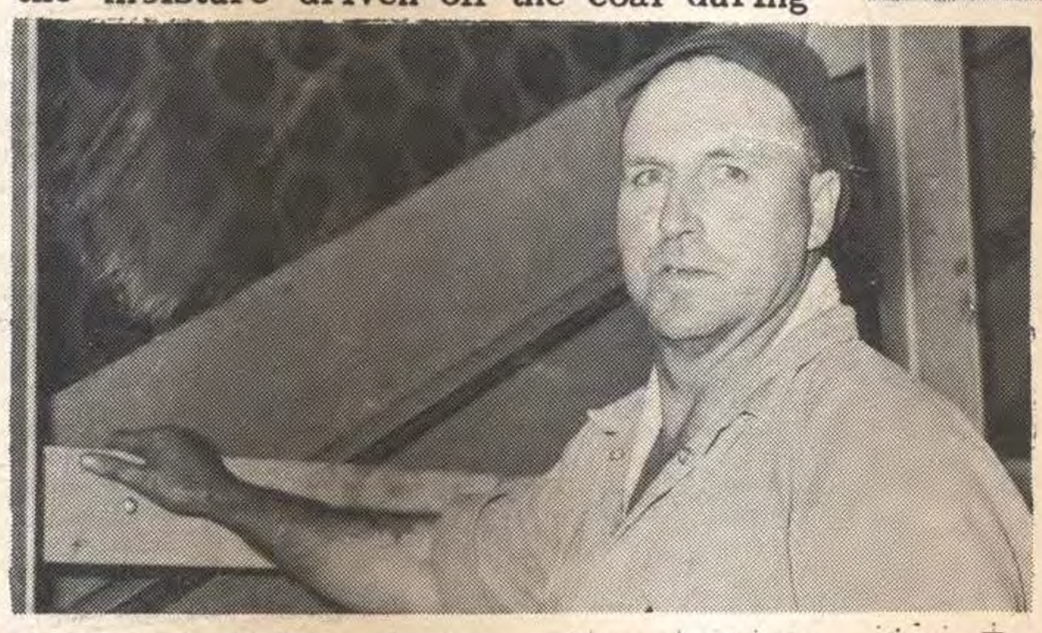
There is a further connection between the two plants in the coal supply area where the Factory crushes the raw brown coal that is burnt in the boilers of the Station.

To produce a briquette, the raw coal coming from the Yallourn Open Cut is first crushed and screened to produce a coal of 3/8" maximum size, the high moisture in the coal (about 67%) has then to be driven off by steam drying until the required moisture level of the coal is reduced to about 16%. Next the coal is cooled and finally it enters the large quadruple presses to come out as the briquette we all know so well. The finished briquette will contain about 15% moisture.

How is the coal dried?

The photograph of Arthur shows the front of a drier – a very large drum containing many tubes down which the fine coal gravitates as the drier revolves at about five revolutions per minute.

The process steam from the Station is supplied to the interior of the drum that is, external to the tubes and so heats the surface of the tubes. The coal sliding down the tubes and tumbling about as the drum revolves is in turn heated and dried. The vapour you see rising from the Factory is the moisture driven off the coal during this part of the process and amounts to about 6,900 tons daily.



** ABOVE, Dick Hopley adjusting steam pressure regulator on Number 2 turbine.*

** LEFT, Arthur Robbins inspecting the drier.*

The transfer of heat from the steam to the drier and coal, results in the condensation of the process steam and this is then pumped back to the Station as condensate (water).

The Morwell Project was designed around this transfer of low pressure steam from Station to Factory, and it is a very economical way of providing the large amount of heat required to dry the raw coal.

In effect the twenty-four coal driers in the Factory take the place of the water cooled condenser on our normal turbine-generating units. But the heat that is lost to the cooling water in a condensing plant, is fully utilised in the drying of coal – this results in a very high thermal efficiency – compared to that of a condensing generating plant.

As an illustration of this point, consider your car. Heat is lost from the motor to the cooling water-radiator system. On a cold day you turn on the heater and run the hot water from the motor through the car heater – this in turn heats the incoming air. You are not using any more petrol – but you are getting more for your money, motoring and heating, and so you have reduced the unused heat loss. This is an increase in thermal efficiency.

The three "back pressure" turbines providing the process steam, receive steam from the boilers at 1,200 p.s.i. and 925 deg. F. The steam passes through the turbine generating electrical energy, and in the process being reduced in pressure and temperature to exhaust from the turbine into the process main at a pressure which can be controlled within the range of 28 and 45 p.s.i. with a temperature up to 350 deg. F.

At present we are supplying steam of 45 p.s.i./350 deg. F. and under these conditions 840,000 lbs of steam an hour pass to the twenty-four Factory driers and generation from the machines at this flow would be 62 MW. With this steam supply the Factory is drying about 11,200 tons of raw coal each 24 hours and produces 4,300 tons of briquettes.

Of course the Station has other generating plant as well which gives a total generating capacity of 170 MW.

Obviously with a process such as has been described, close co-operation is essential between the people in the factory and the Station.

On occasions Arthur Robbins in the Factory may find that the steam pressure has changed more than the allowed 1/2 p.s.i. variation from the set pressure, and is quickly on the phone to his opposite number in the Station, or Jack Carter may find that the condensate is not returning at the rate he would like, so the phone wires run hot again. But these are really infrequent problems, the people at each end of that process main have a job to do and they do it very well.

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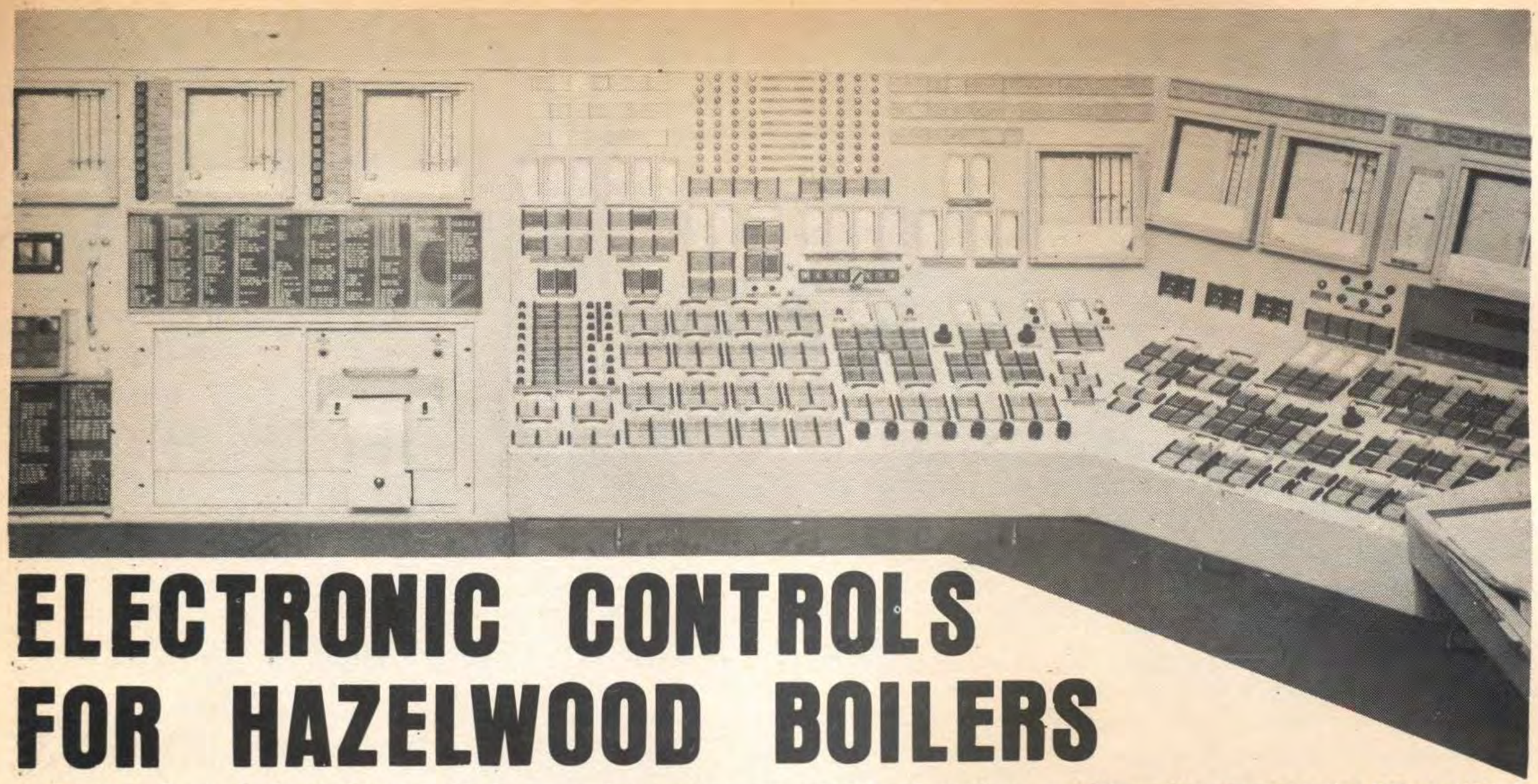

ELECTRONIC CONTROLS FOR HAZELWOOD BOILERS

Stages 3 and 4 at Hazelwood Power Station have modern electronic automatic boiler controls installed and also data logging equipment.

Automatic controls relieve the operator (Unit Controller) of the task of continually making adjustments to many of the valves, dampers and vanes that are necessary to control the boiler.

Each boiler consumes 540,000 lb. of coal and 34,800,000 cu.ft. of air every hour to produce 1,650,000 lb. of steam/hour at a pressure of 1,500 lb./sq. in. and temperature at 1050 deg. F.

The control of this vast quantity of fuel and air for correct combustion and pressure control is critical, both for efficiency of operation and to avoid any risk of operation problems if the correct ratio of fuel and air are not maintained.

There are a number of other conditions that must be maintained within close limits, two of these being boiler drum water level and the final steam temperature.

Drum water level must be maintained at the operating level by controlling the feed water supplied to the boiler, so that it matches the amount of steam leaving the boiler.

The steam temperature is controlled by the admission of spray water and it is most important that the temperature stays constant under all load conditions.

The complete automatic control system for the boiler has many interconnections from one "control loop" to another, because of the influence that control of one condition may have on another.

Each boiler has 26 electric actuators which are included in the auto control system.

These actuators are capable of moving up to 30 times per minute if necessary and this allows them to regulate the various valves and dampers etc. to the correct position quickly and positively.

Included in the system are many transmitters which relay the various temperatures, pressures, flows and levels from remote parts of the boiler (up to 350 ft. away) into the control room, so that the Unit Controller has a complete picture of how the boiler is functioning. These signals are used as the measured values for the auto controls.

By

BRUCE WRIGHT
Engineer,
Hazelwood P/S.

There are over 3,000 transistors and a multitude of other components in the transmitters and control system; as a comparison the normal radio receiver has about 8 transistors.

Small analogue computers are included in the system to correct the steam flow and drum level signals for changes in density, which occur if the pressure and temperature are not steady.

From the control desk the Unit Controller can switch the various control loops to either auto or manual operation, the push buttons on the desk can be used to control the electric actuators when in the manual control position.

Should there be a failure in the auto control equipment whilst the controls are set to auto, there are "fail-safe" relays that switch the loop concerned to manual control, bringing up an audible alarm and also a flashing light in the push button station for the particular loop.

The Unit Controller then accepts the condition by pressing the button that is flashing, the light then goes steady and the control is set to manual.

Data logging equipment has been installed on each boiler and turbine unit for the acquisition of information from all parts of the plant and for the presentation of this information in a useful form.

The loggers are each capable of monitoring 256 analogue points such as pressures, temperatures and flows etc., as well as 300 digital points which are generally alarm conditions such as high, low, off or on.

The analogue information is printed out on a log sheet by an electric typewriter automatically every hour, or on demand from the logger operating panel. This information is used by technical services staff to check and record plant performance.

Some valves are averaged over an 8 hour period, whilst others are integrated to give the total for the 24 hour period, by the logger. This saves a considerable amount of manual averaging and summing from log sheets.

A small strip printer gives a record of all changes in the digital points, this notifies the Unit Controller of alarm conditions.

Another feature is the form trend recorder which can be switched into service automatically by the data logger to record any abnormal conditions. The levels at which the trend recorder start up automatically to record these conditions can be set into the logger memory from the logger control panel.

A digital display of any analogue point can be obtained by dialling the point number at the control panel.

There have been some problems encountered in the commissioning of the loggers, but these are being overcome and when full use of their facilities is made, they should greatly assist in the operation of the boiler-turbine unit.

TRAVELLERS TALES

Off the tourist beat in Japan

with
RAY FEELEY
Draftsman
Yallourn
who spent three months motor-cycling around

It started, when in 1967, I realised it was time I took some long service leave. Where would I go? Somewhere, sometime I'd read that Japan was a pretty nice country, with pleasant people.

A year later, after gleaning every bit of information on Japan, from all sources, I was to leave for that country.

In my studies, one thing stood out — that Japanese appreciate and rightly so, a foreigner who has taken the trouble to try and understand their culture and way of life.

My original plan was to buy a bicycle with which to tour Tokyo but ended with buying a twin-cylinder Kawasaki motor cycle by means of which I was to spend three months on the open road, clocking up 6,000 miles. My route was usually far from the tourist paths and took me into places more interesting than I had imagined existed.

Before leaving Tokyo, I took the opportunity of twice climbing Mt. Fuji, the incredibly beautiful mountain (12,400 ft.), which from time immemorial has had its praises sung by poet, writer and artist. On the first climb the weather was filthy, due to a typhoon off the coast.

At 10,000 ft. I would have turned back but for an invitation from a party of experienced Japanese climbers to join them. As a minimum of photos could be taken, I was to go up again a week later.

This time the weather was calm, but the entire mountain nevertheless, was gripped in a dense fog. The more dedicated like to be at the summit to view the rising sun. Surprisingly, on both occasions, the sunrise was visible for a minute or two above the cloud.

The silence could be felt, then to be broken by the click of cameras and the concerted shout, three times, of "Banzai" from a platoon of infantry present. On both occasions, a lasting friendship developed between myself and the Japanese person I was to team with.

By this time, I was to doubt the wisdom of a freelance tour owing to problems not only of language, but also of navigation. On the other hand, I was already finding the people so friendly that every corner of their country seemed inviting. One morning therefore, I left my hotel early and simply, "headed North". I was soon to be pleasantly surprised by an excellent system of highway route numbering that matched the English language map I had procured.

On every hand as I travelled, I was struck by the beauty of the countryside. Never did I have to view a monotonous scene owing to the extremely mountainous nature of the country.

Many of us think of Japan as having a land shortage. Actually, there is any amount of space, but as 80% of it is too steep for housing, industry, or cultivation, the remaining 20% must meet the needs of 100 million people. In the foreground, were the rice fields with their terraces of emerald green.

Everywhere, evidence of culture dating back thousands of years; everywhere the music and gaiety of festivals; everywhere overwhelming kindness. I think it was during my first day out, after getting petrol, that the entire service station staff of 8 men and women lined up, and happily bowed "Sayonara".

On about the fourth day, arriving in the Northern city of Aomori, I looked in numerous open-fronted offices to see a stapler, as I had lost a cuff button. On seeing one, I motioned my intention to the typists. At once, her boss made a snappy remark to her, and after inspecting my buttons, wrenched one off the front of his own crisp white shirt.

Handing it to the girl, she happily stitched it to my sleeve while I stood there utterly humble and speechless. That event was the first of innumerable like acts of kindness that I was to meet throughout the tour.

Soon, I was to participate in that delightful traditional Japanese custom of mixed bathing, in hotel bathrooms of up to 100 feet diameter. The practice is disappearing, but is still in use at innumerable spa resorts throughout the country.

Many were the times I became drenched and cold through rain, and on one such occasion sheltered in a road tunnel until the draught forced me to leave.

There, on Hokkaido island, nearly 1,000 miles North of Tokyo, I drove off the highway into a small town in quest of a long overdue lunch. Seeing my condition, the shop lady asked me inside the house for a bowl of hot soup.

Exactly seven days later, with enough memories to last a lifetime I departed amid tearful "Sayonaras". Not only the parents, but three charming daughters did everything possible to make my stay enjoyable.

The oldest, the busy, delightful Chieko, when not instructing her classes in tea-ceremony or flower arrangement, was never more than a few feet away. Her gay sisters, Ruriko and Fuyoko though either at work or school during the day also helped to make the week memorable.

It became a cardinal rule that we would not leave the house for more than 100 feet without packing the bilingual dictionaries.

The week included a banquet in my honor by many of Chieko's friends; a lecture upon Australia at the area high school translated to the pupils by the instructor-in-English; a visit to the local temple where elaborate caskets contained the ashes of the departed; a mountain climb with my host; and a chance to pay respect to the Emperor and Empress as their train passed slowly through the town on a state tour to mark Hokkaido's centenary of modern settlement.

Leaving Hokkaido, my cycle took me down the West coast of Honshu, the mainland, then through the centre over the Japan Alps to revisit Tokyo.

I then headed South through places of interest too numerous to mention but including the ancient cities of Kyoto and Nara, rich in culture; along the shore of the Inland Sea containing some 3,000 islands; and through Hiroshima where my first reaction upon arrival was to feel sick.

I have since spoken to other tourists who suffered a similar reaction on arrival in that city.

Onwards, I was to cross to, and travel the remainder of the four main islands, Kyushu and Shikoku. Finally, back to Tokyo.

Everything having an ending, I reluctantly packed my bags and boarded the aircraft. Becoming airborne, it was natural that I should recall the legend that says when Mt. Fuji unveils herself to the departing traveller, then he will one day be back.

I need not have worried; there through the window rose the mountain, proud and timeless, and beckoning all to return.

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HOISTING OF THE SAFETY PENNANT

On Thursday, March 26, General Services Morwell received the National Safety Council's pennant and certificate for having worked 100,000 man hours without a disabling injury.

Mr. M.F.A. Gray, Regional Services Engineer had, in his remarks, made reference to the fact that this was the second occasion on which the certificate had been presented to General Services Morwell, and that they were now aiming for 250,000 man hours of which they had 40,000 in hand.

There are 128 men in the group and their individual awards included, barbeque sets, multi-grip pliers, levels and rules, lever cork-screws, carving knives, pliers, car washers, shampoo sprays, trouble lamps and screwdriver sets.

SAFETY CONFERENCE IN VALLEY

On April 15 and 16 the Annual Safety Officers' Conference was, for the first time, held in the Latrobe Valley.

At these conferences every aspect of safety is studied, notes are compared, past results are discussed and much thought is given to future activities aimed at reducing accidents.

Presiding at the conference was Mr. C. J. Polglaze, Chief Safety Officer. In attendance at the opening session were Mr. N. R. White, Deputy General Manager, who opened the conference, Mr. J. W. Schulz, Manager Latrobe Valley Region, Mr. W. Graham, Production Liaison Engineer, and Mr. W. Betts, Regional Personnel Officer.

The conference was attended by representatives of several departments within the Commission and by both full-time and part-time Safety Officers.

This is the cake that John made...

for a Princess ...

By BRIAN GREGORY,
Asst. Charge Engineer, Yallourn P/S.

The visit of the Royal Family to Australia, has prompted John Pace, a Turbine Plant Attendant at Yallourn Power Station, to recall a duty he performed for the Queen many years ago.

John, who was trained in Malta as a Pastrycook and specialised in cake decorating, was commissioned to make the cake for the 21st birthday party of H.R.H. Princess Elizabeth.

When John came to Australia in 1951, he remained in his trade for about five years - working as a pastrycook at the West Camp Kitchen. One of the highlights of this service was baking a special cake for a party at the Eastern Hostel which farewelled a group of Engineers associated with the construction of Yallourn "C" Station.

This cake, representing a Power Station, was quite a feature of the occasion.

A side-effect of this effort was that John became quite fascinated by Power Stations and soon afterwards left the West Camp Kitchen and joined the operations crew at Yallourn Power Station. He has been there ever since.

However, John retains some links with his old trade as he is often called upon to bake cakes for weddings and other special occasions. Even in his baking though, John stands by his regard for his Power Station.

At his home at 163 Lloyd Street, Moe, he uses a modern ELECTRIC oven, which, he says, not only bakes cakes fit for a Queen, but also helps to keep his turbo-generators in a job.

So there we have it - a "megawatt-maker" and a "right-royal baker", is John Pace of Yallourn Power Station!

PLEASING RESPONSE TO SOCIAL CLUB CENTRE QUESTIONNAIRE

A very encouraging response has been received to the recently circulated Association of Latrobe Valley Social Clubs Questionnaire.

Personnel completed and returned over 1,500 by the closing date of March 31.

Currently, the information from them is being compiled to "Present a picture" of employees' feelings to a social club centre.

This information, when complete, will be discussed at the next meeting of the Association of L.V. Social Clubs.

TEA WITH A PRINCESS

Janine Tantau, a Punch Card Operator in Data Processing, Yallourn, was one of the lucky young people who attended a reception for Princess Anne in Guide Headquarters on April 6, 1970.

Janine, a member of the Yallourn Ranger Guide Unit (S.R.S. "Parramatta"), was chosen to represent the five units in the Baw Baw Region. She has been a member for over four years.

9¼ miles of conveyors at Morwell open cut

By
MURRAY PHILLIPS
Coal Division

At present at Morwell and Yallourn we dig nearly 24 million tons of coal and 10 million cubic yards of overburden. These we had to shift an average of 2 miles and 3½ miles.

This is nearly the same as moving 1 million tons from the Latrobe Valley to Melbourne each year. When the newer power stations are completed, these quantities will be considerably higher.

Transport is big business in Coal Division.

Conveyors are now our main means of transport instead of trains, as used when Yallourn Open Cut first started operation. Why?

Depending upon the load, a train can haul its load up one foot for something like forty feet along the slope (a grade of one in forty), whereas a conveyor can lift its load up a slope of one in four quite easily. Since all of our coal must be lifted to grass level, or above, a conveyor can then do it in a tenth of the distance.

In a deep open cut such as Morwell, conveyors are the only practical way of raising the coal. Trains would have needed very long ramps, and the effect would have been to greatly increase the distance the coal would have to be transported. The long ramps would have meant that we would have had to leave many millions of tons of coal undug.

The modern conveyor has been the result of considerable development particularly in belts, idlers and the supporting steelwork.

A conveyor belt is essentially rubber reinforced by either heavy fabric or steel cables. The reinforcing is necessary because the rubber itself cannot carry much tension without stretching excessively.

For all but the shorter conveyors, we use belts reinforced with steel cables, a steel core belt. A steel core belt four feet wide has about 80 cables one quarter of an inch diameter. This type of belt has enabled us to have single conveyors over one mile long with drives up to 1,200 horsepower.

One of the main advantages of these long conveyors, is that the number of points where material is transferred from one conveyor to the next is reduced and with it wear and places where troubles such as blockages can occur.

Just after the last war, conveyor idlers needed greasing about once per week and limited belt speeds to around 400 feet per minute. Now we use improved idlers which are greased for life in assembly, and allow belt speeds of 1,200 feet per minute.

We have developed conveyors that require relatively little steel to support them and sit directly on the coal. Except in a few places, covered conveyors are a thing of the past.

This type of conveyor has reduced the labor cost of transport to nearly one half that of railways.

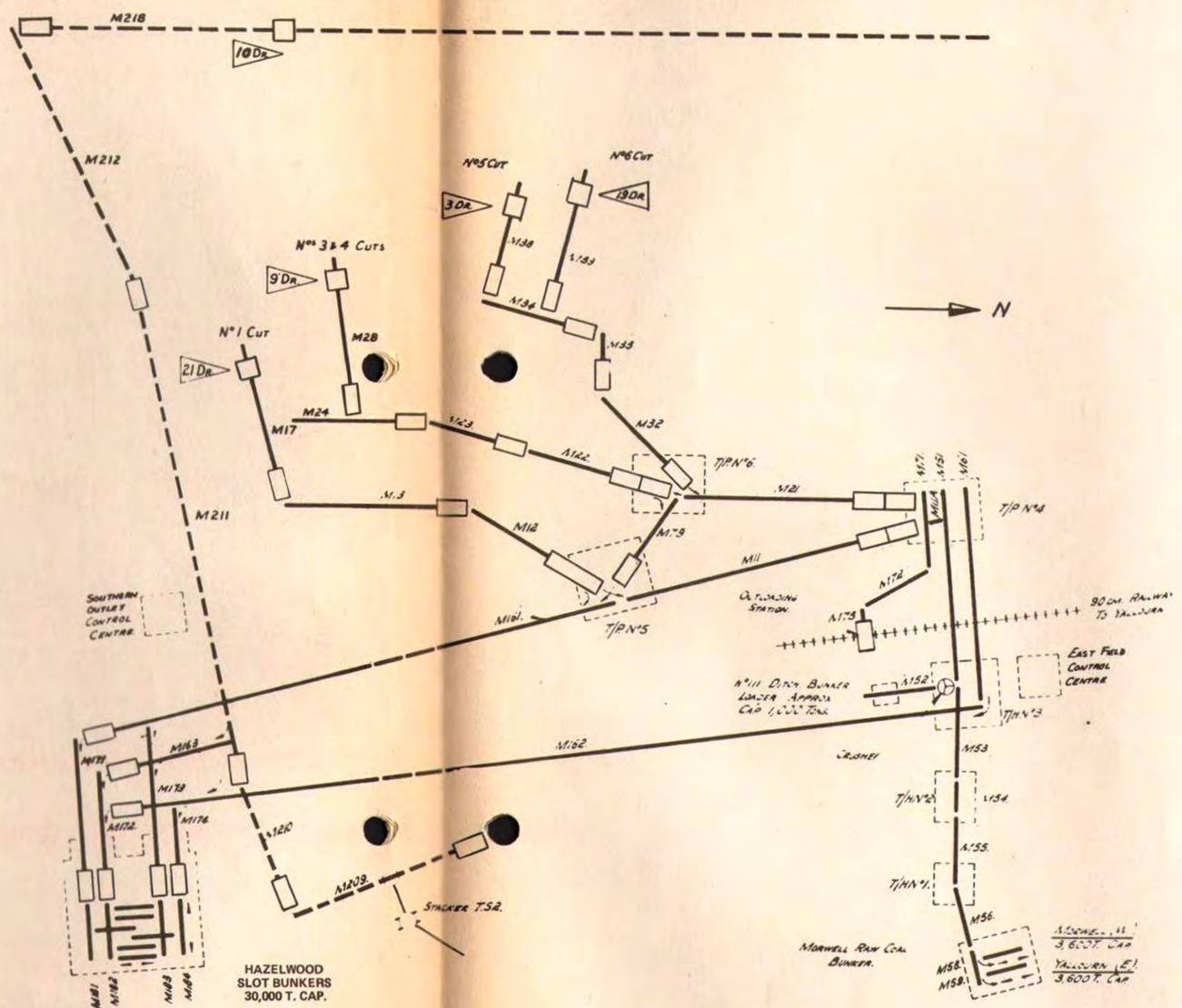
Accompanying this article is a drawing of the conveyors now in Morwell Open Cut. The coal conveyors are full lines and the overburden dotted. The face conveyors which are moved with the machines are those alongside them on the overburden and coal cuts.

The total lengths of these conveyors are:–

Overburden: 6,100 feet (fixed), 6,600 feet (movable).

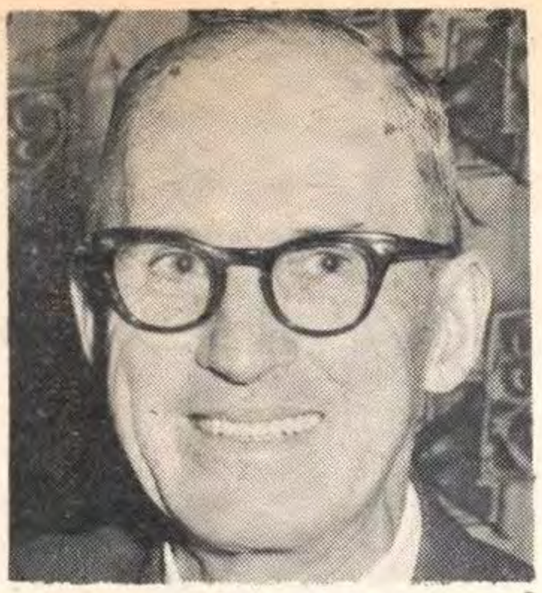
Coal: 40,000 feet (fixed), 6,100 feet (movable). Total 9.1/4 miles.

Conveyors have proved themselves, and we can expect to see more installed as the open cuts advance.



Morwell Open Cut
Conveyor Plant
Layout.

THEY HAVE CALLED IT A DAY



On Friday, April 3, Mr. J.A. (Mick) Richardson, Engineer, Maintenance Group, Transmission Section retired after over 40 years' service with the Commission.

At a function to bid him farewell he was presented, by Mr. G. Black, Assistant Manager, with a camera. For Mrs. Richardson, who was present at the function there was a large bouquet which was presented to her by Mr. G. Bates, Regional Transmission Engineer.

Many of Mick's friends who have previously retired were among the gathering of over 100 people.

Every speaker praised 'Mick' for his long, loyal and conscientious service and a special presentation of a "MULTI-RECORDER" was made by Mr. G. Bates.

'Mick' who has not enjoyed the best of health, retired early and will make his home in either Berwick or Newborough.

Edgar Roy "Doc" Livingston commenced work with the Forestry Section, Yallourn, on February 7, 1955, as a laborer. He changed to truck driving soon afterwards and remained in this classification until his retirement on March 20, 1970.

Mr. Max Gray and Mr. Ian McDonald joined with Roy's many friends and workmates in wishing him and Mrs. Livingston a very happy time in the years ahead. Mr. Gray presented Roy with a reclining chair, and a brooch for Mrs. Livingston.

Roy tried his hand at many things before coming to the S.E.C. He was born at Meering West, on the edge of the Mallee, where he grew up and worked a wheat farm until 1936.

He then went into the road transport business, carting general goods between Kerang and Melbourne.

From trucks to trains, Roy worked the next five years with the Victorian Railways in and around Melbourne, then from 1945 to 1951 he worked in the meat trade for two large butchering names in Melbourne.

From all this he graduated to the S.E.C. where he has remained until his retirement.

Roy and Mrs. Livingston plan to travel for the early part of their retirement, to visit many friends and relations, before settling down to a well earned rest.

We wish them well.

On Thursday, March 5, Mr. T. (Tom) Ardern, First Aid Attendant, retired after 12 years' service with the Commission.

Tom started his service with the Commission as a Trades' Assistant in the boilermaker shop.

To bid him well in his retirement, a number of his colleagues were present in the Amenities Block, Central Workshops, Morwell, where he was presented with a pair of binoculars, a wallet and a travelling brush set for himself, and for Mrs. Ardern, a brooch.

Tom has always been a good workmate and a man of cheerful disposition. He has been very active in the affairs of the Social Club and during their time in the Valley he and his wife have never missed a social function.

Tom and his wife will continue to reside in Morwell and may be taking a trip to the United Kingdom in the near future.

On Thursday, April 9, Mr. A.J. (Arthur) Tagell, Overseer, Coal Division, Yallourn, retired after 48 years' service with the Commission.

He commenced work in the Latrobe Valley with the Mines Department at Yallourn North in 1920 and thus 50 years of service in the area.

A large number of his colleagues gathered to wish him well in his retirement and to see him presented with a gold watch and a copy of "Brown Power".

Mr. K. Lamin, Chief Engineer, Fuel, made the presentation and, as did all speakers, praised Arthur for his service and loyalty.

During his service Arthur worked on No.5 Dredger which is now digging rutile in Queensland.

In his retirement he will reside in Rosebud.

On March 17, Mr. Michael Frendo, cleaner at Yallourn Power Station retired after 15 years' service with the Commission.

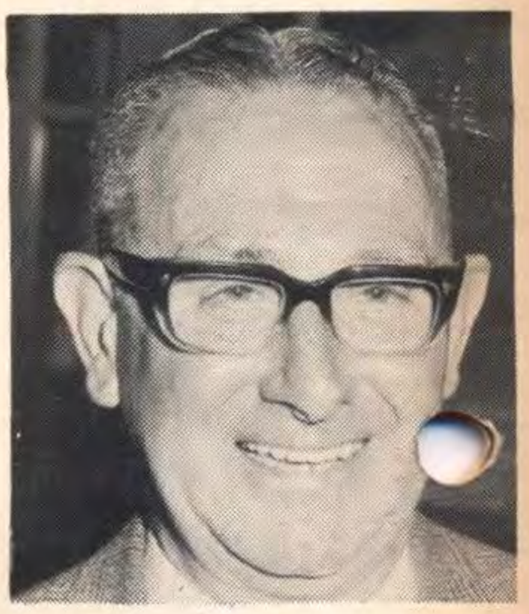
At Michael's request his farewell function was a quiet one at which he was presented with an envelope of notes which had been contributed by his colleagues.

Mr. F.C.S. (Charlie) Olver retired from the Electrical Operations Section, Coal Division, Yallourn on March 24, 1970, after thirty years' service with the Commission.

He commenced as a truck driver in September 1939, became a linesman in 1945, and was appointed Foreman Grade 3 in 1954. In 1957, he was promoted to Overseer Grade 1, and he retired from this position.

Colleagues and friends gathered at the Coal Production Maintenance depot on March 24 to farewell Mr. Olver. The Chief Engineer, Fuel, Mr. K. Lamin, presented him with a watch and Mrs. Olver with a sheaf of flowers and a cameo brooch.

Earlier in the day, members of Mr. Olver's Lines Group made a personal presentation of a fishing rod and accessories, as an expression of their regard for him.



On March 17, after 38 years' service Mr. A. (Arch) Forbes, Shift Storeman at Yallourn Power Station retired from the commission.

He was presented with the Commission's cheque and, being a keen fisherman, his colleagues presented him with a set of fishing gear and, in addition, a wallet of notes. For Mrs. Forbes, there was a bunch of flowers and a brooch.

Speakers at a function to bid him farewell made reference to Arch's work with the Yallourn Town Band and to his association with the Cricket Club.

SAFETY AWARDS

* THE Steel Construction Section at Yallourn Workshops recently achieved 104,000 man hours without a disabling injury. This was achieved by a team of 170 men over a period of 4 months.

The Foundry Section at Yallourn Workshops - a team of 12 men - worked 12 months without a disabling injury.

Mr. M.F.A. Gray, Regional Services Engineer, offered the Manager's congratulations to all concerned and made the official presentation.

Individual awards included, shampoo sprays, barbeque sets, pliers, screw-driver sets, spirit levels and rules, trouble lights, lever cork-screws, wallets, carving knives, multi-grips and car washers

* LEFT On March 18, Electrical Plant Section, Yallourn Power Station, received the National Safety Council's Award of Merit for having achieved 100,000 man hours without a lost time accident.

There are, approximately, 100 men in the section and at the date of the award they had increased their total to 140,000 man hours.

In making the official presentation Mr. D. Clark, Power Station Superintendent, Yallourn, congratulated the members of the Section on their outstanding achievement and on their vast improvement in Safety matters over the past 5 years and noted the fact that their performance was unequalled by any other Section in the Power Station.

* * * * * * * * * * *

On Friday, April 10, the National Safety Council's pennant, and certificate of merit for 100,000 man hours without a disabling injury were presented to the Transmission Section - Maintenance and Operations.

This total was achieved in mid-December, 1969. By the end of March this year the total had been increased to 207,000 man hours.

Mr. G. Bates, Regional Transmission Engineer, made the presentation. Individual awards of sets of glasses, mugs, car spotlights, razors, carving sets and packs of playing cards were made by overseers Mr. Max Grubb and Mr. Bob Martin and Supervisors, Mr. Bob Brisco and Mr. Jack Morris.

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***Better things are* ELECTRIC!**

"MICK" HAS SERVED ONLY ONE MASTER

Mr. J. "Mick" Sullivan started with the Commission as a labourer on construction of the Briquette Factories at Yallourn in 1922.

He recalls vividly the many small and humorous problems that arose due to the language barrier whilst working with personnel brought out from Germany to supervise the building programme.

Mick is one of a select few who can say that he has served only one master, as he has spent his entire working life of close to 48 years of service with the Commission from where he retired on April 24. (Details next issue).

He commenced shift work on operations in 1[illegible] as a greaser, and from there to a st[illegible] plant attendant, for quite some years until his appointment as Foreman Grade 3, and finally to his present position of Overseer Grade 1.

He was an amateur boxer of some distinction back in the twenties, having fought in competition throughout Gippsland in the lightweight division.

He took his knowledge of the manly sport to the Yallourn Police Youth Club as an instructor, and also committeeman for a number of years.

He can well recall in the early construction years the "two-up" schools held in the bush on the banks of the Latrobe River where the great "W" Station complex is now rising.

With a quiet smile, Mick says he can still recognise faces around the Commission today that were present at those early gatherings on the river bank but being the gentleman he is, he will not "squeal" on them.

Of M[illegible]ck's family of four sons and one daughter, only one, Bryan, is at present with the Commission in Coal Division at Morwell.

He is a keen follower of the Yallourn Football Club with which he played in the past, until a bad injury ended his career.

When asked what plans he had for his years of retirement, Mick said he would be quite happy to spend his time in his garden and in the company of the many life long friends he has made in Yallourn.

PERSONALITY OF THE MONTH IS

J. "Mick" Sullivan

NEARLY 500 YEARS SERVICE

Recently assembled at the Yallourn Briquette Works Canteen were 11 members of the Briquetting Division who, between them, have a total of 473 years' service. Two other "long-timers" who were on leave would, had they been present, have raised the total to 553 years.

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TRANSPORT IS A 24-HOUR A DAY JOB

Have you ever seen a Commission bicycle? They did exist, you know — maybe they still do, held in reserve in a dusty store-shed somewhere in the area.

It's difficult, isn't it, to imagine Commission life proceeding except on the basis of motor transport as we know it today, with cars and trucks of all varieties available to help us do our jobs.

By

DES McLEAN

Transportation Supervisor

How many of us give much thought to anything beyond the vehicle we may personally be using?

To a dedicated group who run the Transportation Pools at Morwell and Yallourn, providing the wheels for the rest of us is a full time, day and night job.

Forget about the old joke "Slow, Easy and Comfortable". For the Transportation staff, the Commission's initials stand for the Safe, Efficient Carriage of personnel and materials wherever and whenever required, be it a routine mail run, driving a passenger bus through mud and slush in the middle of the night, changing a crew on a dredger, driving tippers in all sorts of conditions in the open cuts, collecting garbage, taking earth moving equipment to help with flood conditions at Redcliffs, or transporting caravans, rations, men, tankers and equipment to help with fires raging around Bruthen, or to the delivery of briquettes to Hazelwood, at the normal rate of 20 tons per hour, at any time, day or night, Saturday or Sunday, at two hours' notice.

To cope with demands as varied as these, our wheeled assets are operated as a pool, so that everybody's transportation needs are met in the most efficient and least costly way.

But this can only be done with intelligent co-operation from you, the user. When you want transport from the Yallourn or Morwell Pools, tell the Supervisor or Foreman what the picture is.

He is the expert and will recommend the right vehicle for your job. Do-it-yourself transportation has pitfalls.

An example: A "flat-top" is requested, to shift some packing-cases. Inquiry shows these cases are full, they're big and weigh 3 tons each. The answer? A semi-trailer, to do the job in one load.

Frustrating delays that are experienced from time to time in the receipt of materials could be minimised if users would request transport of materials before the chippie uses his last nail, or the brickie lays his last brick.

It is also essential for the efficient operation of the pools to make sure that transport is used to the best advantage, and not have vehicles left idle for some hours, on site, while discussions take place.

Better to have the person taken to the site and return the vehicle, which would be used again for some other purpose. This situation should also apply where Divisions have transport allocated on a permanent basis.

So far, we have considered only those vehicles which are "laid-on" for a specific task. What about the many cars and utilities on issue within the Divisions, on a personal basis or to be shared by a small group of drivers?

This is an area where all of us, by showing even a little of the interest we would take in our private cars, can help the Commission considerably.

Would you be happy with a petrol consumption of 13 miles to the gallon? Like to pay for replacement tyres at the wear-rate of 6,000 to 7,000 miles per tyre? Well, what can you and I do about this? Plenty! Keep an eye on miles run between refills.

If the answer to the sum is not one that you would accept for your own car, have the matter looked into at the next service – or sooner if you can.

Take an interest in tyre pressures. They are important to your comfort and your safety in an emergency. Apart from the obvious point of avoiding kerb-crunching and similar misuse, watch for signs of abnormal wear arising from steering defects or misalignment.

Always remember that the Commission's cars and utilities are provided under a "change-over" replacement plan. Just like you and me in private life, the Commission has to be concerned with maintaining the trade-in value and, while a vehicle is new, it has the same kind of interest in seeing that defects are made good under warranty.

If you spot something you would not accept as a private owner, report that defect promptly.

Finally, consider this – While you are driving a Commission vehicle on the public roads, you alone are responsible for its roadworthiness. Defective brakes, suspension and steering faults, faint horns, cracked mirrors, lighting faults, dirty windscreens.

All of these, and any other aspect of roadworthiness, are your pigeon, just as much as in your own car. Nowadays, penalties are heavy and it is your record that will suffer. So – watch it, chaps, and use your safety-belt – don't just sit on it.

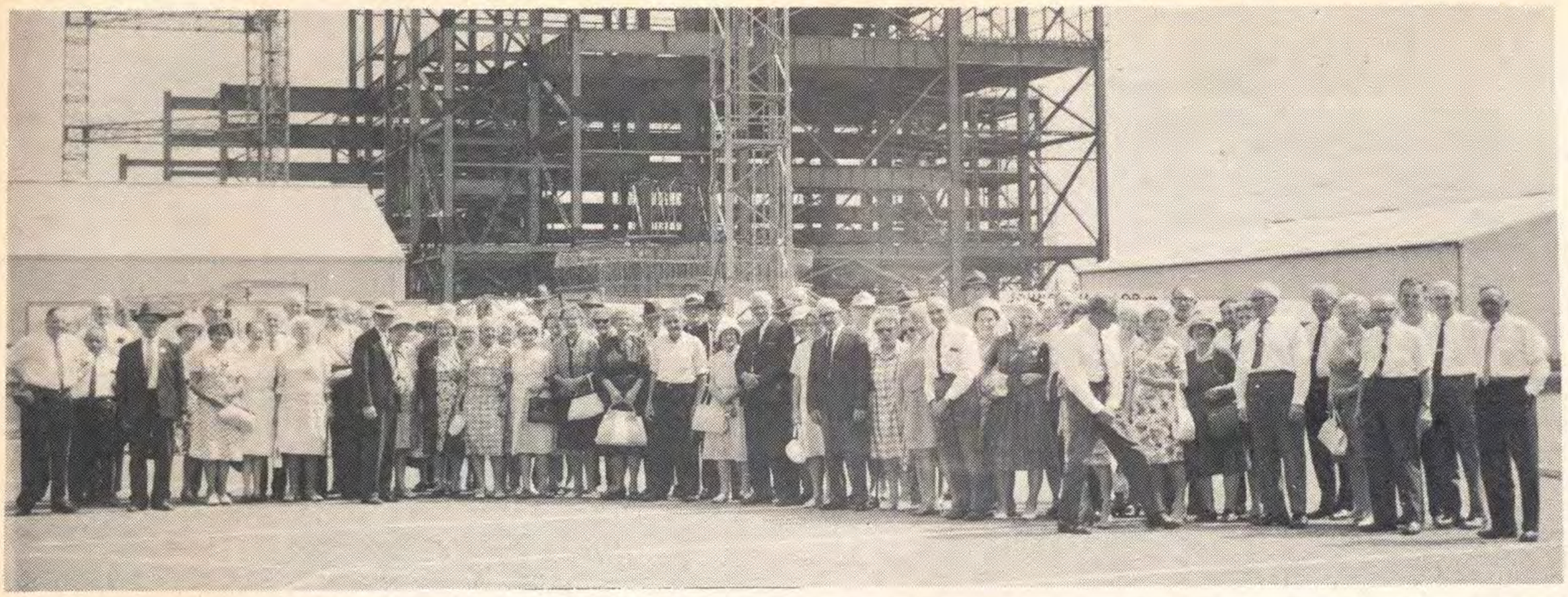
CONTACT MART

FOR SALE- – $45: 1 Basic Set of Golf Clubs, 2 Woods, 5, 7 and 8 Irons; Putter, Bag and Buggy, Golf Shoes (Size 10) – Apply D. A. Tangey, Drawing Office, Yallourn. (Extension 2451).

Spark-al-arkaling

FRESHWATER – Mr. Graeme (Coal Division, Morwell) to Miss Jeanette Loye of Morwell.

VISIT OF RETIRED PERSONNEL ASSOCIATION



On Wednesday, March 8, 1970, 80 members of the Commission's Retired Personnel Association spent a day in the La[illegible] Valley Region.

They made a tour of the Works Area and had lunch in West Mess Dining-Room.

As was to be expected they were amazed at the development that had and was taking place and went away a little tired but very happy with what they had seen.

'OPERATION TRANSITORY LECTURES'

You've heard the cliché: "The operation was a success but the patient died."

Perhaps this happens in the medical world where, of course, they bury their failures; but the operation we are reporting was not from the medical world, and it was not a failure. On the contrary! It was a success! The patient not only survived, but did very well.

The operation was performed at Yallourn Technical College where the doctors were five "transitory lecturers" from Services Division, and the patients were fourth year Civil Engineering Diploma students.

Our August issue of Contact described the development of an acute staff shortage at the College which was relieved at short notice by five members of Services Division on Monday, July 14, 1969.

The relief team comprised Eric Bradshaw (Civil Engineering 2), Ian Cairns (Structural Mechanics 2), Brian Francis (Civil Engineering Design 2), Bob Peters (Surveying 2), and Jim Flattley (Hydraulics 2).

You will doubtless recall how the teaching crisis resulted in a student reaction prompted basically by insecurity, with visions of failing the final year.

However, it seemed that out of this unexpected crisis they rose to meet the challenge with increased responsibility and hard work, while their amateur teachers fell back to long hours at unaccustomed text books which when added to their resources of field experience somehow met the need.

When all these factors were fused into one situation, it became evident that results are well up to standard, if not beyond.

From the Commission's point of view the entire episode demonstrated a lively interest in community affairs which we have found displayed by people at all levels of our organisation.

And so these "transitory lecturers" found themselves involved in their novel task right up to the end of the College year. In fact, they saw their young proteges go through the ordeal of final examinations; and they indulged in the usual orgies of nail biting, and nervous twitching whilst waiting for final results in December.

The operation was not without its humor of course. There was that lunch hour occasion when denizens of the locker room found their tennis table flooded with text books. Result – no tennis! And the surveying student who thought that cross hairs got upset by noisy field parties. And the civil design problem, where stiff frames were thought to be peculiar to morgues.

Notwithstanding these distractions, however, it was found when results were published, that 22 students presented themselves for a total of 72 examinations, 60 passed, and 11 qualified for supplementary exams. In the supps., five passed. This was well up to the best standards of Victoria's technical Colleges.

Prime credit for this satisfying result goes to the high calibre of the students – after all, sturdy patients will always survive even the worst of practitioners.

Great credit also goes to the College Staff for the faith and support they supplied throughout the whole exercise, not to mention the sound basic training they provided for the students during earlier years.

As for the "transitory lecturers", they were gratified by the opportunity to share in such a challenging adventure – the chief reward being graduation of the potential diplomates.

They discovered also one of the intangible rewards of all teachers – in this case that a group of newly fledged diplomates became equipped to spread their wings in effective service for their fellowmen.

The diplomate's talents are at present being exercised in diverse places, including the SEC, State Rivers and Water Supply Commission, Country Roads Board, Latrobe Valley Water & Sewerage Board, and various Shires and Consulting Engineering firms.

It should be noted, for the information of those interested, that the College staff situation has now been restored on a sound basis, and there is no further need for emergency measures.

Mr. F. R. Goddard, Acting Principal of Yallourn Technical College, told Contact that the College Council, the College Administration and Staff, and especially the final year Civil Engineering students are sincerely grateful to the Commission for providing such excellent lecturers at short notice following the resignation of the lecturer-in-charge of the Civil Engineering Department.

He further remarked "the enthusiasm, thorough preparation and the breadth of experience of the lecturers culminated in the students achieving the best overall examination results for many years."

"It is to be hoped that the Commission's loss in services was not in proportion to the profit gained by the College".

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