

*Broomey*

# CONTACT



THE STATE ELECTRICITY COMMISSION LATROBE VALLEY REGION MAGAZINE — JUNE, 1970

## AN ACHIEVEMENT YEAR

### *Manager's Message*

This issue of "Contact" comes immediately after the close of the financial year 1969-70, and it is interesting to look back at events in this period.

Many things have happened, the best being the success of our safety campaign, which resulted in a thirty per cent reduction in our accident rate, compared with the previous year.



Message by the Acting Manager:  
**MR GRAHAM BLACK**

This has been the result of good team work right through the Region, and I am looking forward to further efforts in the current year to reduce this accident rate to a lower level again.

During the past year a retirement benefit fund for wages employees was introduced and the response to this was excellent. This will prove to be a big step forward in the economic security of our employees and their families.

For the first time we have had seven units operating at Hazelwood, and No.8

\* Continued on P 2



Mrs R. (Karin) Bavinton (left) and Miss Margaret Wilson brighten the scene at Morwell Briquette Factory.

# Now they can sit back...?

# Manager's Message

\* Continued from P 1

Mr S.H. (Syd) KIHLLARSEN, Engineer's Assistant, Hazelwood Power Station, retired on June 22, 1970, after 16 year's service.

He commenced his Commission service as a Shift Engineer at Ballarat in 1954 and in 1962 moved to the Valley, where he was appointed Boiler House Engineer at Morwell Power Station.

In 1966, due to ill-health, he was no longer able to do shift work and moved to Hazelwood Power Station as an Engineer's Assistant.

Mr R.D. Wilson, Power Station Superintendent, Hazelwood, presented Mr Kihllarsen with a pair of binoculars.

He complimented Syd on his cheerful and conscientious approach to his work and, in Swedish - "Mung Tuk" - thanked him for his service to the Commission.

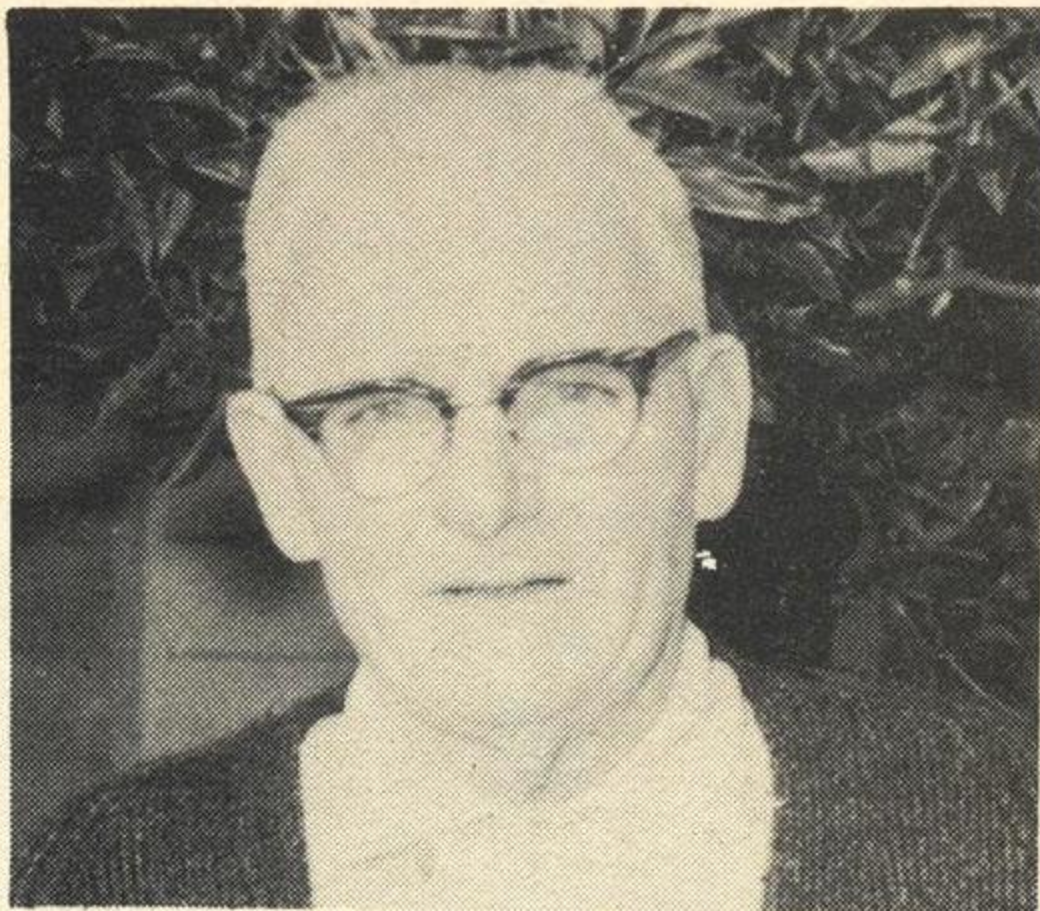


On Tuesday, June 23, 1970. Mr F.J. (Frank) McQuillan, Senior Foreman, Services Division, retired after 23 year's service.

At a function to bid him farewell Mr M.F.A. Gray, Services Engineer, presented Frank with a Black and Decker Power Saw - the gift of his colleagues - and wished him well in his retirement.

Frank began his service with the Commission as a carpenter at Kiewa in 1947. He came to the Valley in 1950.

He is an active R.S.L. Committee member and, being very fit, he intends to be active in the years ahead.



On May 29, 1970, Mr W. (Bill) Richardson, Trades Assistant at Yallourn Power Station, retired after 19 year's service.

Bill has not enjoyed the best of health and no formal farewell function was arranged. Instead, some of his colleagues visited him at his home in Yallourn to present him with an electric blanket and some cash.

Bill is a keen football follower. He has also been a member of the St. John Ambulance Brigade for 12 years - nine of them as Superintendent of the Morwell Cadets of the Brigade. He is now on the reserve list.



Mr H.A. (Horrie) Haylock retired after 29 years' service.

Horrie began his service at West Camp, Yallourn, and after a short period transferred to the Salvage Section of Stores.

In 1948 he was appointed to the Staff in Fuel Supply Department, and later to the Briquetting Division.

He was on sick leave at his retirement date and the presentation of farewell gifts from his colleagues was made at his residence. They consisted of a fry-pan, transistor, wall clock and some sporting equipment. Those present were loud in their praise of the "super" afternoon tea provided by Mrs. Haylock.

will be operating in December. Power from the Valley is being sent to Melbourne through the new half-million volt transmission system. This is the first installation at this very high voltage in operation in Australia.

Yallourn 'W' construction has suffered some delays, but is now progressing well and should first operate about March, 1972.

Coal production at Morwell Open Cut and overburden removal at Yallourn have both been records, and Nos. 10 and 11 dredgers were completed during the year.

The move into the South Field is well under way. This will continue and the Morwell Open Cut will extend through the Midland Highway and the Mirboo North railway line.

Among outside highlights, the Char plant came into operation, Australian Paper Manufacturers approved a new paper machine to cost ten million dollars, and a new College of Advanced Education, to be built at Churchill, was announced.

Many things have been accomplished in this past year, but much more remains to be done. One current problem is pollution. To combat some of this a salt water line to the Latrobe Valley Water Board sewer has been built. Other areas of pollution are being investigated, and consideration is being given to necessary action.

Generally, there has been a good improvement in performance throughout the year, but something which has been far from satisfactory, in many instances, has been our industrial relations.

Consequently, in this new year, to improve this side of our activities, representatives of all trade unions will be invited to regular consultations to discuss present problems and future plans.

It is hoped that in this way a solution to these problems may be found which is acceptable to all.

I ask that the same effort and goodwill be applied to improving our industrial relations as has been the case in our safety drive, as I am confident that this will result in the majority of our worries being readily resolved.

Your help in this matter would be appreciated, as it will ensure the future of this Latrobe Valley, which is of vital and personal concern to all of us.

## CORRECTION

In our last issue we published the fact that the coal output from the Yallourn Open Cut had, in one day, reached a total of 56,432 tons. This was on August 15, 1964. We apologise to the dredger crew, the locomotive drivers and all others who are in any way concerned with the winning of coal. This should have read 58,342 tons.

# A word about the future

FROM

Our Minister. the Hon. J.C.M. Balfour

The next power station to follow Yallourn 'W' will be required basically to meet the increase in peak load demand and to provide an energy reserve capability.

This station will therefore perform a different function from that of the base load stations in the Latrobe Valley operating on brown coal.

When Yallourn 'W' is completed in three or four years' time, the Commission will have brought into service in the Latrobe Valley a total capacity of over 2,900 MW of brown coal plant in a period of 20 years.

Brown coal plant is highly suitable for sustained base load operating, which provides for the largest proportion of the State's electricity requirements.

The Hazelwood station, now nearing completion, and the Morwell and Yallourn stations will meet the growth in base load until 1979 or 1980 and will operate with highest priority of loading in the Commission's system.

In the meantime, additional plant will be needed to supply the growth of the more variable peak load component, for which the Latrobe Valley plants are less suited.

During the period when the post-war Latrobe Valley plants have been coming into service, extensions to metropolitan and provincial city thermal stations, and hydro-electric installations at Eildon, Kiewa and the Snowy scheme, have provided this supplementary peak load capacity.

To meet peak load growth after the

completion of the Snowy scheme in 1975, I am advised that the Commission's investigations show significant benefits could be obtained from plant fuelled by natural gas or oil, which would provide a high degree of operating flexibility.

I am further advised that these studies indicate that a peak load station of this type in the western region of the metropolitan area would be the most advantageous, both on economic grounds and for the balanced development of the generation and transmission system.

In this regard there remain to be settled by the Commission a number of important questions concerning the pricing and selection of fuels, the size of generating units and the timing of their installation before a recommendation on the project can be submitted to the Government.

Looking to base load requirements after 1979, the alternative fuels are brown coal, gas, oil and nuclear energy.

The Commission has a statutory duty to the State and to electricity consumers to determine the most economical means of



meeting future power requirements. Therefore, with such a range of fuels available for expansion of the generating system, intensive study is continuing into the various alternatives.

Accordingly, another brown coal station in the Latrobe Valley is under examination.

Investigations have shown that the most attractive scheme would be either an extension of Morwell open cut for a new power station adjacent to Hazelwood, or a development on a new open cut at Loy Yang, near Traralgon South.

At the same time, studies are being made of several types of nuclear plant now commercially available. While some countries already accept nuclear power as an economic alternative to conventional means of electricity generation, they do not have ample supplies of a low-cost fuel like Victoria's brown coal.

As regards oil, the present known Australian reserves are not yet sufficient to provide the long-term fuel requirements of a base load station, and substantial oil imports from overseas would be needed.

Similarly, the stated Bass Strait gas reserves would need to be greatly augmented before this valuable indigenous resource could be committed to large-scale base load electricity generation.

On the present outlook, therefore, it is likely that electricity from brown coal stations in the Latrobe Valley will be competitive with that from nuclear or other fuels well into the 1980's at least, and indeed forms the basis for comparison with the other fuels.

The Commission considers it imperative to keep its options open on the next base load project as long as possible in order to take into account any changes in the relative position of the alternatives.

## CREDIT CO-OPS SUPPORT

Although the SEC Social League Credit Co-operative began only a few weeks ago, membership exceeds 700; savings total more than \$100,000 and 94 loan applications have been approved.

Latrobe Valley membership is increasing as more and more employees become aware of the benefits the Society offers.

Minimum requirements for membership are five \$1 shares and a 50 cent joining fee.

Membership is open to all SEC employees (not under age 18) and their wives, and to retired SEC employees and their wives.

The Society pays 6% per annum on savings, which can be by lump sum deposits or by pay deductions. Loans are at 1% monthly on a reducing balance, which is equivalent to about 6.6% flat per annum.



[DENNIS HALL]

An additional benefit is a savings insurance scheme which provides up to \$2,000 life assurance cover at no extra cost. All loans to members under 70 years of age are fully insured against the death of the member. The balance of the loan, in fact, lapses with the borrower's death.

Representatives of the Society in the Latrobe Valley are:- Bill Hunt, Pay Section, Yallourn Administrative Offices, telephone No. 2884. Dennis Hall, Accounting Division, Morwell Administrative Offices (located in Divisional Clerks' Office) telephone No. 3519.

# THE OLD GIVES WAY TO THE NEW

During the past few weeks many of us, as we drive through No 2 Gate on to the Morwell Area, have noticed to our right on the old overburden railway the bright flashes of light which indicate activity by welders.

This is the "death bed" of the old overburden trucks, as it is here that the Melbourne firm of Simsmetals is busily cutting them up for scrap.

These 32 cu. yd. trucks, of which there are 70, were originally built for use in the Morwell area in the 1950's, but due to economic reasons it was decided to bring them into operation at Yallourn. However, there was no 90 cm. interconnecting railway in these days, so the problem arose how to get them there.

The answer was road transport by the well-known "Yellow Express" company.

They returned to Morwell (by rail this time) in early 1963, on overburden operations and as the accompanying photograph shows, things were not

\* CONTINUED ON PAGE 12

## ON BEING A CANDIDATE.....

by PAT BARTHOLOMEUSZ,  
Accounting Division

Standing for Parliament is a rewarding and an unforgettable experience, which involves a great deal of time and hard work and presents anyone who nominates to contest a seat with a very real challenge.

When some three months before the election the selected candidate for Narracan died, I offered to fill the gap and was nominated by my party.

The electorate takes in the towns of Hernes Oak, Moe, Newborough, Trafalgar, Warragul, Drouin, Longwarry and country areas from Noojee in the north to Allambie and Thorpdale in the south. You will see that there was a lot of ground to be covered if one was to get around the whole electorate.



With radio 'scatters' to be recorded, press releases to be arranged, paid advertisements to be inserted in several newspapers, people to be met in the street or in their homes, visits to schools, factories and farms, and public meetings to be attended, it was indeed a very busy time.

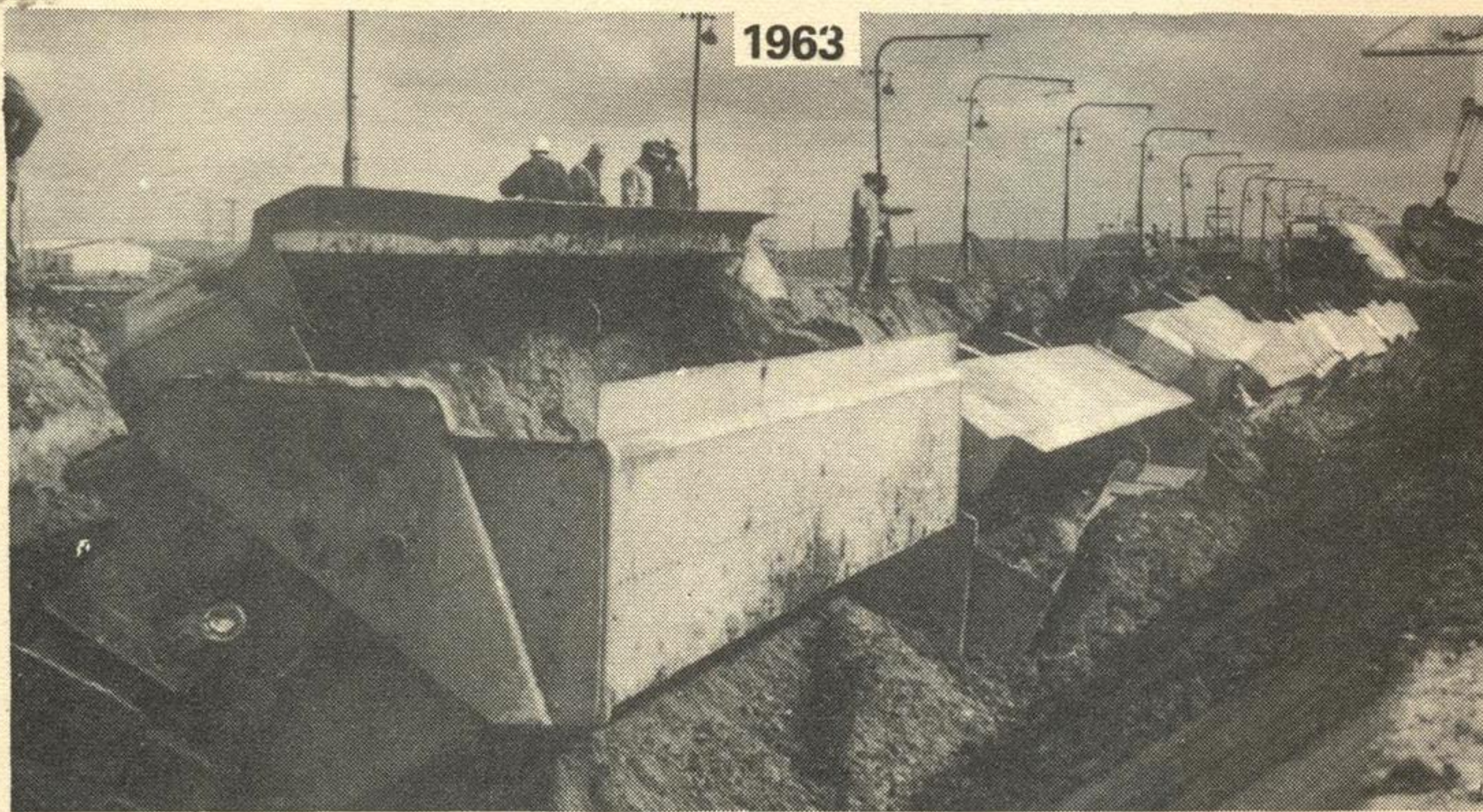
The task was made easier by the hard working Party team who left no stone unturned to assist me in every possible way.

There are many subjects which a candidate can be called upon to speak about and to discuss with people from all walks of life and with a wide variety of backgrounds - Education, industry, pollution, transport, housing, recreational facilities, water, sewerage, community facilities are but a few.

To communicate with - directly or indirectly - some 22,000 people, and to meet as many of them as possible in only 8 weeks, was a considerable task.

During the campaign the State Electricity Commission granted me a month's unpaid leave without loss of service; a privilege available to all Commission personnel.

In retrospect, though it was disappointing to lose the election, it was a privilege to be a candidate and to meet so many people and learn so much from them.



# One way to spend long service leave

What to do, and where to go, on long service leave requires planning and thought if one is to make the best possible use of it.

A friend of mine, who is employed by the Snowy Mountains Authority, was stationed at Tak some 200 miles north of Bangkok and a trip there seemed to offer variety and interest.

My wife Joan and I sailed from Melbourne on December 16, 1969, in SS "Malaysia" a passenger/cargo ship for Penang via Sydney, Brisbane, Port Moresby and Singapore.

At Penang we disembarked and travelled from Butterworth by train to Bangkok and thence by air to Tak.

In Port Moresby it was interesting to see how the natives of New Guinea have been absorbed into industry and commercial undertakings. Waterside workers, police, bus drivers, bank officers, post office staff and shop assistants are some of the positions which they fill.

The Administration justifiably can be proud of the Territory's progress and the way in which the people have played their part in its development.

At Singapore, the third busiest port in the world, we saw and learned much of great interest to us. Here, there are some 3,000 taxis, all driving at much greater speed than we are accustomed to and with the driver's hand constantly on the horn. You can imagine the noise.

The streets are very clean and the vigorous campaign for cleanliness really works. We were told that for dropping a cigarette butt out of a car window you can be fined 40 Malay dollars (about \$13 Australian).

One of the most noticeable aspects of life in Singapore is the harmony which exists between the people of the many races making up the population. English, Indian, Chinese - the predominant race - and Malays, all are friendly and live together without violence. Surely this is an example to the rest of the world.

The tourist is really well catered for and hotel tariffs range from \$6 to \$18 (Australian) per day. This is for a double room only, all meals being charged separately.

The Tiger Balm Gardens, which cover about 3 acres, are full of statues, figures, temples and hand-moulded animals and birds in a wealth of colors, each of them telling the story of some Malayan legend.

Another great attraction is the Jade House, which is so magnificent that words cannot adequately describe it.

Singapore being a free port, you can purchase almost anything you want at about one-third the price you would pay in Australia. The need to barter - if you are to get a bargain - puts a lot of fun into shopping.

Penang, in many ways similar to Singapore but much smaller, is nowhere near as clean as Singapore. It is also a free port and provides a further opportunity to make cheap purchases.

Five ferries operate between Malaya and Penang. These are double-decker type vessels which carry vehicles on the

lower deck and passengers on the upper deck. They can hold about 25 cars or trucks and about 500 passengers. The ferries take about 15 minutes to make the crossing and the fare is only 13 cents Australian per passenger. The charge for vehicles is 20 cents Australian.

By train from Butterworth to Bangkok takes 24 hours and the second class sleeper accommodation is most comfortable. When stopped at the main stations en route, the train is besieged by small children selling chicken legs, eggs, rice and many Malay dishes which are really tasty.

Reaching Bangkok at 7 am on January 15, we went straight to a hotel, and at 6 am the following morning we were off to the airport to catch the plane to Tak. It was a Douglas DC3.

At the International Airport there is a closed TV circuit, over which there is a constant stream of information about arrivals and departures, all of them being broadcast in four languages. The cafeteria provides a great variety of meals and drinks. Transport from the Terminal to the plane is by means of four-wheeled motorless buses, which are towed by a small truck.

Tak is a typical Thailand town with all the essentials of everyday life - a market and shops of many types which, between them, provide all that is required for normal daily life.

On the outskirts are the villages - such as you see at the cinema and on TV documentaries - with grass huts, and

By Jack Swan



# A HOLIDAY IN S-E ASIA

fowls, dogs and cattle wandering along the paths between them.

The Thais are a friendly people and wherever you go in their country you are made to feel welcome. Unlike we Australians, the Thais endeavour to keep their skins 'pale'. Girls working out in the open air wear a hood over their heads and a long passin to keep the sun off. The male Thai is very smooth-skinned; he does not have hair on his legs or his arms and it is almost certain that more than half of them do not have to shave.

With our friends we flew from Tak to Bangkok, and there spent a week making the most of all that has been provided for the tourist. The floating market and the royal temple - a "must" for everyone who visits Thailand - the Saturday-Sunday market which covers an area as big as Princes Park and where you can buy anything, such as rabbits, birds, footwear, good watches. You name it, they have it. We were able to spend only three hours there and saw only one-quarter of the area. The night-life is "terrific" and I can strongly recommend it.

Bangkok is not a clean city. It has some 9,000 taxis, a large fleet of buses, and, of course, thousands of private cars. The noise, the dust and the fumes in a temperature around the high nineties are very unpleasant.

It took us a month to travel from Melbourne to Tak, but the return journey was only 11.1/2 hour's flying time. It had been an interesting and exciting trip, but it was good to be back and hear familiar accents and expressions. Even better was a cup of tea with real cow's milk.

If anyone is contemplating a visit to any of the areas about which I have written I would be happy to supply any information required.

# LV WORKSHOPS...

Nestled within the throbbing vitals of the Latrobe Valley complex may be found the Yallourn Base Workshops.

The external building appearances may be deceptive, for beneath this outer layer of steel and asbestos cement is found machinery, facilities and expertise comparable with any similar engineering workshop in Australia.

This establishment, part of the Services Division organisation, is necessary to cater for the regional workshop needs in terms of capacity, quality and availability.

Unlike the industrial production complexes of Melbourne, Sydney or Newcastle, there is no relatively large engineering workshop within the Latrobe Valley, other than the Commission's own workshops.

As such, it is essential that we be equipped with machine tools and handling equipment sufficient to cater for any reasonable repair work.

In this regard our largest lathe, the Wagner (originally supplied as war reparations from Germany) must be capable of handling the largest LP turbine rotor or generator rotor within the Valley. Our largest steam rotors will be from 'W' Station, having a maximum blade diameter of 9' - 9.1/4", a length of 23' - 2" and weighing 36.2 tons. The generator rotors are longer - 41' and heavier - 48.1 tons. Typical work on these components could be truth checks, journal and thrust regrinding or wheel reblading.

Also located with the workshop is the boilermaking and steel construction resources, which include press facilities of 200 tons capacity, guillotine capacity of 8' wide x 1" thick MS Plate, rollers capable of forming 1" plate x 8' long to a 2' diameter, multihead profiling machines and a large gas-fired annealing furnace operating up to 1080 deg.C taking jobs 4' dia. by 8' long.

Another facility available is the Foundry. While non-ferrous and cast-iron jobbing work is mainly handled, large tonnages of cast iron have been poured from the cupola (capacity 3 tons per hour) for the manufacture of brake blocks and dredger ballast weights.

While the foregoing has dealt with the workshop machine tool capacity, an equally significant role is also played in times of overhauls in other engineering divisions throughout the Valley.

Maintenance manning, particularly in Latrobe Valley Power Stations, has tended to be developed along the lines whereby day-to-day running repairs have been

## Organisation: relationships with operating divisions

undertaken by Station maintenance personnel. During times of overhaul, these forces are supplemented by large borrowings of workshop tradesmen.

The overhaul periods normally run from September through to May.

These tradesmen are borrowed from both the Yallourn and Morwell workshops, and while the major borrower is the Power Division, Briquetting and Coal Divisions also make use of this pool facility.

Another aspect of workshop service which is continually being developed is that of assembly reconditioning for other operating engineering divisions.

Those assemblies which can be detached and transported to the workshops lend themselves to workshop reconditioning where better work areas, handling facilities, and machine tool checking and machining facilities exist.

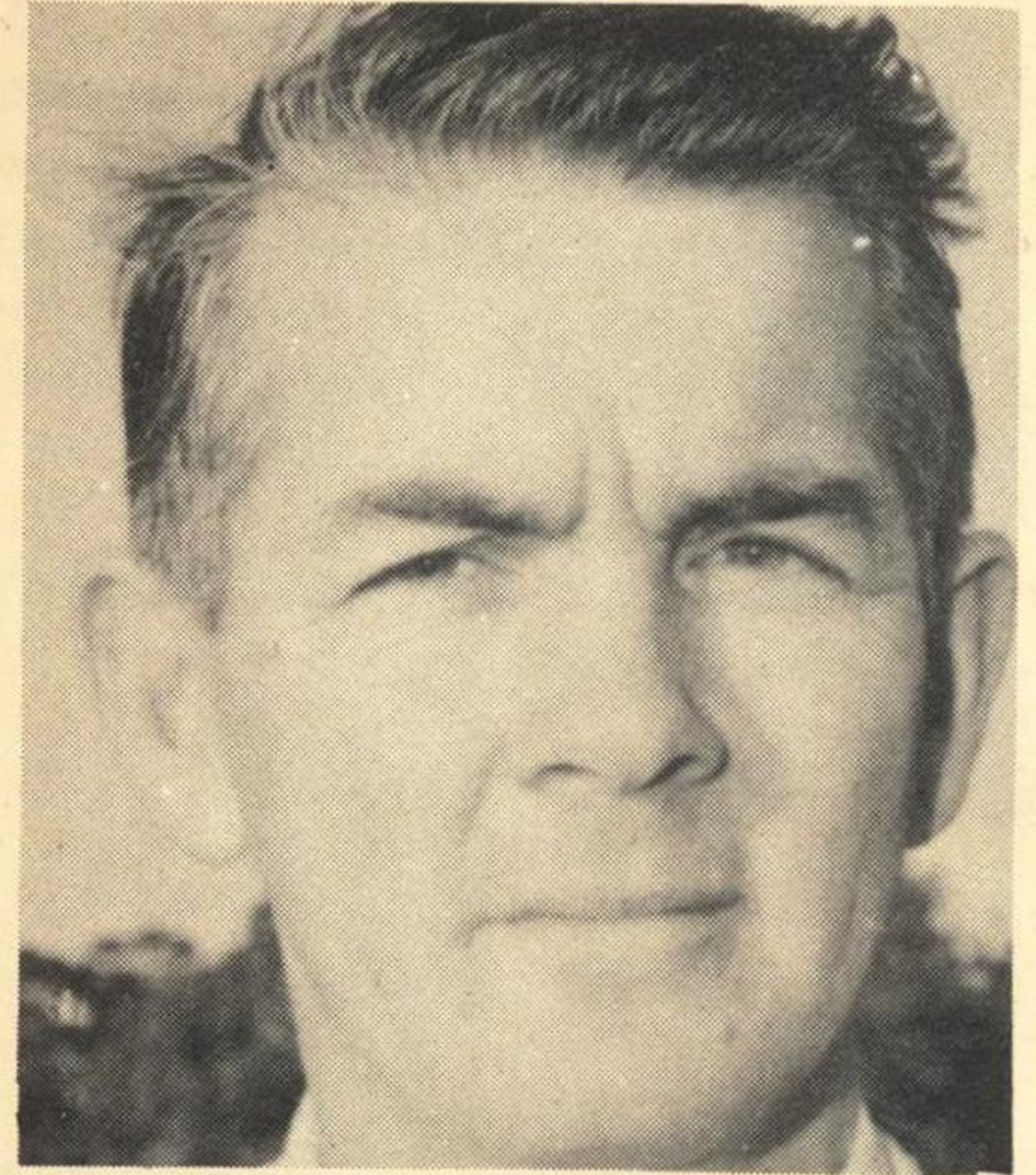
## ASSEMBLIES

Typical assemblies are feed pump cartridges, pump assemblies of many varieties, mill rotor assemblies, large fan casings, gearboxes, dredger bogie components and the like. Reclamation by semi and fully automatic welding processes can play an essential part in complementing these economic reconditioning techniques.

Even where assemblies cannot be moved, work is often undertaken on site, using specially developed machining rigs.

These jobs have included the building up with stainless steel and remachining of E. station feed pump bodies, reconditioning of Nos. 6 and 7 bucket locating pin holes, remachining of 100 RB

By **GEORGE DAVIS**,  
Workshops Engineer, Latrobe Valley.



excavator slew track, machining to correct alignment of briquette press horn cheeks and tongues, and at Morwell Power Station the reconditioning of worn Control valve spindles in place.

In keeping with maintenance manning levels, other production divisional workshop annexes are usually equipped with sufficient machine tools for what may be regarded as first line defences. A typical annexe would contain an 8' centre height lathe, power hacksaw, pillar or small radial drill, pedestal and bench grinders, etc.

Other sections of the main workshop which provide a service to other operating divisions are the Building Trades group and the Rolling Stock section.

In retrospect, it can be seen that the workshops organisation plays a significant role in helping the Latrobe Valley operating divisions to satisfactorily fulfil their separate functions in a manner aimed at keeping power production, and other costs, competitive and economical.



# International visitors look over the Valley

Each year the Commission welcomes many thousands of visitors to the Latrobe Valley. Where do they come from? In the past 2½ years, people from no less than 57 countries have toured the Region.

Sweden's Ambassador to Australia, Mr Per Anger, visited the Latrobe Valley recently.

Mr Anger has been in the country only a few months and his tour of our installation provided his first inspection of a large Australian industry.

His Excellency, although in the Valley for a short time only, was most impressed with the size of the operations.

During a brief walk along the drier floor at the Morwell Briquetting Works his reply to the comment that more than 10,000 tons of coal was processed each

*UPPER: Left to right are Mr Stan Aitken, the Senior Public Liaison Officer; Mr John Legge, press secretary to the Minister for the Interior, Mr Nixon; the Swedish Ambassador; Mr Bill Graham, Acting Assistant Manager.*

day was, "What a remarkably clean place for such an industry".

So there is a pat on the back for the briquetting boys. Keep up the good work.

## Ambassador impressed

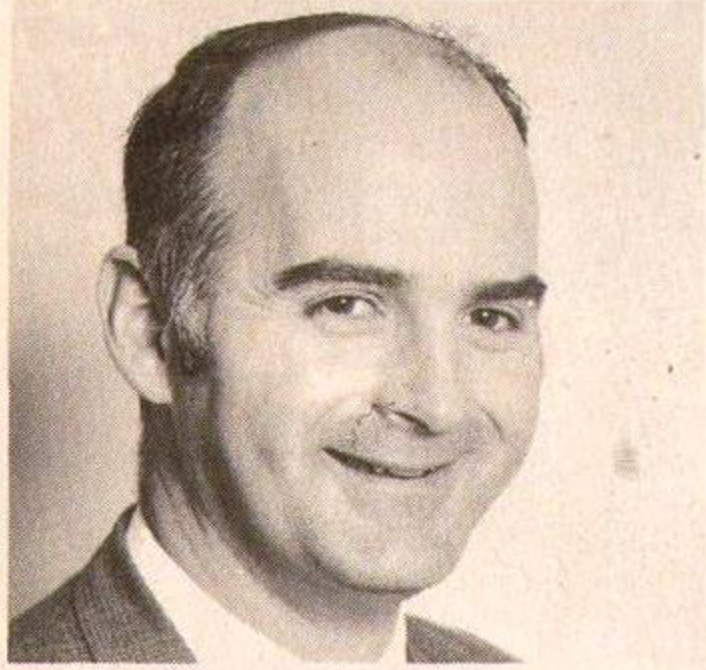
In the LOWER picture of recent visitors to the "Valley" are, left to right: Mr Alan Sharp, Secretarial, Monash House; Mr Nsi Bandze, from the Ministry of Agriculture in Swaziland (our first visitor from that country); Mr Vong Komolshet, from the Ministry of National Development in Thailand; Mr R. Bridle, Public Liaison Officer, Latrobe Valley, and Mr Charles Walker, Director of Agriculture in Fiji.

*They are viewing a relief model of the Latrobe Valley in the Visitors' Reception Centre at Yallourn.*



# SAFETY... an attitude of mind

By  
COL HARVEY  
Safety Engineer



When I took over the duties of Safety Engineer for the Region I found the following notice on the office wall :-

## "WANTED - SAFETY ENGINEER

"Must be highly qualified in engineering mechanics, chemistry, physics, nuclear physics, metallurgy, electrical engineering, mechanical engineering, industrial psychology, medical science, industrial hygiene, personnel management, fire protection, engineering and law.

"Must be a man of vision and ambition, an eloquent speaker, insomniac and tireless worker.

"Must be entertaining and inspiring, inhale dust and work all summer (white shirt and tie) without perspiring.

"Must be a man's man, a lady's man,

a model husband, a good father, a good provider, a plutocrat, democrat, new dealer, old dealer, fast dealer, technician, politician and mathematician.

"Must be an insurance expert, a good manager, correspondent, attend all company meetings, contact all departments every week, in spare time look for new hazards, do missionary work and attend safety conferences.

"Must be young, ambitious, but without desire for wealth." (Author - Tom Adams) I might add that he must also be diplomatic, insensitive to criticism, clairvoyant, and preferably be twins so that he can be in two places at once.

In all such absurd exaggeration, however, there are certain elements of truth, and through this remarkable advertisement runs the theme that people are important and what they think and need are important (otherwise our superhuman safety engineer would not be required to be so many-faceted in talent).

Certainly, what people think about safety in their job is the key to their accident record. Cynicism and lip service show themselves eventually in accident statistics and are attitudes that the S.E.C. cannot afford from any employee, either staff or wages.

Nor can a consistent safety attitude of mind be turned on at starting time, and off at knock-off time. It must become a normal pattern of thought all of the time, so that any activity being planned either on or off the job must include safety as a normal routine.

With this theme of consistent safety attitude in mind I commend this article by Tom Adams. Since one in every fourteen of us will die or be, at the present rate, injured in road accidents in the next twenty years, we should all be concerned about our attitudes to safety at home as well as at work.

In our present society there is much talk about safety and many committees discuss safety at frequent intervals: safety on the road, safety in the home and safety at work.

Talk and the making of rules and regulations in connection with safety do not in themselves automatically bring about safety. There is no magic wand in the form of committees; it only requires the

MR. IAN MOORE, Leading Hand Electrical Fitter at Yallourn Power Station, was presented with a cheque for \$40 on June 19, 1970 for two suggestions he had submitted. These were modifications to the briquette grab in 'C' Station. Their implementation ensures easier and much safer access, particularly in the event of a breakdown. They also ensure greater safety for anyone who may be working in the vicinity of the grab.

right attitude of mind by each and every one of us. This attitude is a 24-hour 7-day job - no holidays.

It needs imagination in the minds of supervisors and employees at all levels to be able to spot and remove dangerous situations and actions BEFORE an accident occurs.

An animal reared in a closed cage would be far easier prey if released in the jungle than would a similar animal born and reared in the jungle. This emphasises the need to replace guards and protective equipment after maintenance, etc., as employees have become reliant on them for their safety.

Our present system of reporting requires us to report injuries only. I wonder how many accidents occur that are just laughed off as lucky and not reported because no injury resulted. In many respects it is just as important to report and investigate these accidents if the S.E.C. is to improve safety and, of course, reduce the probability of injury to men on the job.

Accidents are a flow-on from an attitude of mind.

The following examples of actual cases will, it is hoped, illustrate an attitude of mind that in each case could have resulted in an accident with a high probability of serious injury.

### Shovel Incident

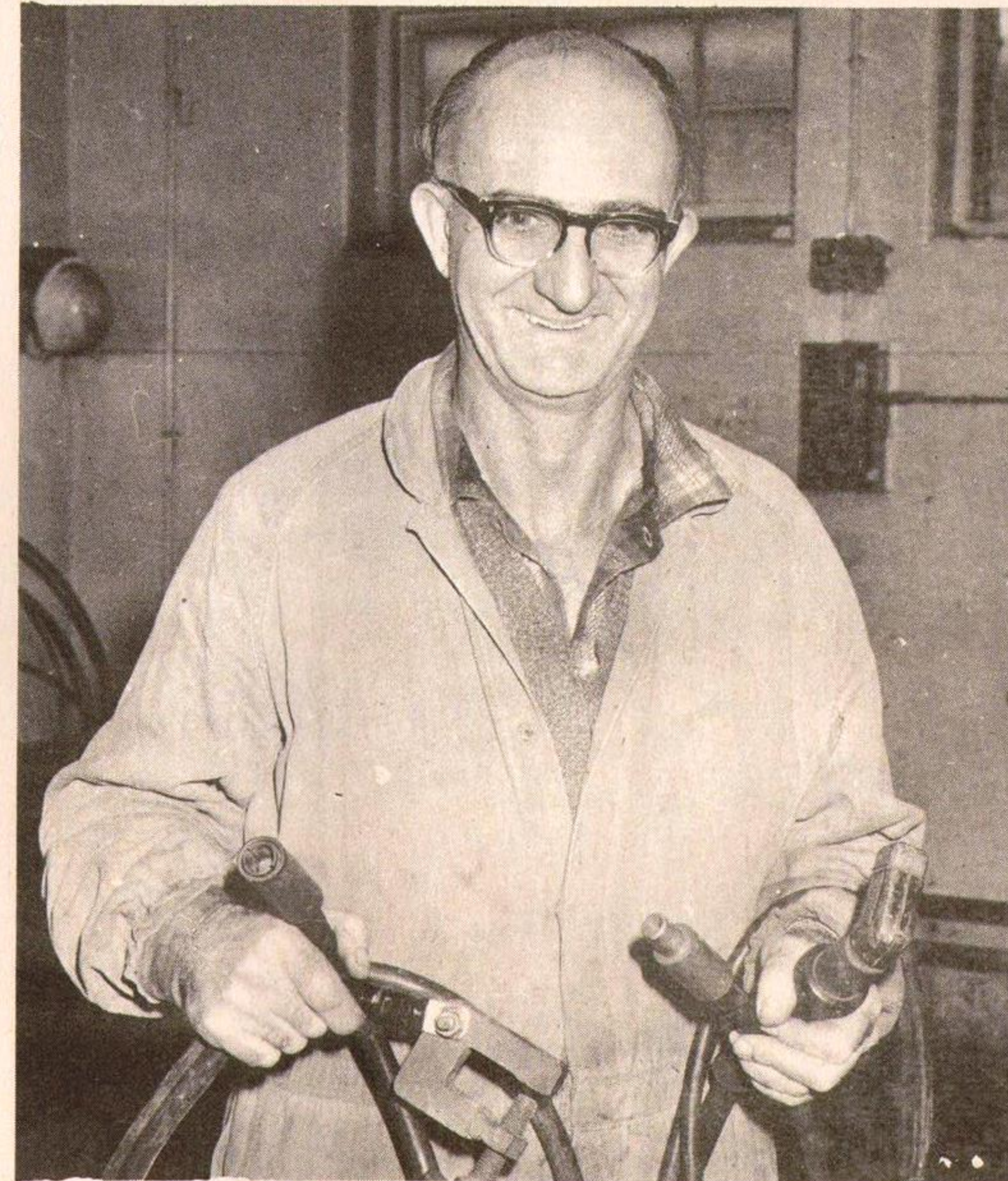
The first example refers to an incident some years ago when the Ruston shovel was loading to a hopper about 70 feet above ground level.

An employee was observed working in the hopper and at that time the 10 cu yard bucket, full of coal, was waiting to dump its load into the hopper, but it was being held off by a red warning light because the apron conveyor beneath the hopper was stopped.

The hopper attendant had not taken one of the precautions laid down in instructions - warning light switch still in green position, conveyor isolator still closed, "man in hopper" switch not operated (this, if used, is a similar effect to stopping conveyor and over-rides the warning signal light and turns it to red, irrespective of the positions of the switch) and safety rope and belt not used.

This placed the man in a potentially dangerous situation. It revealed a "didn't care" approach to the job.

When spoken to the employee was reminded of his omissions, which he recognised, and on being told that several years previously a similar situation resulted in a man having the bucket dump the coal on him breaking his leg. In fact, he was told the man could have been killed. He replied, "I know, that was me!"



### It Was Full Of Risk

Another example of the early sixties concerned two employees required to work on a high-speed belt conveyor.

This job necessitated that they lie on the inside of the system on the return side of the belt. Both realised the danger involved if proper procedures were not followed and requested the man in charge of the mechanical access permit to give permission for them to carry out the work. Then they entered their names on the permit.

Several hours later when they went to sign off the permit they found someone else had signed them off about an hour earlier, without even bothering to check whether they were still working on the conveyor.

Two other cases that refer to this attitude of mind concern road safety.

Firstly a car, driven by a person normally classed as a responsible man, was

On Tuesday, June 9, 1970 MR. JIM CALLAGHAN, Electrical Fitter at Yallourn Power Station, received a cheque for \$25 for a suggestion to improve safety when connecting welding leads. Jim's suggestion prevents the build-up of additional voltage which could be dangerous.

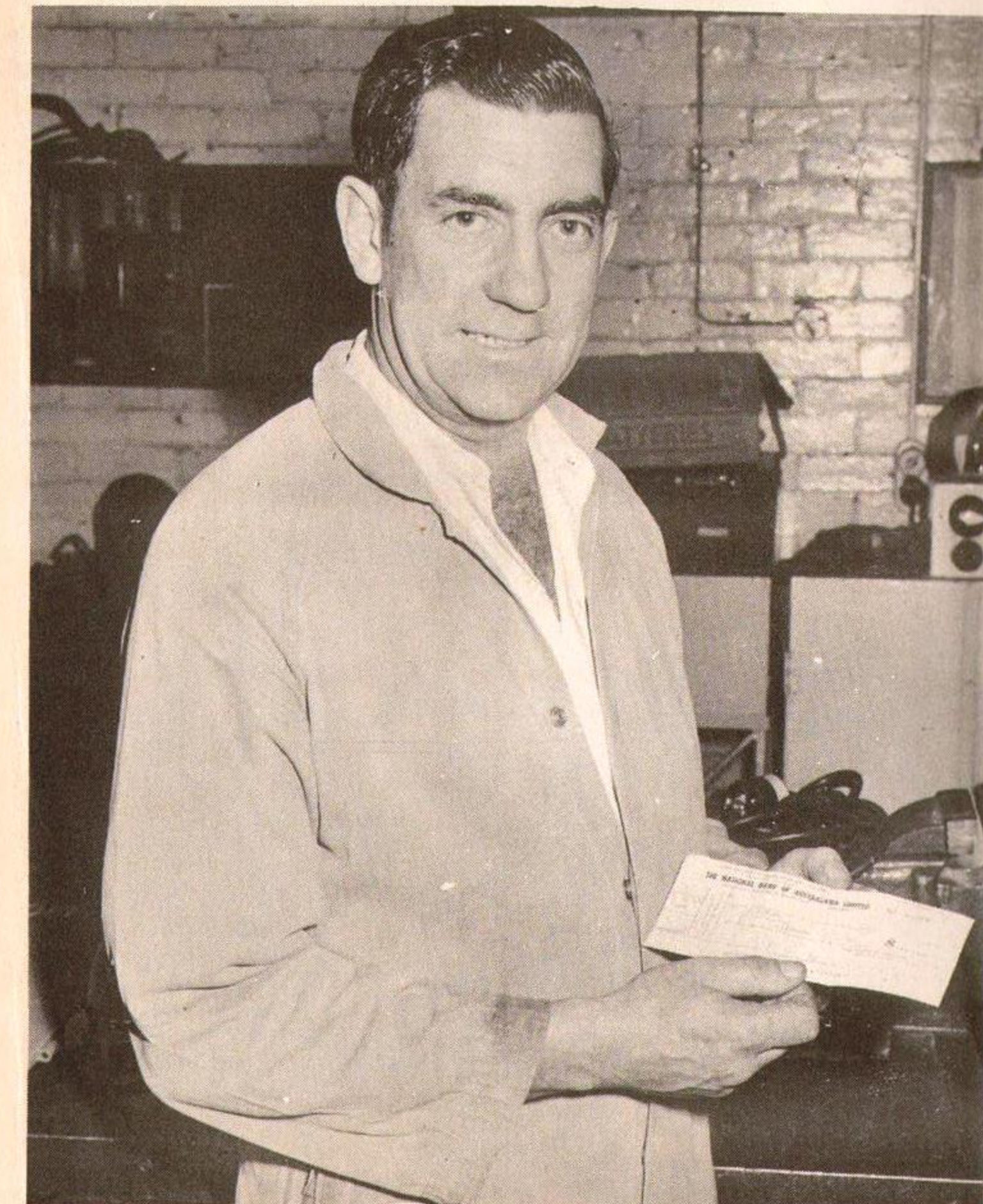
observed to park his car less than the correct distance from a corner, covering a fire hydrant, right-hand door wide open, keys in the car and the engine running. All this while he was in the nearby building for approximately 5 minutes.

### The Big Question

The other case is one which we probably have all observed. It concerns a car parked right up against a pedestrian crossing and at a time when school children were around the street.

Although these latter two cases occurred off the job, the big question is:- Will they

CONTINUED ON P 10







# SAFETY.... an attitude of mind

\* CONTINUED FROM P 9

be safe thinkers? Will they carry this "don't care" attitude into the job and will this "don't care" attitude flow onto other men on the job?

Statistics, records, meeting, and talks, although vital and necessary, do not in themselves bring about safety on the job.

Safety starts with an attitude of mind. If you haven't got it, get it, cultivate it and it will grow until thinking safety is automatic.

An interesting analysis of accidents for various periods in Coal Division follows. The classification used is probably a broader one than normally used, but it does show a trend that is referred to

## B.E.M. FOR JOCK



In the Queen's Birthday Honours list, Mr J. (Jock) Lawson was awarded the British Empire Medal for his services to horticulture in Yalourn. Jock served the Commission for many years in the Parks and Gardens Section and retired as overseer in May, 1966. We congratulate him.

above, in that the "don't care" attitude is responsible for more than half of our reported injuries.

### Injuries Reported

#### COAL DIVISION

| Classification of cause | Dec. '59 - Feb. '60 |            | Dec. '68 - Feb. '69 |            | Dec. '68 - Aug. '69 |            |
|-------------------------|---------------------|------------|---------------------|------------|---------------------|------------|
|                         | No. Rep.            | %          | No. Rep.            | %          | No. Rep.            | %          |
| Didn't know             | 23                  | 22         | 7                   | 16         | 15                  | 14         |
| Didn't care             | 54                  | 52         | 24                  | 55         | 60                  | 56         |
| Couldn't care           | 3                   | 2          | 2                   | 4          | 8                   | 7          |
| Others                  | 25                  | 24         | 11                  | 25         | 25                  | 23         |
| <b>TOTAL:</b>           | <b>105</b>          | <b>100</b> | <b>44</b>           | <b>100</b> | <b>108</b>          | <b>100</b> |

Legend  
Classification.

Comments from Safety Committee minutes.

- "Didn't know" Generally stated as "employee to be instructed in correct procedure".
- "Didn't care" Generally stated cause "careless" or "employee instructed to exercise more care in future".
- "Couldn't care" Generally stated as "employee instructed to obtain assistance" or "proper equipment to be provided"

### Important Trend

While it is appreciated that these classifications and their interpretation may be open to criticism, they do show a trend that attitude to safety is important.

The tabulation shows the following trends :-

1. A reduction in the total number of reported injuries from 1959 to 1969. This no doubt results from the interest in safety displayed by management and the work-force alike.
2. Reduction in the percentage of injuries caused by "didn't know". Is this the result of the S.E.C's interest in

# MORWELL STORES' GREAT RECORD

Four years without a disabling injury is the excellent record of the Combined Main Store, Central Workshops Store, Briquette Area Store and Hazelwood Store.

Both the Services Engineer, Mr Gray, and the Superintendent of Stores, Mr Kirchner, congratulated all personnel concerned on having reached a wonderful 1505 days or, alternatively 707,000 man hours, without a disabling injury. This was due, no doubt, to a very high efficiency in safe-working practices, and the keen and active interest of their part-time safety officer.

Also worthy of note is that the entire Latrobe Valley Stores Group are well on the way to reaching 1,000,000 man hours without a disabling injury, for the second time around.

The Stores personnel received an excellent array of gifts, including such items as electric blankets, radiators, over-night bags, toasters, and many others.

3. An increase in the percentage of "couldn't do" figures. Does this mean with increased productivity we need to re-appraise our techniques and equipment?
4. The "didn't care" percentage, if anything, shows a slight tendency to increase. Is this a reflection of basic attitudes to safety?

In conclusion let me ask, "Should we need incentives, such as safety awards, to bring about accident prevention," or "is it a symptom of our permissiveness that we in our minds make excuses for the accidents that happen and our true resentment of accidents is in their result on statistics"?

Your safety may be dependent on you and your workmates developing safety in the mind.

Safety rules are designed to prevent you being injured. Don't take short cuts, even if it means the job takes a little longer. It is better to finish late than dead on time.

## GOLF DAY AGAIN

The SEC Social League has granted the Association of Social Clubs, Latrobe Valley Region, the privilege of staging the Commission's annual golf day for 1970.

This very popular tournament, which attracts visitors from all parts of Victoria, will be held at the Yallourn Golf Club later in the year.

Members of the sub-committee from the Association of Social Clubs, Latrobe Valley Region arranging the fixture are Messrs. Noel Edwards, Ray Linton, Lex Derham and Stan Aitken and Secretary Kenton Smith.

The sub-committee has the power to co-opt members, and it is expected that an active committee will be formed in the near future.

No doubt this advance notice will be of interest to those of our personnel who play golf as the Social League's previous golf day in this area was in 1966.

## KEITH HALL—A GREAT BASEBALL PLAYER

Thirty year's experience was behind the advice and instructions given by Keith Hall, of Pay Section, as coach of the Latrobe Valley Baseball Association's team in the Victorian Provincial Championships, Division 1, played at Traralgon during Queen's Birthday weekend.

Keith began his long baseball career at Ballarat High School when he was only 11. He graduated to the junior ranks in the Ballarat Baseball Association with "City".

He continued as a senior player in the City Club for 10 years as a member of the local association team.

Another highlight of his Ballarat effort was as a member of two premier-ship teams in the local association competition. Ballarat is considered one of the State's top class baseball centres.

He was club secretary and association delegate for seven years.

Transferring from his home town to the Latrobe Valley within the Commission in 1954, Keith Hall's enthusiasm for the game was not dimmed. Finding no competition available in the Latrobe Valley, he travelled to Dandenong each Saturday to play with the "Saints" Club in that competition.

After unsuccessfully attempting to interest people in baseball

throughout the Valley, at 26 years he began a football career with Newborough in 1956. A serious knee injury in 1961 forced his retirement from football.

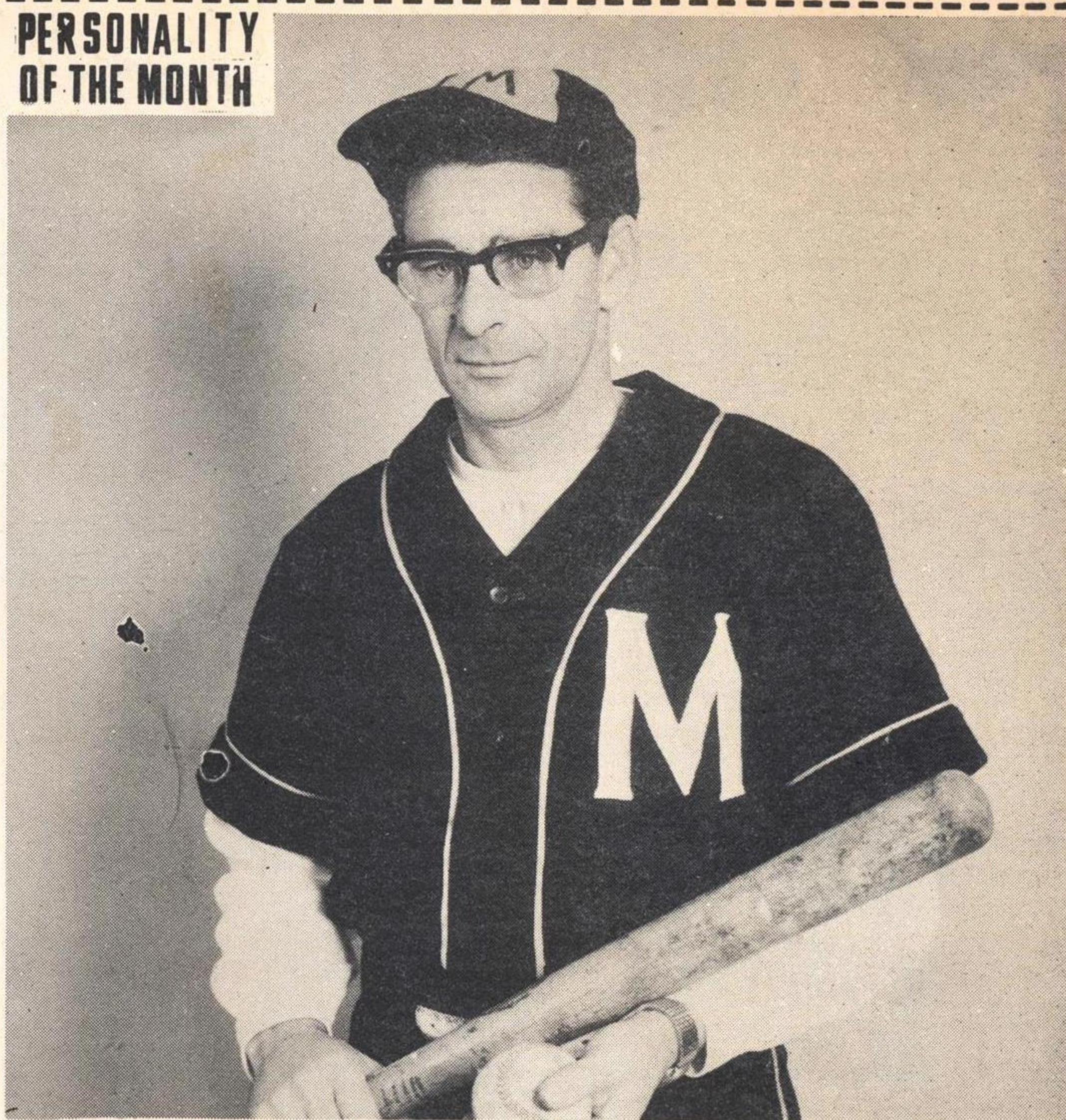
Joining with kindred spirits in two interstate baseballers, Colin Wale and John Stuckey, with Bill Roberts, the Latrobe Valley Baseball Association was established in 1962.

The first competition games were played in 1963 with six teams - Traralgon, Morwell, Moe, Yallourn, Sale and RAAF. During this time, Keith convened the Morwell Club, whose three teams - Tigers, Cougars and Cubs - have been successful in the local competition.

It was not long before Latrobe Valley reached provincial standard, and in 1963 Keith was in the team which won a divisional title. The Association was promoted to Division 2 in 1964, and finished second.

Retiring from active playing in association re-

## PERSONALITY OF THE MONTH



presentative teams in 1965, Keith Hall coached the association under 18 years' team for the next three years - with mixed success.

Appointed senior coach in 1968, and with a new set of players - many experienced baseballers having transferred to the Metropolitan competition - he raised the team from the bottom of Division 1 to be runners-up last year. They lost to Geelong by one point. Latrobe Valley look forward to even greater success this year on their own pitch.

He has also served the sport well as an administrator. He was vice-president and delegate to the Victorian Provincial Baseball Association for some years, and has been president of the local association for the past three years.

Baseball is a family affair in the Hall household. Keith's wife, Leta, has been a club and association scorer for more than 20 years. However, it was at softball - the women's kindred game to

baseball - that Keith met his wife when he coached a team of which she was a member.

In the Valley, Keith and Leta continued their interest in softball he as coach and she as a player and later as a scorer.

Therefore, naturally enough, sons Stephen 12, and Laurie 9, are keen baseballers. They played in the recent regional championship in the Pee Wee League (the under-13 competition). Stephen was appointed captain of the local team.

Baseball does not hold all Keith Hall's interest. For many years he coached basketball teams - men's and women's - in the international rules game. He also spent 33 years in the Scout movement and is still active as a Rover-Scouter.

To round off his "spare" time interest, he holds the secretaryship of the Yallourn Main Office Social Club.

And so to the Halls - Keith, Leta and sons, a true sporting family - our best wishes in the years to come.

# WIDE CHOICE OF SITES

Replies to the recent questionnaire circulated throughout the Region to gauge support for a suitable site, and ultimate building, of a social centre for Commission personnel in the Region, have been very encouraging.

The information received has been carefully compiled into the following list, which indicates the wide choice of sites suggested :-

|                      |     |
|----------------------|-----|
| Morwell              | 809 |
| Hazelwood            | 56  |
| Newborough           | 56  |
| Yallourn Storage Dam | 46  |

|                               |    |
|-------------------------------|----|
| Yallourn North                | 27 |
| Churchill                     | 24 |
| Moe                           | 17 |
| Yallourn                      | 17 |
| Hernes Oak                    | 13 |
| Yallourn Golf Course          | 7  |
| Traralgon                     | 6  |
| Haunted Hills                 | 5  |
| No Preference                 | 60 |
| Ample Facilities in Existence | 1  |

The Association will pass this information to the Commission and ask about the availability of land for a Social Centre.

"He's lucky to be alive" is a phrase often applied to someone who has had a narrow escape from death.

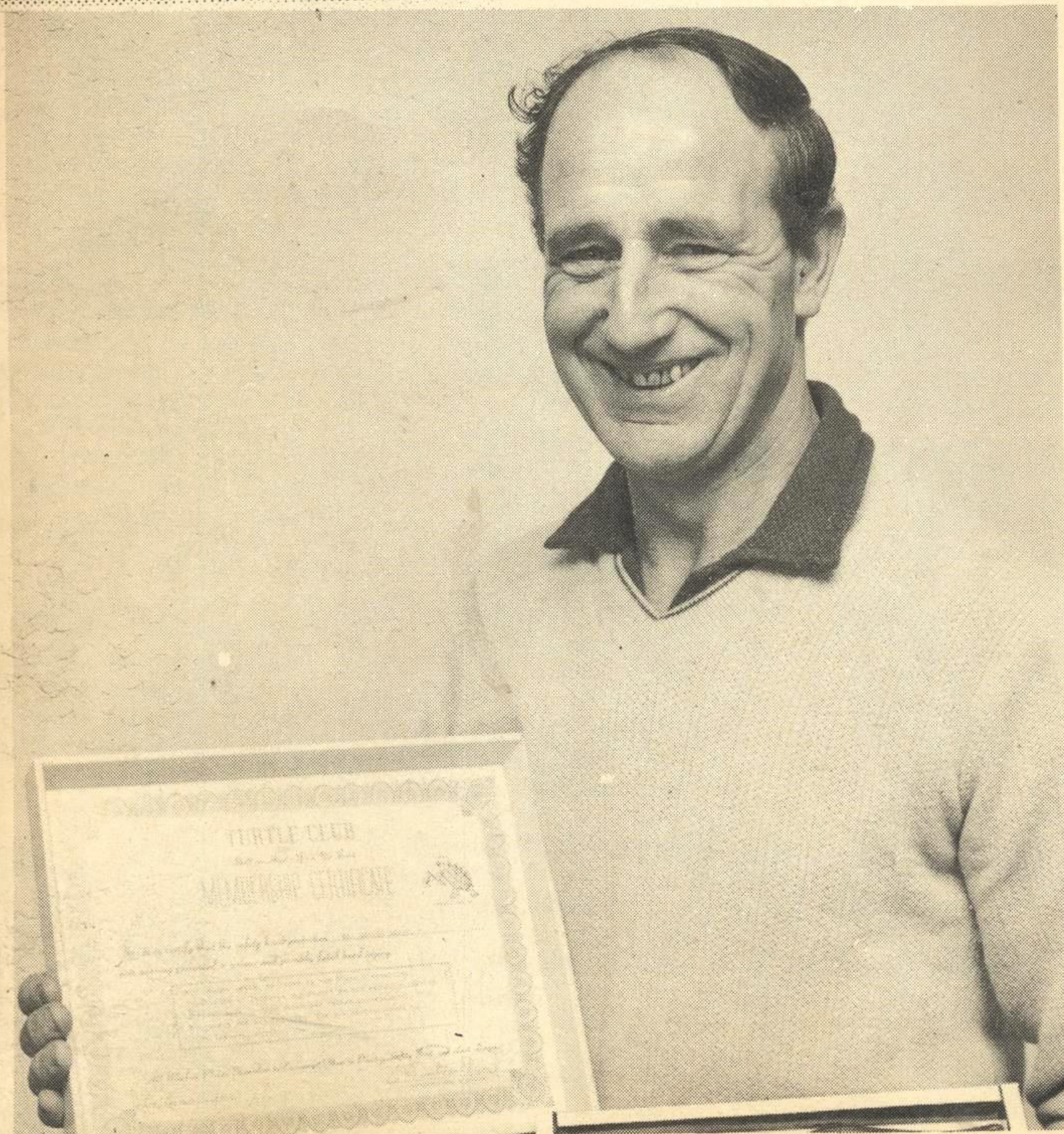
In the case of George Lewis, a rigger in the Yallourn Power Station, it can be readily applied, for it was on January 20 this year that George was struck on the head by an 11oz. steel hose fitting which had fallen some 30 feet.

But he wasn't hurt, for being the wise fellow that he is he was wearing his safety helmet, which was badly damaged. There are no medals for doing the right

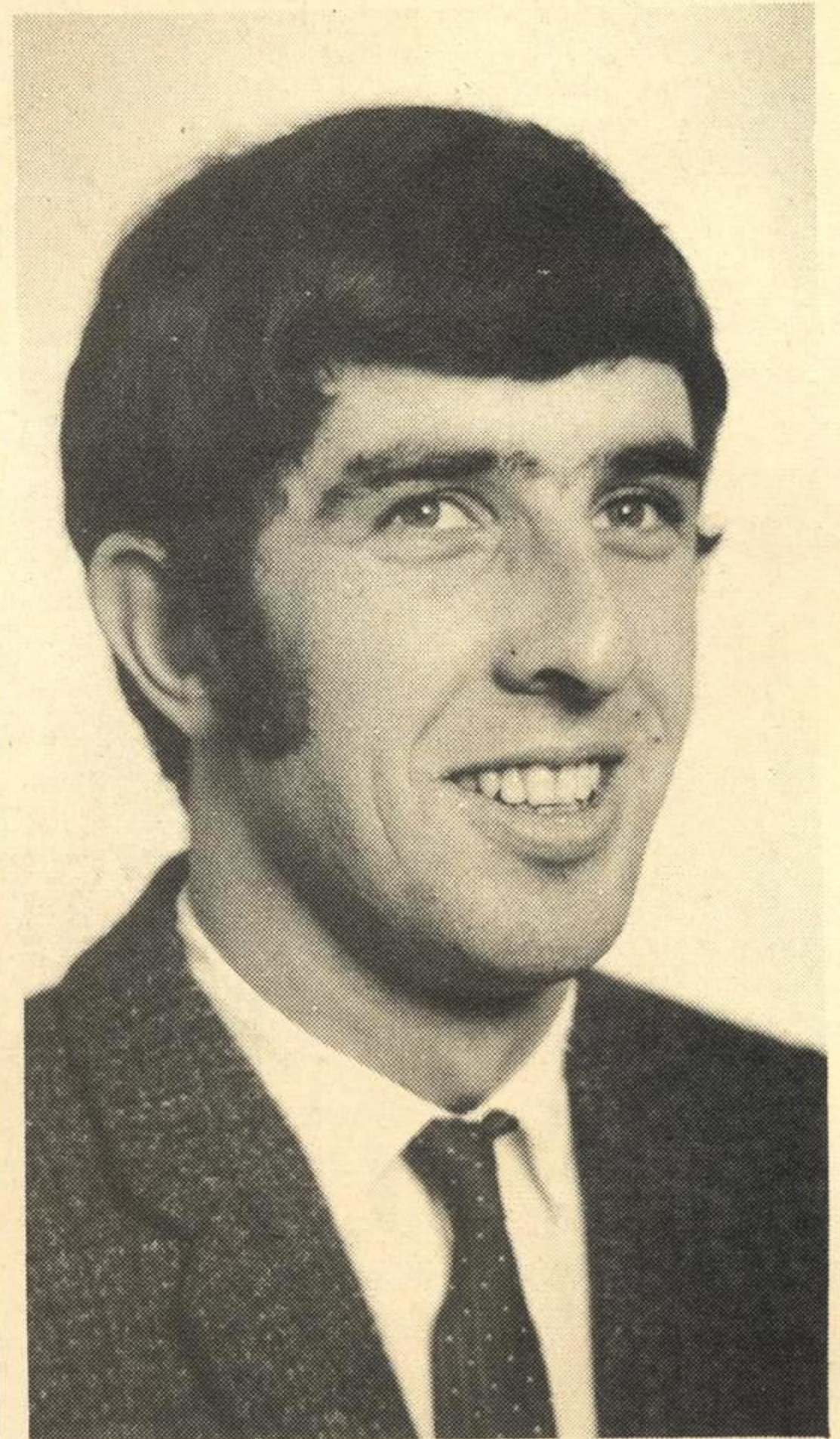
thing safety-wise, but in protecting ourselves from injury we are also protecting our families from anguish and possible hardship as a result.

George is pictured with his Turtle Club Award Certificate and wallet presented to him by the Acting Manager, Mr Graham Black. He becomes a member of the lucky group who have been saved from serious injury, if not worse, by having worn his safety helmet.

## LUCKY TO BE ALIVE



## Now he's an SEC photographer



A newcomer to the Photographic Section is Mr Terry Smith. He has been in the Valley for a number of years and knows the area well. Photographers have a variety of assignments in the course of the day and it helps them — and us — if we know them when we see them.

## OLD GIVES WAY TO THE NEW

\* CONTINUED FROM PAGE 4

always "sweet sailing". Instead of spilling the overburden into the ditch for the spreader to pick up, as is the required action, on this occasion a whole train of trucks also took the tumble.

In 1968, with the end of transport by rail, these trucks, after shifting many millions of tons, finally came to a halt forever, as the removal of overburden is now carried out by the fast and modern conveyor system.

Likewise, at Yallourn today, what were the once proud 46-ton electric locomotives used to haul both coal and overburden trains with mileages recorded to their credit in the millions, are also going under the cutting torch, as they are no longer required.

There will be people in Coal Division who, no doubt, as they view these demolition activities, will experience some feelings of nostalgia.

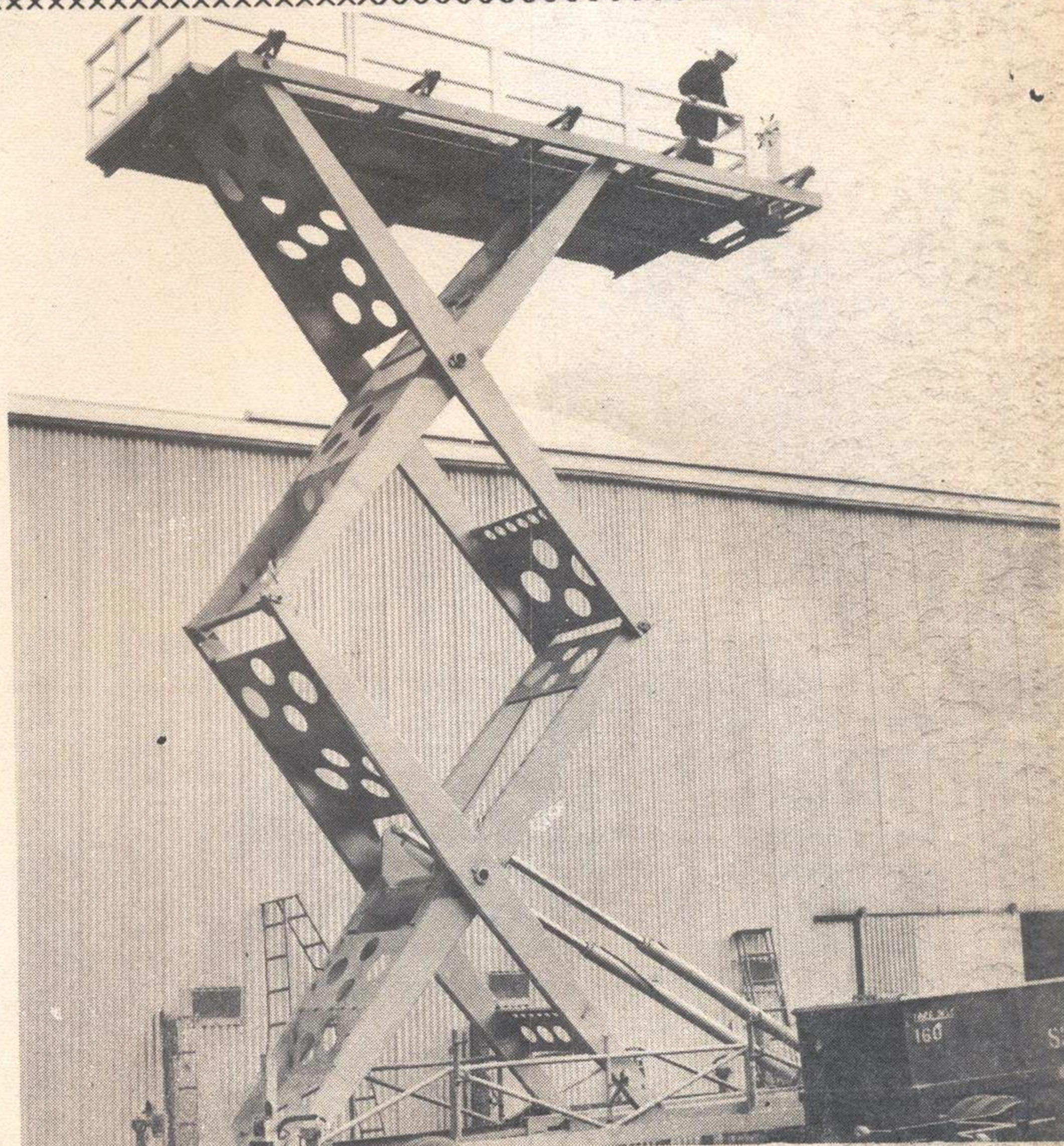


A happy group at the Latrobe Valley Region's annual ball at Kernot Hall on July 3. From left to right: Miss B. Braun (Coal Division); Mr J. L. Pepperell, Chief Finance Officer; Miss B. Curran, Coal Division; Mr P. M. Duncan, Manager Supplies and General Services; Miss S. Brogan (Library); Mr J. C. Trethowan, Assistant General Manager, Administration; Miss H. Heller (Library); Mr F. P. Chipperfield, Secretary.

## NEW SCISSOR PLATFORM IS BIGGEST IN AUSTRALIA

The new scissor platform, 38 ft high, will be used by the Transmission Division for maintenance of 500 kilovolt circuit breakers at the Hazelwood Terminal Station.

The platform, the largest built in Australia, was designed to specifications prepared in conjunction with Transmission Staff by Construction Plant Group of Supplies and General Services Department, and built by Abbey Engineering Pty. Ltd. of Springvale (a subsidiary of Marfleet and Wright, Ltd.).





## SOCIAL CLUB TEAMS VISIT MORWELL RIVER REFORESTATION FARM

The Stores Group Social Club table tennis and carpet bowls teams visited the Morwell River Reforestation Farm on June 4. A most enjoyable and worthwhile evening ended with honors even in the games.

The spare time hobbies of those at the farm produce many forms of art of a very high standard and they are well worth seeing.

The Governor, Mr. Jack Davies, is most appreciative of visits such as these he has expressed the wish that there will be many more of them, as they are of great value not only to those at the farm, but also those who visit.

\* PICTURE shows some members of the carpet bowls teams.

WITHELL (Poole): To Ken and Dorothy, a daughter, Julie Ellen, 6/5/70 at Yallourn.

# Electric dryers dry clothes like summer sunshine

**SO QUICK.** Wet weather and winter are no longer a problem. Nappies, towels, linen — all dry quickly, in either a Tumble Dryer or Cabinet Dryer.

**SO EASY** Forget tiring trips between the washer and clothesline. Don't waste time pegging out. Just load clothes from washer straight to dryer. With a flick of a switch, washday's over!

**SO ECONOMICAL.** You can operate some electric dryers for as little as 3 cents an hour. How's that for value?

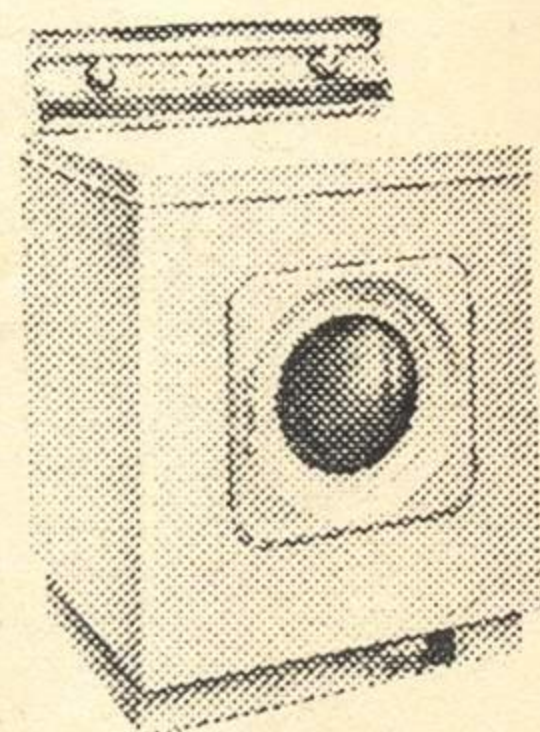
**SO CLEAN.** No chance of dust or smoke spoiling your washing. And, as electricity gives flameless heat, your washing and home are cleaner and fresher.

**SO SAFE.** No danger of winter chills. No worries about delicate fabrics — electric heat is so gentle. Just dial the setting, and the heat in your electric dryer is always constant.

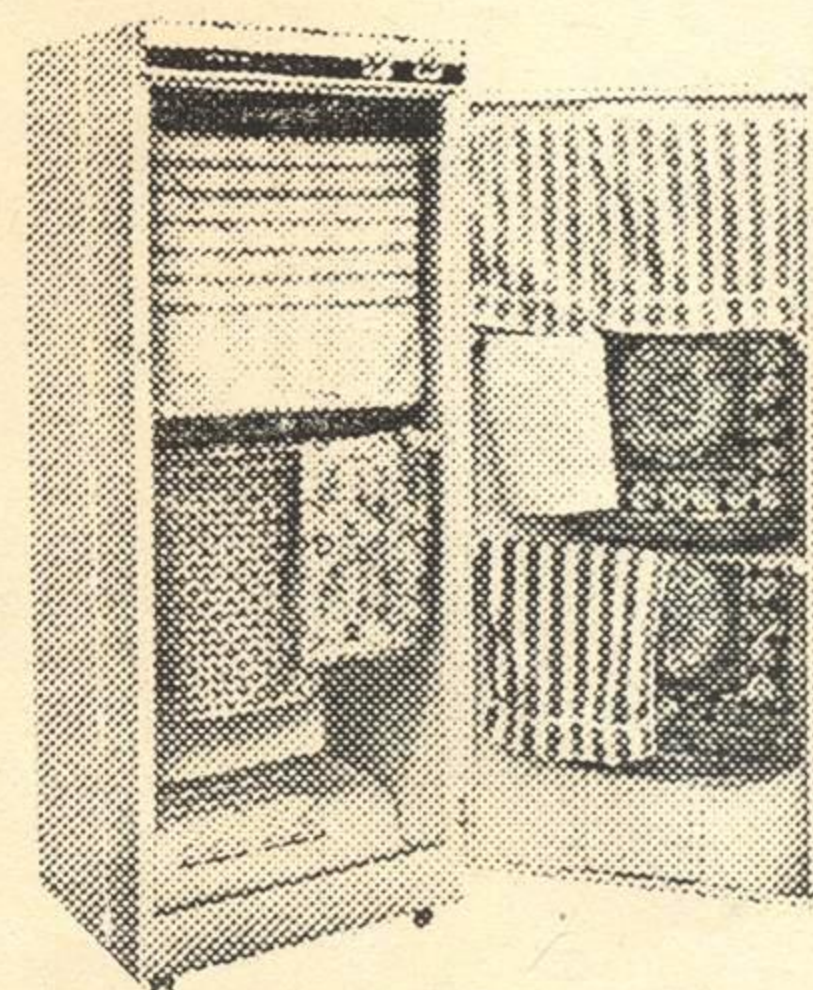
**SO CONVENIENT.** No plumbing or wiring needed. Just plug into a power point and switch on.

FOR IMMEDIATE ATTENTION CALL AT YOUR NEAREST SEC SALES CENTRE IN

WARRAGUL — TRAFALGAR — MOE —  
YALLOURN — MORWELL & TRARALGON.



TUMBLE DRYER



CABINET DRYER

# New silver monster on the job

If on Saturday, June 6, you saw a great silver monster the height of a 12-storey building "walking" from the vicinity of the Midland Highway at Morwell towards the Open Cut, your eyes were not deceiving you.

It was, in fact, the Commission's newest and largest dredger, 124 feet high, moving from its construction site to where it will begin operations.

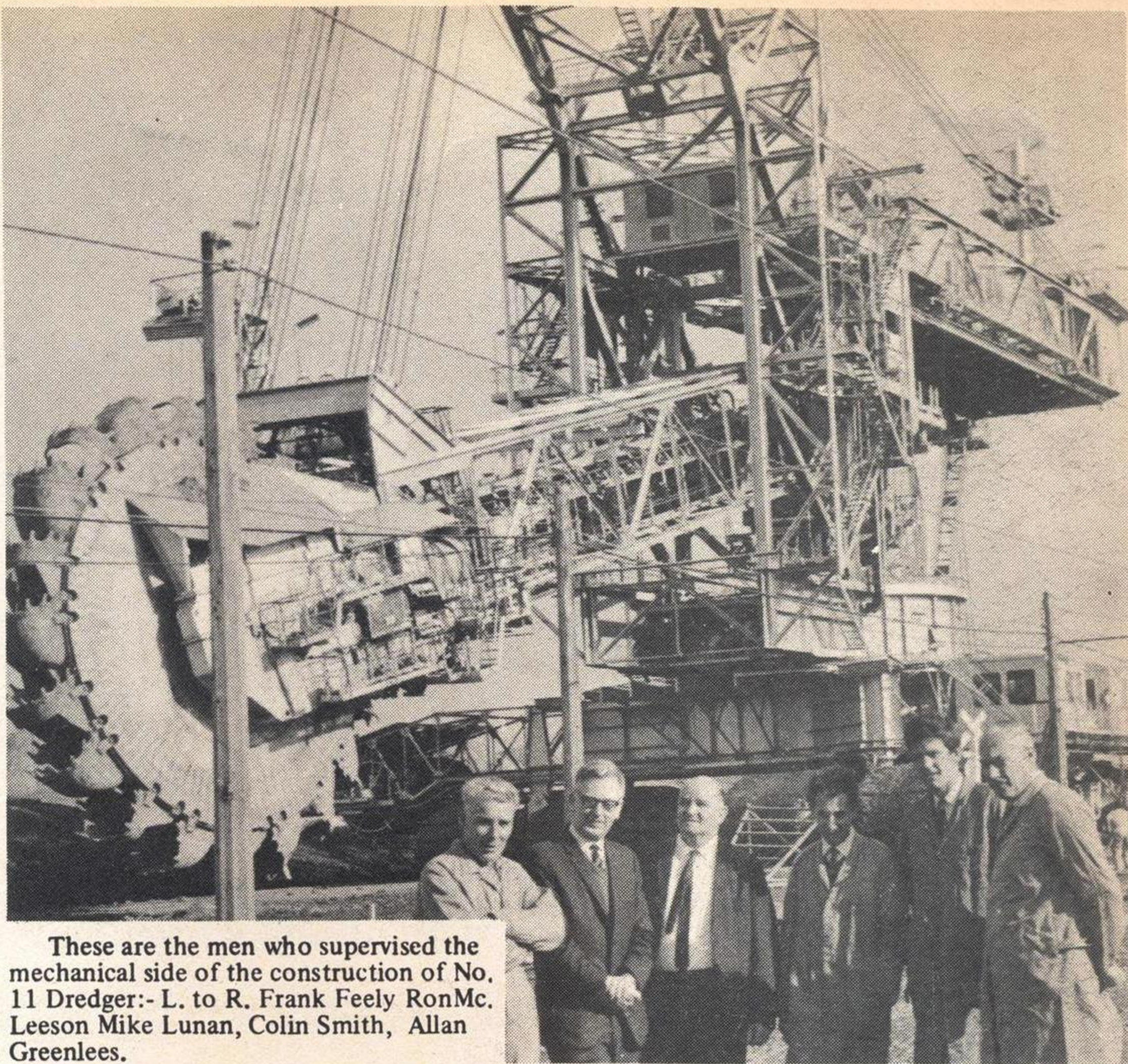
Building of No.11 Dredger was commenced in August, 1968, by the well-known firm of J.R. Pillars and was completed some weeks ago. Extensive commissioning trials have been carried out on the new giant.

This \$3-million piece of equipment completes the complement of dredgers needed by the Morwell Open Cut to meet requirements at this stage of the Region's development. It is planned that the next dredger will be built at Yallourn to help meet the anticipated demand for coal when the new 'W' station commences generation.

The dredger weighs approximately 1,700 tons and the makers, Buckau-Wolfe, claim it will be able to win coal with its 34 feet diameter bucket wheel, at a rate well in excess of its own weight per hour.

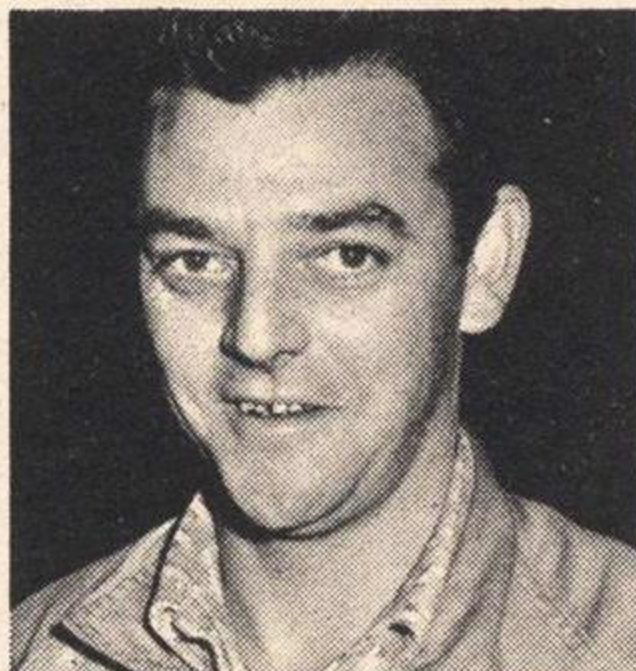
Despite its great bulk, it is very manoeuvrable and will be able to travel on gradients as severe as 1' in 15'. Similarly, with other dredgers in the cut, it moves on caterpillar tracks and is powered by a 6,600 volt trailing cable.

The dredger is pictured on the west side of the Overburden embankment before commencing coal winning.



These are the men who supervised the mechanical side of the construction of No. 11 Dredger:- L. to R. Frank Feely RonMc. Leeson Mike Lunan, Colin Smith, Allan Greenlees.

## Indeed... a Wise Owl



MR. BRIAN WILLIAMS, Leading Hand received a Wise Owl Award on June 26. He was welding at the Yallourn Briquette Factory on March 29, and when he was chipping off the slag a piece, red hot, flew off and struck his safety glasses. He is now a member of the Wise Owl Club.

# SUGGESTION AWARDS - 1970

LATROBE VALLEY REGION MONTHLY FEATURE

|                           | Power     |              | Briquette |            | Coal      |            | Services  |            | Transmission |            | Admin.   |           | Accounting |           | Personnel |           | Totals     |              |
|---------------------------|-----------|--------------|-----------|------------|-----------|------------|-----------|------------|--------------|------------|----------|-----------|------------|-----------|-----------|-----------|------------|--------------|
|                           | No.       | \$           | No.       | \$         | No.       | \$         | No.       | \$         | No.          | \$         | No.      | \$        | No.        | \$        | No.       | \$        | No.        | \$           |
| January                   | 16        | 167          |           |            | 2         | 26         | 4         | 54         | 2            | 115        | 3        | 68        |            |           |           |           | 27         | 430          |
| February                  | 11        | 195          | 3         | 38         | 2         | 20         | 8         | 102        | 2            | 14         |          |           |            |           | 1         | 10        | 27         | 379          |
| March                     | 9         | 130          |           |            |           |            | 3         | 68         | 1            | 50         |          |           |            |           | 1         | 8         | 14         | 255          |
| April                     | 3         | 110          | 1         | 8          | 5         | 88         | 3         | 36         | 4            | 37         |          |           |            |           |           |           | 16         | 279          |
| May                       | 14        | 280          | 6         | 228        | 1         | 8          | 4         | 63         | 4            | 128        |          |           | 1          | 10        |           |           | 30         | 717          |
| June                      | 9         | 197          |           |            | 6         | 64         | 5         | 40         | 2            | 23         | 3        | 30        | 1          | 25        |           |           | 26         | 379          |
| <b>Totals</b>             | <b>62</b> | <b>1,079</b> | <b>10</b> | <b>274</b> | <b>16</b> | <b>206</b> | <b>27</b> | <b>363</b> | <b>15</b>    | <b>367</b> | <b>6</b> | <b>98</b> | <b>2</b>   | <b>35</b> | <b>2</b>  | <b>18</b> | <b>140</b> | <b>2,440</b> |
| Approx. Average Awards \$ |           | \$17         |           | \$27       |           | \$13       |           | \$13       |              | \$24       |          | \$16      |            | \$18      |           | \$9       |            | \$17         |

The glory of yester-year — twenty of them — is pictured here. The two cups were won by the Stores Social Club in 1949 and 1950 at the Combined Social Clubs' annual sports. The scores were: 1949, 16 points and 1950, 13 points.

Tried hard to get a line on those days, but memories are fading. Even Jimmy down at Records, clearing the dust and the 'must' could not find any references. But, at least it gives me the chance of bringing up a subject this column has mentioned before — inter-section sports. Let's see if we can revive the annual social club event. (Drop me a line if you know anything about the events of the forties and fifties).

\* \* \* \* \*

Some people "rush in" where angels fear to tread. Do you recall this column's par last month — "What is a knocker?". It had some surprising results. Believe that some workshop types jumped blindly to a conclusion. And I mean blindly. Probably the play on words caused the "disaster". But, seriously, isn't it remarkable just how we accept this expression without query? One name got quite a mention, I understand, and I've accepted the first cannonade on the question "A knocker?". Everybody is entitled to his opinion. But don't only talk; act! Thanks, Russ. In his usual manner, it's straight from the shoulder; from a man who gives sport an "expression of worth" by ACTION. First as a player and an umpire, and now as Yallourn's senior timekeeper. (Any volunteers for comment next month?).

\* \* \* \* \*

Couple of instrument fitters of Yallourn, Harold Hardy and Terry Jakeways, don't agree — perhaps because they are enthusiasts of the ultra light aircraft, but on viewing a photo handed to me by Harold was reminded of the chap being cajoled into going for an airplane trip who said — "I'll believe in terra firma — and more the 'firma' less the 'terra'." Still, am told by Harold and his friends there's no 'terras' when you're a member of the Latrobe Valley Division of the Ultra Light Aircraft Association. So, "if you'd be as free as a bird ....." make Contact.

\* \* \* \* \*

Diggers' Day golf can't be far off. (It's August, I believe, at Moe). For, like the early robin that heralds summer, George McFarland of Yallourn, and prominent member of the Newborough RSL sub-branch, can be seen on "a stretch of green" near the club-rooms ardently practising his golf shots. Don't know if the "advice" from friends, Jim Irving and co., was any help.

\* \* \* \* \*

## carter's column



Standing on a bluestone flag; sweeping gesture across the front of the body; scene — on the outer at the Yallourn oval on a fine Sunday afternoon. — animated conversation with a friend. More sweeps across the body. There was David Davies, of Accounts, demonstrating golf shots. But — at a football match?

\* \* \* \* \*

A much happier Frank Johnston, of Yallourn Stores, these days. A week or two back was quite concerned about the loss of form of the Yallourn Hotel darts team, of which Frank is a member. Tells this week that the team is in second place; and could be on the way to the top. If Frank urged the team on as earnestly as he discussed darts with this column, it's Yallourn for premiers, for sure.

\* \* \* \* \*

Football umpires. Never could decide. Are they the very brave or the very foolish? Particularly our local goal and boundary umpires. They do it for free. Of one of these honorary officials, Yallourn fans are "real proud". David Drane, of Fuel Sales. Word had seeped to the metropolitan area that footy fans around the district were far from happy about the VFL types officiating at our matches. So to Yallourn comes one of the umpires' panel — Mr Des, McCormack. He was very delighted with the performance of Yallourn's goal umpire, David Drane. Invited to transfer to Melbourne, and

a job in the "big smoke", for sure. (No, don't think they'll bring in zoning for umpires).

\* \* \* \* \*

Following in Dad's footsteps is young Phillip Ley, of the Yallourn Technical College, and son of Bill Ley, of the Patrol Section. Phillip was judged best player in Division two of junior section in the Victorian provincial baseball championships played recently at Traralgon.

\* \* \* \* \*

Mention of Bill Ley reminds me that baseballers, like old soldiers, only fade away. But doubt even this. Hear tell that Bill has come out of retirement to help Yallourn regain some "lost ground". Best of luck, Bill. Nice to see you on the diamond again.

\* \* \* \* \*

Chat to Engineer Peter Burkitt and his friends, Max Bulger and Alex Maitland, of Yallourn, and you'll hear the praises of that 'no engine' fly machine — the glider. Members of Latrobe Valley Gliding Club formed on April 25, 1967, these dedicated men will tell that there's no greater thrill. Was reminded of the old story about two persons watching a glider in action. First person: "How would you like to be up there in that?" Second person: "Wouldn't like to be up there without it". — You'd like to try? To get that peace and quietness we all desire, suggest you have a chat to Peter Burkitt and his friends. I believe it's yours for the asking.