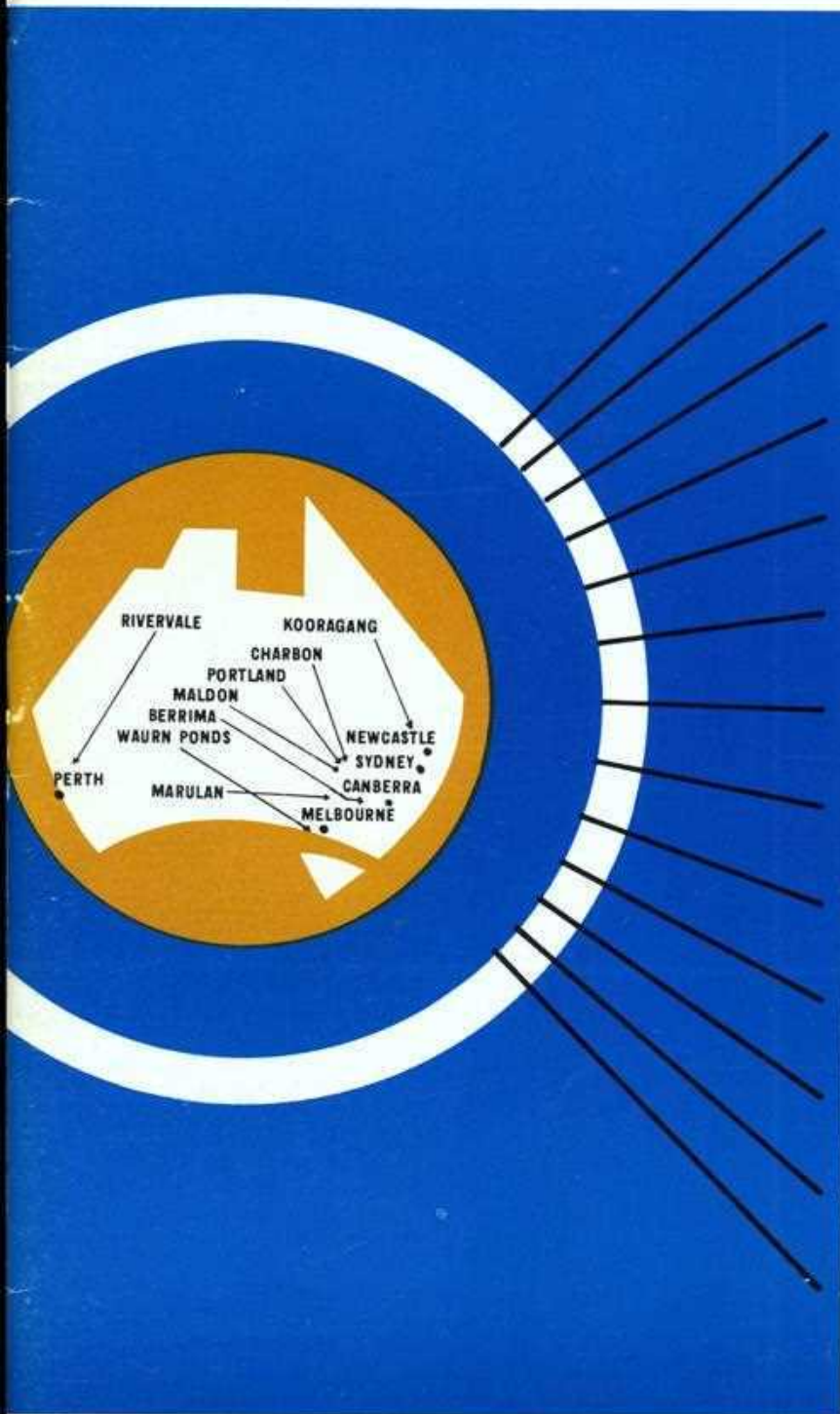
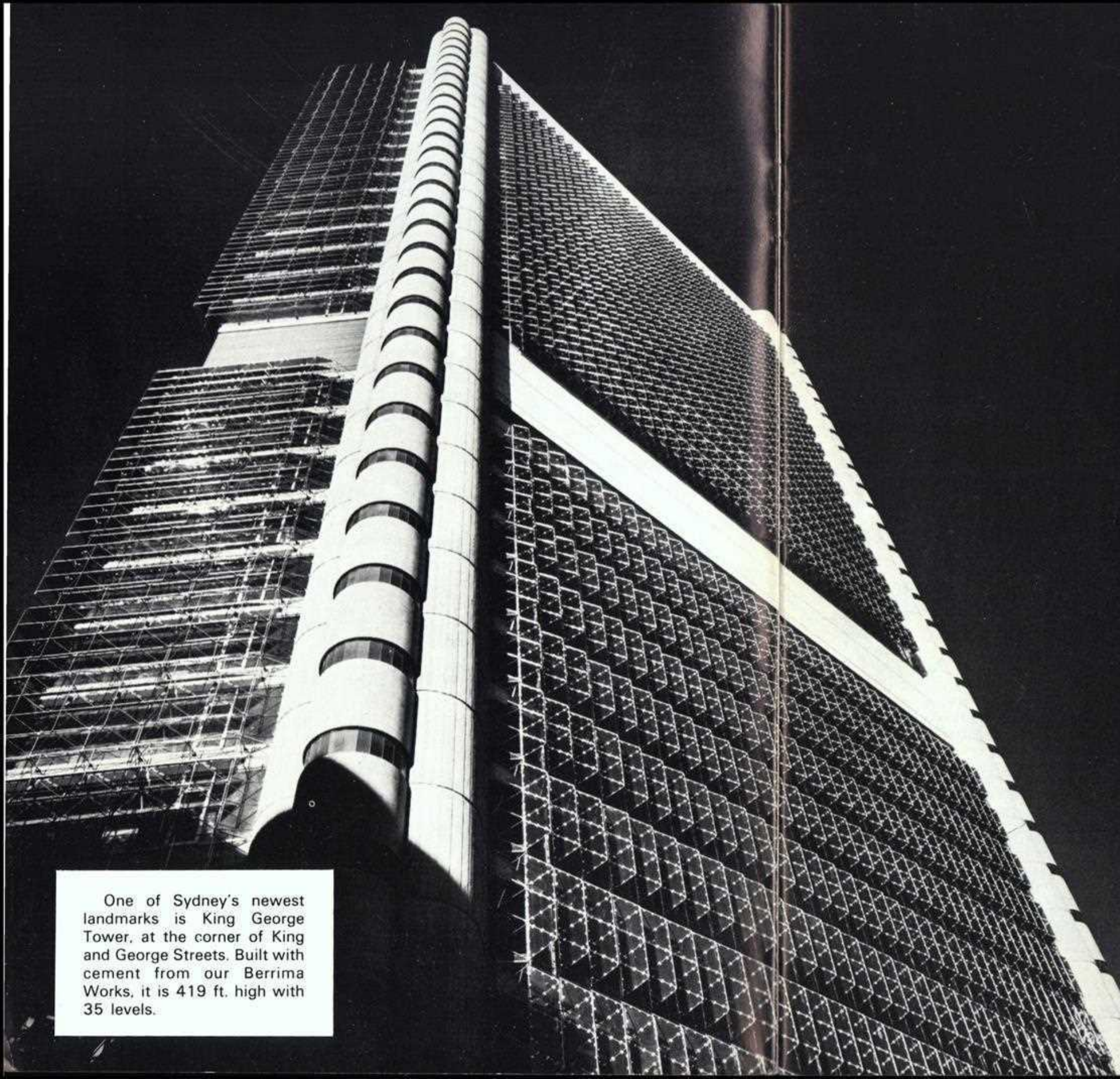


BLUE CIRCLE SOUTHERN

LINK

Vol. 3, No. 7, JANUARY, 1977





One of Sydney's newest landmarks is King George Tower, at the corner of King and George Streets. Built with cement from our Berrima Works, it is 419 ft. high with 35 levels.



BLUE CIRCLE SOUTHERN LINK

JANUARY, 1977
Vol. 3, No. 7

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Bill Featon

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RIVERVALE:
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KOORAGANG:
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Meet the People at Head Office



JOYCE TESTA is an accounting machine operator and has been with B.C.S.C. for 12 months. She's also a fortune teller !



CLIVE NORMAN, assistant mechanical design engineer is on loan from A.P.C.M. for the expansion programme.



VALERIE KELLY from Ireland is in the Accounts Receivable Section and has been with us for a year.



BIRD OF THE MONTH

Wendy Tickner, 19, who is a shorthand typist in our Works Office at Berrima, was educated at Moss Vale Primary and Moss Vale High Schools. At the completion of her schooling, Wendy attended Moss Vale Technical College, training as a shorthand typist.

Daughter of our Services Foreman, Tim Tickner, brown eyed Wendy enjoys playing hockey in the winter and going to the beach in the summer.

To a question regarding other interests, Wendy's answer was: "No comment".

RUGBY BOOM IN EUROPE

John Bain discusses the Wallabies Tour

Rugby is enjoying a tremendous upsurge in popularity on the Continent and the standard of play has improved immeasurably as a consequence during the past few years, said Distribution Manager John Bain, who was manager of the Wallabies during their recent French tour.

Apart from France, the code was now extraordinarily popular in Spain, Rumania, Holland and Russia. This wave of enthusiasm for the game in Europe, he said, was due primarily to the heavy sponsorship it was receiving from municipal authorities and from private commercial undertakings.

The Australian team was most impressed by the uniformly high standard of the grounds on which they played in France. In the provinces and the cities the grounds were first class. In practically all cases these fields were owned and maintained by the municipal authorities and were immeasurably better than any grounds in Australia.

John was most impressed by the ground on which the team played in Paris. Stands entirely surrounded the field he said. They seated 55,000 people under cover and spectators were virtually seated on top of the game. The architect who designed the stands at the Montreal Olympics created these stands in Paris.



The Rugby boom was reflected in the high standard of play throughout France, he continued, and the improvement in the past five or six years was really amazing. Indeed, the French team had been unlucky to have been beaten by the premier Welsh team last year.

The extent to which the code had captured popular imagination and support was reflected in the fact that no French Rugby Union player had transferred over to League in the past three years.

The Australians' tour was given tremendous
Action picture of the Wallabies during the match at Perigue.



publicity and the two Test matches, were broadcast throughout France on TV.

The Wallabies, however, were outclassed by the French first teams who were superior in the fundamentals of the game — running, passing and tackling. The tour comprised 10 matches, including one in Italy, of which the Wallabies won three.

But while they were beaten they were by no means disgraced. The final scoreboard read: 99 points for the Australians and 148 scored against them; and 11 tries scored by the tourists and 16 tries scored against them.

The tour was sponsored by Adidas. It created a precedent in the history of Australian Rugby, because for the first time our national team wore the sponsor's colours in all the games in which they played overseas. In the accompanying photograph the Adidas stripes on shoulders and shorts of the Australians can be clearly seen.

Bad weather dogged the tourists from the third match onwards and this did not enhance their performances. It was almost two years since they had had any experience of playing on soggy grounds. Indeed, in the last match of the tour in Italy the ground was literally under water throughout the game.

But while the Australians were fit, they just weren't fast enough for their nippier opponents. Some of the French players, too, were huge and massive men. Two locks, for example, were both 6ft. 6ins. in height and weighed 16 stone. Yet they ran around like back-row forwards.

For John Bain it was an arduous and unremitting tour with little time for amusement. He did find time, however, to visit the Lafarge cement works at Porte La Nouvelle!

Barry Doble Farewelled



Tuesday, November 30, was the final day at Portland Works for Shift Foreman Barry Doble.

Members of the staff attended a farewell function for Barry at the Portland Bowling Club, and the farewell address and presentation of a picnic pack were made by Assistant Manager, Eric Sweet in the absence of the Works Manager, Mr. K. S. Hulonce.

Barry had been at Portland Works for some years, having been employed as a kiln burner among other jobs until his appointment to a staff position in September, 1974.

Barry's wife Lyn is staying on at Portland Works as switchboard operator.

THE SHIP WITH A HOODOO

Nowadays, if you have a hankering to trip the light fantastic over water, you book a passage on an ocean liner. Most of them are equipped with one or even two ballrooms.

But, little more than 100 years ago, the only quick-stepping displayed on board ship was from the dining-hall to the taffrail.

In 1857, however, Britain thrilled with the news of the launching of the "Great Eastern". It was a ship that had everything, including a palatial ballroom — the only floating ballroom in the world.

The "Great Eastern" was a revolutionary ship. Its owners were out to capture the American tourist trade, and they had spared no expense in the construction of the vessel. It was the last word in up-to-the-minute luxury.

But, from the launching cradle to the time she entered the breaker's yard, the "Great Eastern" gained a reputation of evil.

At its official launching, the ship stuck fast to the ramp, and it took an army of workmen 89 days to release her.

During her trials, an explosion in her engine room resulted in the death of 10 firemen. And, at odd intervals thereafter, unexplainable accidents happened to members of her crew.

But the most perplexing mystery of all was the

erie, metallic tapping heard in the ballroom. It drowned the music of the ship's orchestra. And only the most stout-hearted of passengers would brave the perils of a dance in the haunted ballroom.

Search after search was made of the ship. But no satisfactory answer was discovered as to what caused the ghostly hammering.

Experts were called in to solve the mystery. But, after weeks of patient investigation, they had to admit they were baffled. And night after night, the clang of metal continued to instil fear into all who heard it.

Eventually, would-be passengers refused to sail in the ship. Business became so bad that, in 1888, the owners were reluctantly compelled to banish the "Great Eastern" to the breaker's yard.

The ship was broken up, and entombed in the hull was discovered the skeleton of one of the workmen who had helped to construct her.

One theory put forth is that the man must have fallen and had been enclosed when the floor-plates of the ballroom were placed in position.

Walled in a tomb of steel, the panic-stricken wretch had faced a slow and agonising death.

Was this, then, the answer to the ghostly rapping that finally led to the "Great Eastern's" destruction?

Because, clutched in the spidery fingers of the skeleton, was found a riveter's hammer.

LAUGHING AT THE ENGLISH

In the ancient market town of Kings Lynn, public cemeteries raised their burial charges and blamed the increased cost of living.

Outside a park in the Cornish resort of Newquay, the town council put up a notice saying "No person shall walk, run, stand, sit or lie on the grass in the pleasure ground".

An official of the post Office wrote to a phone subscriber about a new service and added: "Please let me know if you do not receive this letter".

Laughing at the English is an international pastime which the English, infuriatingly, seem to enjoy most of all. Their quirks, oddities and idiocies have been lovingly chronicled for more than 30 years in London's weekly "New Statesman".

A new collection from its column "This England", just published, paints a rich canvas of English eccentricity spotted by readers between 1968 and 1974.

As in previous years, the rest of Mankind is viewed with suspicion.

The "Spectator", for instance was quoted as saying: "The politics of the world is too serious a business to be left any longer to foreigners".

Other examples: At the height of a dispute between Britain and Iceland over fishing limits, the "Daily Mirror" complained: "Iceland must stop exploiting the fact that she is a small and weak country up against a large and powerful one".

The English attitude to sex remains baffling to others.

A rape victim, said she told her attacker: "If you are going to do this sort of thing we might as well get married".

An unidentified schoolboy, asked if he thought sex education was a good thing, told a newsman: "The parson came to school and told us not to do it. The doctor came to school and told us how not to do it. And the headmaster came and told us where not to do it".

A woman with 18 children, who entered Britain's Housewife of the Year contest, was invited to say what quality she most admired in a man. Her reply: "Moderation".

One man wrote to the "Daily Sun" during last winter's power crisis saying he bought a batch of candles marked imperfect.

"That was an understatement," he said. "They hadn't any wicks".

PORTLAND AIDS LOCAL STUDENTS



Last month Portland Works was the venue for young people involved in a scheme to assist them in vocations later on in life.

The scheme, called the Work Experience Programme (W.E.P.) enables students from High School Form 4 to spend a day each week, for the period of seven weeks, at a local firm or company, thus enabling them to mix with people, gain an idea of what it is like to work with others, and to decide what sort of work they may be suited for.

Portland works hosted students interested in secretarial work, general office work, boilermaking, carpentry, electrical fitting, vehicle maintenance and fitting and turning.

The students came from the Portland Intermediate High School, and the project was the result of a lot of hard work and thought given by the headmaster of the school, Mr. Kerry Horris, and his Form 4 teachers.

Students who took part in the programme were fully covered by the N.S.W. Department of Education in the case of accident and misadventure. During the W.E.P. each student underwent self-appraisal, employer evaluation and teacher assessment. The criteria on which students were rated included employer/employee relations, personal and social skills exhibited, aptitude for and attitude to, task, interest, initiative, etc.

Our pictures show four of the students who were involved in this year's programme.



It was a great day for both young and old

Mother Nature was again in a benevolent mood for the Portland Works annual picnic at Glenroy Park on the last Sunday in November.

A team of workers including Ray Whitelock, Sam Fillingham, Clarrie Brownlow, Joe Sinpkins, Charlie Pinch, Dennis and Brian Pattison, Ron Baker, Tom Fitzgerald and Colliery members Ross Spiers and Ross Howard were on the job early and this enabled the meeting to get away to a good start at 10.30 a.m.

Children were catered for with a merry go-round, drinks, ice creams, chips and other goodies. And all those who participated in events won prizes.

The beautiful clear water in the nearby Cox's River became a great attraction as the day warmed up. And as in previous years some youngsters seemed to spend all the day there.

A full card of events, including races of all types, for all ages, broom-throwing and distance stepping, was run, and the most looked-forward-to-event of the day was the annual tug-of-war competition, which is held between various works departments.

The event this year was won by the Works Maintenance Department.

A new event, the open sprint, was run to determine who was the fastest man in the works, including the colliery. This event was won in dashing style by colliery sprinter Ray Evans who "streeted" the opposition.

Another popular event, the final race for the day, "Hulonce's Derby" was won in fine style by young Neil Stait.

Free raffles were conducted throughout the day and the prizes included tins of ham, boxes of chocolates and towel sets, while the main prize of the day, an electric fry-pan was won by Willie Taylor from Ivanhoe Colliery.

Lunch, of course, was provided, and all present were able to enjoy their fill of succulent barbecued steak and sausages.

The Committee, under President George Gardiner, is to be congratulated on organising such a wonderful outing for Works personnel and their families.

Annual Picnic at Portland



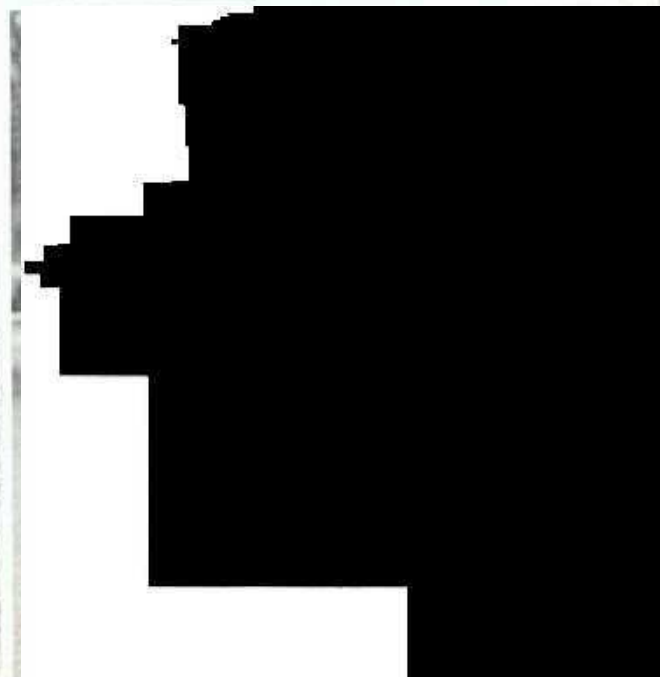
Top left: Four young hopefuls line up for the start of their sack race.

Left: The merry-go-round was every youngsters favourite.

Bottom left: Under the watchful eye of Works Manager K. Hulonce, the ladies line-up for the broom-throwing contest.

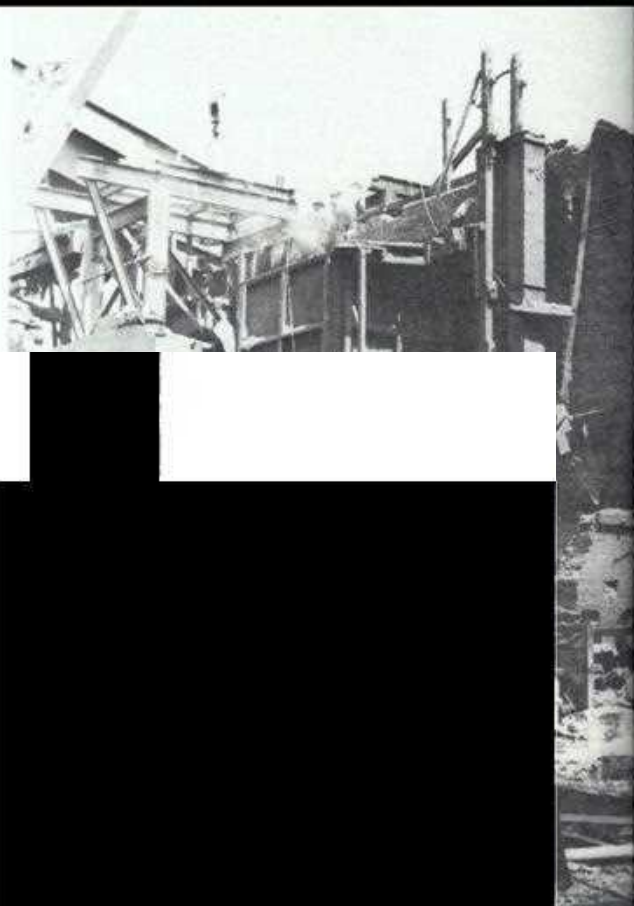
Above: Committeeman Sam Fillingham who was one of the judges.

Below: Club President George Gardiner wore appropriate headgear for the occasion.



PORTLAND

"THE OLD ORDER





*Top left: Ray and Pam
Whitelock from
Portland.*

*Top right: Peter Hodder
and Lee Benson from
Sydney.*

*Above: Vic and Joyce
Carter.*

*Above right: Tom and
Jessie McAuley from
Portland.*



CREDIT UNION MEETING AT KANDOS

*Above: Ted and Uneta
Bromka.*

*Right: Fred and Mary
Jubb.*

*Left: Elizabeth and
Garry Gardiner.*



NEWS FROM CHARBON

CREDIT UNION MEETING

The Blue Circle Employees' Credit Union held its annual general meeting for 1976 at the R.S.L. Hall in Kandos, on Saturday, November 6.

Representatives from Sydney and Portland were present as well as a goodly number of Charbon members. The main matters dealt with at the meeting were the election of directors for the coming year, and a change in the credit union rules which allows for postal voting for the election of directors in future.

Following the meeting, dinner was served at the R.S.L. club, and a sumptuous repast it was. Many of those attending then stayed to enjoy themselves at the R.S.L. Club Social Night, with music provided by the Country and Western Band.

☆ ☆ ☆

FAREWELL TO FREEDOM

Roland Phillips, Charbon Office, left the days of free and easy bachelorhood behind him, when he married Maureen Rivers at Bulli on November 20.

The couple spent their honeymoon in Queensland.

Our best wishes to the newly weds for all happiness in the future.

☆ ☆ ☆



Workmates presented Roland with a 'Wonder Wok' prior to his wedding. No doubt he will use it to do the family cooking on his return.

☆ ☆ ☆

FANTASY !

What has happened to the Kingfisher?
Is he not about?

For the fishing season's open,
And the river's full of trout,
Col McPherson caught a beauty
I heard a 'birdy' say
And they brought it into Charbon
On a bullock dray,
It put up quite a battle
And to make matters worse
They tell me that in landing it,
They pulled the river out of course,
They put it on the weighbridge
And when the needle settled down,
Would you believe it rang the bell
At just on sixty pound?

'Tom Pepper'

NEWCOMERS

Newest starter in the office at Charbon is Jenny Rouland, daughter of plant attendant Ken Rouland.

Jenny, 17½, recently completed Year 12 at Kandos High School. She plays basketball with the top Kandos team 'Black Knights'.

She will be looking after the exchange at Charbon Works from now on.

Others who recently started at Charbon Works were old friends Tom Armstrong and Darrell Battersby.

Welcome back to you both.

☆ ☆ ☆

A READERS LAMENT

What has happened to our journalists,

Owain James and Derek Brown,

Have they joined a printing strike,

Or their typewriters' broken down,

For news these days is very brief

I don't know what to think,

Maybe they have broke the chain

And we are the missing 'link'.

(Anonymous)

☆ ☆ ☆

MINER'S ILLNESS

One of the miners at Charbon Colliery has been seriously ill for some weeks. He has been sent from Sydney back to Mudgee Hospital and is still not too well.

The employees and management of the Colliery have made arrangements to purchase a water bed to ease life for him and on completion of treatment the bed will be transferred to the Rylstone Hospital for use there as required.

☆ ☆ ☆

MISSING FACES

During the month of November we lost Fred Mills, who retired due to ill health.

Other departures were Barrie Chapman, Kevin Keech and Allan Hodgkinson.

☆ ☆ ☆

WHEN SIX BECOMES SIXTY

Successful fishermen at Charbon were Colin McPherson and Dick Stazecki, who pulled a large trout from the Turon on the day of the Credit Union meeting.

And they spent the rest of the evening bragging about it.

This monster's weight was nearer six pounds than the impossible 60 suggested by 'Tom Pepper' who is, unfortunately, a bigger fibber than 'Kingfisher'. Featon and Derek Brown all rolled into one.

That statement isn't libellous. It's irrefutable fact!

The picture below shows Dick and Colin at the Credit Union meeting still bragging about their outside prize.



Platter Chatter

If you enjoyed **Linda Ronstadt's** two previous albums, you'll undoubtedly love her latest L.P. **Hasten Down The Wind (Asylum 7E-1072)**.

Extremely talented, Linda has vividly changed her previous country style. The result is memorable.

There's a variety of songs for everyone. They include *Lo Siento Mi Vida*, the soulful *Try Me Again*, a jazzy country version of Willie Nelson's *Crazy*, a reggae style song entitled *Rivers of Babylon*, and the title track which features vocal harmonies from the Eagles' Don Henley.

☆ ☆ ☆

Just in time for January festivities is the release of a debut album entitled **Automatic Man (Island Records L35949)**.

An American heavy rock quartet, who have been around for some years without hitting the big time. **Automatic Man** make a most competent team.

Their blend of electronic effects, synthesizers and electronic percussion is spine-snapping.

Whizz on your J.C.'s and mosey down to your local record-bar as this unusual album is bound to be rushed.

☆ ☆ ☆

One of today's most versatile and gifted performers, **Esther Satterfield** is best known as the featured vocalist appearing with Chuck Mangione's quartet and various symphony orchestra/quartet collaborations.

Her latest album, **The Need To Be (A & M L-35933)** is chockful of memorable tracks.

Best cuts are Jim Weatherly's ballad, *The Need To Be*, Chuck Mangione's *He's Gone* and *Chase The Clouds Away*, Benard Ighner's *Holy Roses*, Michel Legrand's *You Must Believe in Spring* and Ron Davies' *Long Hard Climb*.

☆ ☆ ☆

If you're not keen on the sound of exuberant steamin' rock and roll, you'll enjoy **Hammond Hits** by Miguel Hamos (*Harlequin L-25235*).

Although not a keyboard wizard like Klaus Wunderlich, Ramos does play a variety of pleasant melodies that will please most music lovers.

The 11 tracks include the chartmaking tunes *Killing Me Softly With His Song*, *Tie A Yellow Ribbon*, *Forever And Ever* and *Ven Ven*.

Festival Records, with a whole handful of military band albums to their credit, have released in time for Christmastide **Soldiers Of The Queen**, featuring the **Band Of The Life Guards (Harlequin L-25266)**.

Unfortunately, not so rousing as its predecessors, it's still a worthwhile addition to your record collection.

☆ ☆ ☆

Fans of French heart-throb, **Charles Aznavour** will undoubtedly rush with feverish glee his latest album **"Plein feu" sur Aznavour (Barclay L-35939)**, recorded live at the Parisian Olympia.

On this elpee, Aznavour once more demonstrates the talent that has made him a top drawing attraction. The result is a classic.

☆ ☆ ☆

The **Bee Gees** latest album, **More Great Hits Vol. 3 (Interfusion L-36017)** is more subdued than their previous offerings, but it's still impeccably tasteful and will add a valuable part to your record collection.

Budget-priced it offers a selection of 16 foot-tapping tracks.

☆ ☆ ☆

Singer-songwriter **Al Jarreau**, may not be too well-known to Oz record lovers, but a new album **Al Jarreau (Reprise MS-2248)** should win him a legion of dedicated followers.

It's an album which will give a lot of people pleasure.

☆ ☆ ☆

American vocalist **Dion** makes his debut on the Oz scene with an album entitled **Streethart (WEA BS-2954)**.

There's a choice of 11 great medleys that make an ideal New Year gift.

☆ ☆ ☆

Jazz devotees will be delighted to know that American jazz musician and vocalist, **George Benson**, has cut an album **Breezin' (WEA BS-2919)**.

The impressive list of back-up artists include Phil Upchurch, rhythm guitar; Ronnie Foster, electric piano and mini-moog; Stanley Banks, bass; Harvey Mason, drums; and Ralph MacDonald, percussion.

THE KOORAGANG SCENE

SQUASH

There are 40 teams and more than 1,000 energetic girls taking part in the Women's Squash Pennants in the Newcastle district. And one of these girls is our own Jan Gibson (pictured on the left) who plays number two position in A3 grade.

Jan and her team fought their way through to the finals, but were beaten 3-1.

Jan also holds the Lake Macquarie District B-Grade Championship title and her ambition is one day to be the Lake Macquarie A-Grade Champion, and also to be among the top six women in Newcastle.

When she has achieved these goals she intends to retire from competition squash and take up golf.

She's so convinced that she will fulfill her ambition that even now she is considering buying her golf sticks so that she can start on the next phase of her sporting career.

Pennants will start again about February and Jan hopes that the selectors will advance her to A2 grade, which will be another step forward towards her goal.

The Women's Squash Association held its annual Christmas Dinner and Presentation Night last month and Jan, who is a former President, played her part in seeing that the 250 girls who attended had a memorable night.

☆ ☆ ☆

BOWLS

Our ace bowler at Kooragang is undoubtedly John Mehan.

John played lead in a team from Mayfield that ran second in the District Triples Championships, being defeated narrowly in the final 15-16.

According to all reports John played exceptionally good bowls during this final and his form did not go unnoticed by the local selectors.

He was very elated when he was selected to play lead in the Newcastle representative side against Zone 6 late in November at Gwandalan. Then he was selected again to play against a Federal Zone side at Charlestown early last month.

Best of luck to you, John!



ABOVE: Barry Whatman, on loan from Berrima while Matt Hampson, Quality Control Officer, enjoys his annual leave.

CENTRE: Kooragang cement transport bulk tankers in the foreground with the bagging shed and cement storage bins behind.

ABOVE: Darryl Scotman, Mechanical Tester in the Laboratory.

Especially for Juniors

CONVICT-BUILT TO LAST FOREVER

Victoria Barracks at Paddington, Sydney, headquarters of the Army's Eastern Command, has the distinction of being not only one of Australia's finest examples of early colonial architecture, but is still in a perfect state of preservation after continuous occupation for 128 years.

Built by convicts working under the supervision of Royal Engineers, the ancient pile took seven and a half years to complete.

Work began in February, 1841, and the last building was completed in August, 1848.

The convict artisans included a batch of French Canadians transported to New South Wales in 1840 for their part in a rebellion in Canada in 1837.

A perfect example of our early masonry, the main barrack block built to house 800 soldiers, is constructed of huge blocks of sandstone quarried on the site.

HOME-MADE CEMENT

Cement for the blocks was obtained by burning oyster shells gathered at Rushcutter Bay.

The 100 iron pillars which front the two main wings of the barracks, and the ornamental ironwork were imported from England.

Another unusual facet of the stately building is that there are no unsightly down-pipes.

Water from the gutters escapes down the hollow iron pillars to underground drains.

In the guardroom the original beams, hand-made with the use of an adze, are still kept in place by hand-forged square nails.

The guardroom incidentally is the oldest building in Australia that is still being used today for the purpose for which it was constructed.

The cells for defaulters, condemned for use since 1937, are unlighted, icy cold and damp.

OPEN TO PUBLIC

More cheerful are the lawns, gardens and avenues of trees which decorate the spacious grounds of this historic landmark.

Open for public inspection every Tuesday morning the colonnaded stone barracks have been viewed and admired by thousands of visitors.

Most are amazed that the massive work was all done by convict labour, despite the fact that they didn't have the aids modern builders have.



CHARKER SHIELD

Transport Beats Head Office

One of the opening matches in the annual Frank Charker Shield competition was played at Catherine Fields last month between Head Office and Transport.

Head Office won the toss and sent Transport in to bat before lunch.

We saw some fine exhibitions of batting and bowling and some exccrable fielding, with several dropped catches.

An excellent barbecue was enjoyed by the players and their families before the Head Office team was sent in to face Transport's bowlers.

Head Office batsmen made spirited efforts to overtake Transport's pre-lunch total, but they just couldn't make it.

Transport ran out the winners after an excellent day's outing.

Top left: Lunch break and Lawrie Hodder, Frank Charker and Greg Laughton relax.

Centre left: George Haizer shows his style.

Left: Len Wilson swings for four.

Top right: Merv Newell, Jim Loupos and Roy Fuller watch their teams' wickets fall.

Centre right: Frank Charker signals another four for the Head Office team.

Right: Keeper Les Williams and Terry Roche concentrate on the delivery.



Melbourne Staff has Night Out !



Everyone had a most enjoyable night out when the staff from our North Melbourne Depot and Melbourne Office combined to attend a dinner dance at one of Melbourne's delightful mountain-side restaurants.

Under the watchful eye of our General Manager, Eric Mathlin, the staff proceeded to create a record in food consumption — especially king size prawns. It is understood that the liquid amber was also in great demand.

More outings of this nature are planned and 1977 appears to be shaping up as a great social year, although one specific requirement in the future is that Allan Billings is to keep his laughter down to an acceptable noise level.

Pictured at the left is our North Melbourne Depot "office" as it was during rebuilding not so long ago.



Apprentice Describes Tour of Garden Is.



Charbon Apprentices — "A busload of trouble!"

At approximately 6 o'clock in the morning of October 21, a coach pulled away from the Charbon Works. Aboard was the backbone of the maintenance division, the apprentices. Their destination was Garden Island Dock Yard in Sydney.

After winding our way through the city traffic, we arrived at about 10 a.m., to find that we were in for a wet day.

Shortly after our arrival we were taken into the forge room where brass castings of all shapes and sizes were being made. Next we saw a 150-tonne air hammer in the process of flattening metal. Outside on the wharf the frogmen were preparing to go below and inspect a ship.

After this short stop in the rain we inspected several of the machine shops and then rounded off our visit by watching steel and hemp rope splicers in action in the riggers' shop.

After leaving the dockard we had lunch at MacDonalds', and then visited the Museum of Applied Arts and Sciences. Here we stayed and viewed their exhibits until 3.30 p.m., when we were to meet back at the bus. Some of the boys had apparently missed the right hand turn across from the Museum and went straight ahead. By an odd quirk of fate they happened to find themselves in a hotel. They were properly amazed, but decided to make the best of the situation.

When we finally rounded everyone up, we drove out to Penrith. We stopped at a restaurant and enjoyed a first class meal, and also quenched our thirst. We finally arrived back home a little after 10 p.m.

So ended a very worthwhile day for the apprentices, all of whom would like to thank the management of Charbon Works for making this trip possible.

ROBERT DOWELL.

Riflemen in Action

A social shoot was held in mid-November between the Transport Drivers' Social Club and members of the Moss Vale Services' Club Rifle Club.

The shoot was held over two stages, the first being the metric card which proved a little difficult for the Blue Circle riflemen. The second stage was fired on the standard one bull card and better scores were registered.

Blue Circle trophy winners were: (1) Bob Noble; (2) Noel Cartwright and (3) Nev. Brownlee.

The fuel shortages prevented Sydney drivers from attending so our team included four new drivers for the day.

After the match the Rifle Club entertained us at an excellent barbecue.

LEFT: Blue Circle riflemen. LEFT TO RIGHT: Bob "Bluey" Thorpe, Neville Luke, Neville Brownlee, Bob MacLean, Fred Missingham, Brian Cartwright, Bob Noble, Noel Cartwright and Ian Poole.



MALDON WORKS

DIRECTORS' VISIT

Pictured during a recent visit to Maldon Works to inspect the site of a new cement grinding plant are, left to right: T. K. Duncan, Director; A. W. Ogilvy, Chairman of the Board; C. Richardson, Development Engineer; Sir Ian McLennan, Chairman of BHP; Frank Charker, Director Line Operations; D. S. Adams, Director; John Morphey, Works Manager, and F. E. Taylor, CBE, Managing Director.



Maldon Starts Art Collection

"Towards Camden", a landscape in oils by Patricia Johnstone, was awarded the Blue Circle Southern Award of \$300 at the Stonequarry Festival of Arts, held at the George IV Gallery at Picton on October 30.

This delightful painting now hangs in the Maldon Works Conference Room.

Organised by Picton Pre-School Kindergarten Committee, the exhibition included paintings, sculpture in stone and wood, pottery, leatherwork, silver work and other handicrafts. Demonstrations were given in glass blowing, spinning, wood carving and leatherwork.

On the opening night a large crowd sipped champagne as they enjoyed the exhibits, and later bid exuberantly for items offered for auction.

Mr. Bill Purvis, General Manager N.S.W. Works was seen bidding against Maldon Works Manager John Morphey for a John Emmett landscape. Each thought the other had outbid him, only to find the painting had been knocked down to another person standing behind them.

BELOW: John Morphey presents the Stonequarry Festival of Arts, Blue Circle Southern Award, to Patricia Johnstone.



Our Canteen To Star on TV

Passing the main entrance of Maldon Works whilst on the way to shoot a scene at the Nepean River suspension bridge, as part of a TV commercial, Ron Windon, the Director of Film and Videotape Productions brought his team of cameramen and actors to a screaming halt when he spotted the works canteen nestling behind a weeping willow tree with the rolling hills of Picton in the background.

Mrs. Gullison and her staff thought they had been invaded until Ron explained they only intended to shoot a scene for a TV commercial.

The dexterity of the crews in utilising available local talent and equipment to provide dressage for the natural local beauty was a credit to them. The co-operation of a local farmer and his tractor and a homely elderly lady and her rocking chair provided the finishing touches to a scene which, when produced by Ron Windon will be used by U.S.P. Needham of Melbourne to promote the sale of "Pioneer" car stereos and cassette players to young people all over Australia.

The cameras, reflectors, lights, actors, props and crew men have all gone now, but people of the district will feel an affinity with Pioneer TV Commercials as they eagerly watch for the appearance of the Maldon district on their sets in the near future.

Top: General scene showing the canteen with poplars in the background.

Above: TV crew discusses picture.

Right: Our tankers rarin' to go.

Below: Lining up on the next take.

Bottom right: Setting up props and cameras. Maldon Hill is in the background.



THE SPOTLIGHT IS ON SAFETY



Letter to the Editor

When entering or leaving the works, one cannot help but notice the message displayed above the Bundy clock on a mirror, which reads, "You are now looking at the person responsible for your safety".

Think, have you done anything today that you know in your mind to be perfectly safe for you? I myself do things every day without a second thought, and I know I am perfectly safe.

How about the apprentice you had working with you all day. He sees you working and accepts what you do as being the norm. Being at an impressionable age he will try to emulate your every movement, even though it may put him in mental or physical torment.

He has seen you do it and thinks: "That's the way it should be done".

So, before you do those everyday things again, look at him, think, and then explain to him that if he feels the slightest bit queasy about what you are doing, then for him it is an unsafe act.

He should find some other way to do the job so that he feels relaxed whilst working.

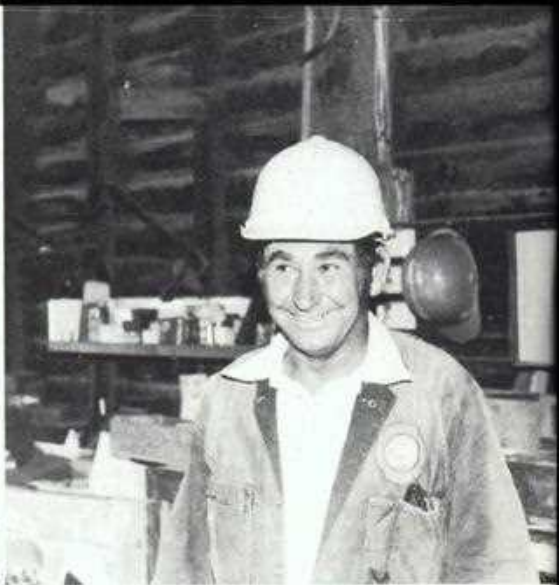
That sign will read just the same as before, only over your shoulder you should see the smiling, trusting face of your apprentice.

—FRANK JACKSON

SAFETY SLOGAN

In the search for a "Works Safety Slogan" a competition was held at Maldon Works and Don Mason's entry "Safety is YOUR business, Alert — Safe — Alive" was the winning entry.

To provide a daily reminder to all persons entering the works, a hoarding 25 ft. x 4 ft. (left) was erected effectively to display the message.



MALDON WORKS SERVICES SECTION

The functions of Maldon Works services section are many and varied. The upkeep of buildings, roads and gardens are their primary concern.

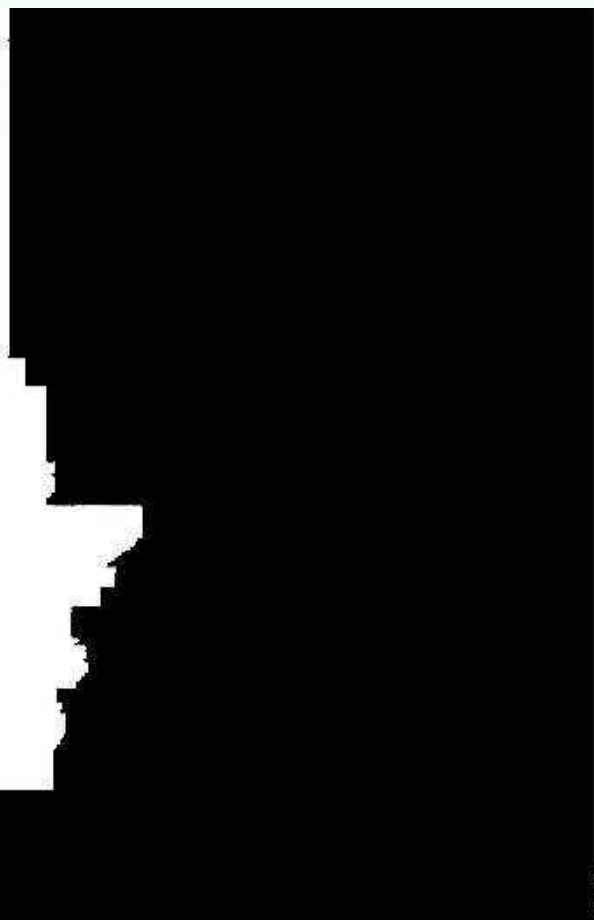
Under Foreman Wally Cheal many trades and callings are organised to provide efficiency of operation.



Top left: Foreman Wally Cheal
Top right: Leading Hand
Carpenter Ray Haddock; Centre:
Apprentice Chris Owen and
Carpenter Lloyd Turner; Left:
Apprentice David Alderson;
Right: Plumber Denny Anderson,
with the section mascot above.



Married for 25 years!



Twenty-five years married and still tip-toeing through the tulips are Reg and Wyn Moverley. They celebrated the occasion with a gathering of friends at a dinner party at home.

Reg is Assistant Manager, Development and Control at Maldon.

JANUARY IN THE GARDEN

By Mrs. C. G. Crowe
Berrima Bridge Nurseries, Old Berrima

FLOWERS

SOW: Antirrhinum, Aquilegia, Aster, Alyssum, Anémone, Bellis Perennis, Canterbury Bells, Calendula, Carnation, Cosmos, Foxglove, Dianthus, Eschscholtzia, Godetia, Gaillardia, Iceland Poppy, Polyanthus, Primula, Salpiglossis, Stock, Sweet Pea, Wallflower.

PLANT: Antirrhinum, Aster, Stock, Wallflower, also Nerines and Gladiolus Corms.

VEGETABLES

SOW: Beet, Beans (Dwarf and Climbing), Carrot, Parsnip, Parsley, Spinach, Silver Beet, Sweet Corn, Swede Turnip, White Turnip, Broccoli, Brussels Sprouts, Cabbage, Cauliflower, Celery, Cucumber, Squash, Pumpkin, Endive, Lettuce, Mustard Radish.

PLANT: Lettuce, Tomato, Cabbage, Cauliflower, Beetroot.

It's January again, with a brand new year of gardening ahead!

Looking back we had rather a dreadful year in 1976, with torrents of rain, practically no sunshine, waterlogged soils and then nasty, heavy frosts late in the spring, which nipped back both young growths and flowers.

Many of the shrubs and trees have grown very much with the warmer weather and need pruning lightly, to keep them within bounds.

Watch the weeding and watering this month! Weeds grow and mature very quickly during warm weather and the ground dries out rapidly.

Water in the evenings so that the soil retains the moisture for as long as possible.

Chrysanthemums can be given a light dressing of complete fertiliser this month. Watch for aphids on these now.

Spray tomatoes with "Bug-Geta" to control green caterpillars which may eat developing fruit, and Cypress hedges to control caterpillars which eat the leaves and make the trees look unsightly.

Spray fruit trees with "Rogor 40" to prevent fruit fly from developing.

Make sure to follow the directions on the containers when using sprays or dusts

Report from RIVERVALE



Pictured at the left is R. A. (Bob) Shrigley, who is Distribution Manager for Swan Portland Cement Limited, Rivervale.

In Western Australia there are two cement companies, so you can imagine the consternation when recently the other company was shut-down for two weeks while its employees were on strike.

Unceremoniously, Bob was dubbed commissioner for Rationing and had the unenviable task of trying to satisfy the demands of the whole market, and to give credit where credit is due, he did a tremendous job in keeping everyone happy.

Bob usually enjoys the more passive role of kicking the pickets when he barracks for "The Bulldogs" — South Fremantle Football Club.

OLD SOLDIERS NEVER DIE...

With mixed feelings the staff at Swan said farewell to one of our stalwarts, Overhead Crane Driver, Tom Berkery.

On October 26, 1911, Thomas Patrick Berkery was born into the goldmining fraternity of Menzies, W.A. and in fact spent his younger years fossicking for gold there.

Then after being educated at Christian Brothers College, he became a full-time prospector on the W.A. goldfields.

With the economic difficulties of the 1920's and 30's and his distinct lack of the 'gold finger', Tom moved to Perth and joined the State Railways, then Hadfields Foundry, finally sought a change by joining Department of the Interior in Darwin.

Enlisting at the outbreak of the World War, Tom served in the Middle East, Syria and Egypt, New Guinea and Borneo as a 'Gentleman of the Artillery' in the 2/6 Field Regt., 25 Bde. 7 Division.

On discharge from the army Tom again tried to develop the 'gold finger' at Coolgardie. But he just could not strike that bonanza and he eventually returned to Perth and joined us at Swan in 1961.

Tom may not have been endowed with gold fingers but he most certainly has 'green fingers'. He finds there's nothing like gardening.

Tom and his wife, Natalie, are planning an overseas trip in March, 1977.

Who said retirement is the end?

At the farewell in the Board Room. Left to right: Don Bennett, Ken Evans, Foreman Ted Hall, Tom Berkery, Foreman Neil Campbell, Bob Uren, Stan Dootson, Relief Foreman Ken Hughes and Chief Chemist Ken Wilson.





Gil and Norma Santella



*Above: Ken and Shirley Hughes.
Left: Steve Bulman and Gwen Rowlands.*



Maisie Kilgallon and Jack Lund.

PICTURE PAGE FROM PERTH



Left: Jan and John Dowse. Above: Bill and Betty Wilson.



Above: Gabby Partigiani and Paul Conti.

Below: Jean and Reg Leach.

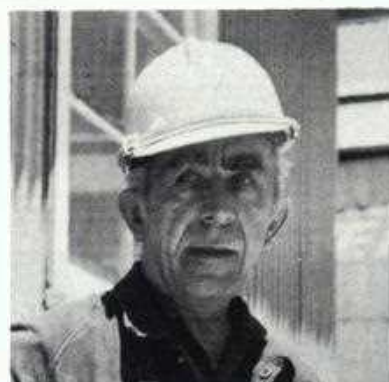
Social Club Dinner Dance



Above: Daphne and Ralph Hopkins. Below: Margaret and Bill McCluskey. Centre below: Geoff and Jenny Woodard.



Berrima Personalities



KEN SZWARC (left) was born in Poland in 1917, where he did all his schooling. He was a P.O.W. in a "stalag" in Germany for 5½ years.

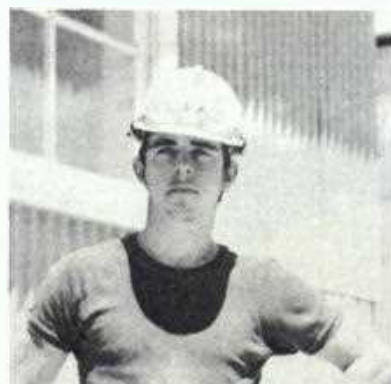
On his release after the war he came to Australia with his wife and one daughter. His second daughter was born in Australia.

He started work at Berrima in 1950, and has had various jobs. He spent eight months as a labourer and since then has worked on No. 4 and No. 5 Kilns, after working his way up through the mills.

Ken's main hobby is his garden but sometimes he likes a little flutter on the poker machines.

Introducing one of the newest starters, JOHN RAFTER, who is married with one daughter.

John had previously worked with us but left to do contract cleaning at Tweed Heads. But he released that the pastures seemed greener with us, so he decided to return. His main pastimes are surfing and swimming.



BRIMLEY REES JONES: Bryn (left) is one of the personalities around the works and also at the Bowral Bowling Club where he spends his leisure moments away from his work as a storeman and renovating his home in Bowral.

He is one of the leading bowlers in Bowral. He is also known for his resonant voice when he feels inclined to sing one of his favourite Welsh songs. This urge arrives generally when most people are in bed!

Born in Wales, he came to Australia many years ago. He worked in the coal mines at Medway and after a stint as a fodder merchant in Bowral started work as a storeman at Berrima, 10 years ago.

Nowadays he is looking forward to his retirement two years hence.

BRUCE BURGESS (right) must be one of the few persons ever to start a new job on Christmas Eve.

He started work at the SPC power house on December 24, 1963, as an ashman.

At that time there were three kilns (usually only one running) two raw mills and two cement mills, one of which was used alternatively as a coal mill to feed the kiln.

After serving 4½ years in the artillery during the second World War, he returned to Berrima

Bruce is now occupied as a plant services operator.



Staff Unity in Social Events

December was an outstanding month for social events in Berrima but by far the most important functions were the annual dinner dance and the annual picnic.

More than 250 employees and their wives or girl friends gathered at the Bowral Memorial Hall for the annual dinner dance on December 3, and on December 12 there was a roll-up of more than 750 parents and their children for the annual picnic. This is the day the kids look forward to for weeks ahead and it's invariably one they all remember.

Both these functions involve detailed planning and organisation and the hard-working committees devote countless hours to arranging the programmes for many months ahead.

They are both financed by weekly deductions from employees wages — 30 cents a week for the Dinner Dance and 15 cents a week for the picnic.

The cost of running the Dinner Dance is about \$3,500 and the picnic costs approximately the same amount. And extra money is always needed. This is raised by selling soft drinks during the lunch break and by raffles and "200 Clubs" during the year.

The picnic group is exceptionally well organised. It owns two trampolines, "Little Lost" the toy train, two mini-bikes, two mini-cars, a merry-go-round and their own P.A. system. The latter is hired out to most district charities at a very minimal charge.

The committee is deeply indebted to the many members of the staff who have no children of their own, but insist on contributing every week to make the picnic possible for the children of their fellow employees.

The committees of both groups take this opportunity of expressing their gratitude to the management for their unfailing assistance at all times.

The picnic group has 160 members and these people pay a total of \$7180 a year. So just consider the amount of work they must do during the year to raise this amount.

Included in the expenses this year was the sum of \$2,000 which was spent on buying presents for 400 kiddies. And if you had seen how the children enjoyed them, you would have agreed that the efforts had been well worthwhile.

DINNER DANCE SNAPSHOTS



Above: Mike and Mandy Eccleston.

Below: John and Anna Zaranski.



Above: Derek and Francis Hussey.

Below: Jim and Doreen Pedersen.



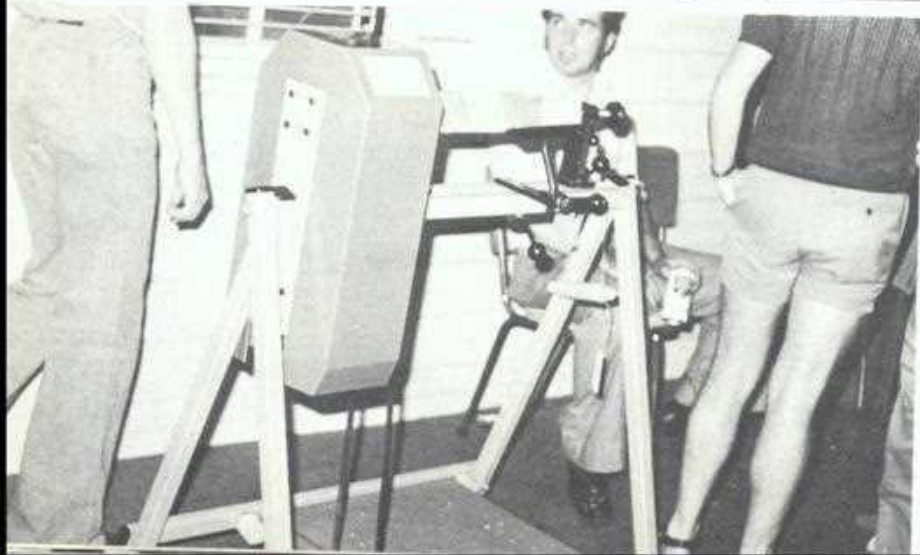
BERRIMA

Presentation to Bowral Hospital

Our Works Manager, Mr. Bill Gale recently presented a cheque to the Bowral Hospital to pay for a special lathe that is to be installed in the Rehabilitation Ward.

He told the large gathering at the presentation function that the cheque celebrated 1,000,000 work hours without any loss of time.

The pictures below shows part of the large crowd at the function and the lathe that was purchased with the cheque.



APPRENTICE DAY AT BERRIMA



Bernard Croese, who won the Apprentice of the Year Award, being congratulated by his father Bob, who is Plant Services Foreman, while his mother looks on.

Later Bernard celebrated his 21st birthday at a small family party.

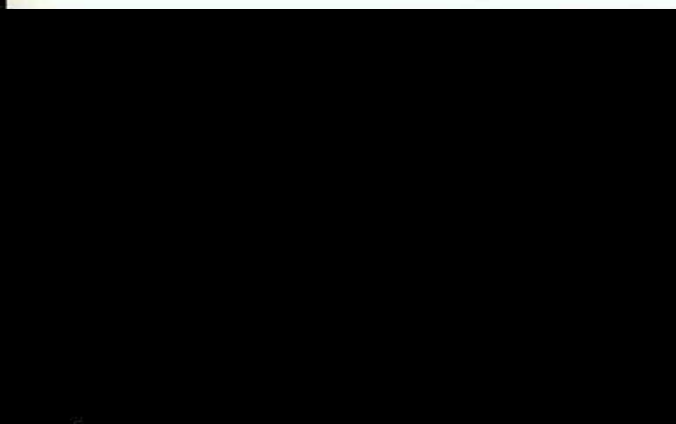
Congratulations Bernard from all at Berrima.



Apprentice Carpenter Ian Reid with his mother.



Apprentice Fitter John Talbert with his parents and friends.



Ken Coats, who was Tour Captain for visitors on Apprentice Way.



Apprentice Welder Lloyd Ray, with Welding Foreman Don Moore and Ron Tanas.

Berrima Roundabout

TRAGIC ACCIDENT

After our record breaking run of 838 days all employees of Berrima were shocked to hear of the serious accident to one of our riggers, the ever popular Sandy Aitken.

Sandy suffered his injuries whilst carrying out maintenance work on the limestone gantry.

The latest news is that Sandy can now talk and is well on the way to recovery.

We understand his first can was much appreciated.

☆ ☆ ☆

HOLIDAY ABROAD

On the same day Ten Tanas, No. 5 Cement Miller, slipped and hurt his leg. This was also a lost time accident but Ted is now back at work; fitter than ever.

☆ ☆ ☆

MOTOR ACCIDENT

Dave Barnett, Electrical Fitter, is seriously ill in the Canberra Hospital after a car accident. Dave, Paul Tuddenham, together with a friend, were returning home from Young when they were involved in a smash. Paul was taken to Yass Hospital.

Dave suffered extensive injuries and could be laid up for quite a while.

WARRIORS RETURN

It is good to see Rod Steward, Apprentice Welder, back with us after his serious car accident.

Alex Donaldson has also rejoined us after an operation on his legs.

☆ ☆ ☆

HOLIDAY ABROAD

Les Humphries, Employment and Welfare Officer, left for Holland on Friday, October 29 for two months. He is accompanied by Mrs. Humphries and their two small children.

☆ ☆ ☆

STORK PAYS ANOTHER VISIT

Congratulations to Steve and Robyn Tyler on the birth of their second child.

Robyn worked with Nick Anikin for a while in Reprographics and Steve has just recently started work as a labourer in the yard.

Robyn did her examination paper for her technical course only hours before the baby was born.

Jim Galloway, Apprentice Foreman, who supervised Robyn while she did her paper, said that at one stage it seemed that his first aid knowledge would really be tested.

WAURN PONDS

KARATE SPECIALIST

After four years of concentrated training John Blamires (pictured) received his black belt in Kyokushinkai Karate last month. He was graded by Sensei Taylor, fourth Dan from Sydney.

This grading consisted of basics, kihon, kata and 40 fights of one and a half minutes each, which went on for more than three and a half hours.

It was a very gruelling experience for John, but he was delighted with the result and feels that it is a milestone passed on the way to complete mastery of the art. He trains under Les Pickersgill of Corio.

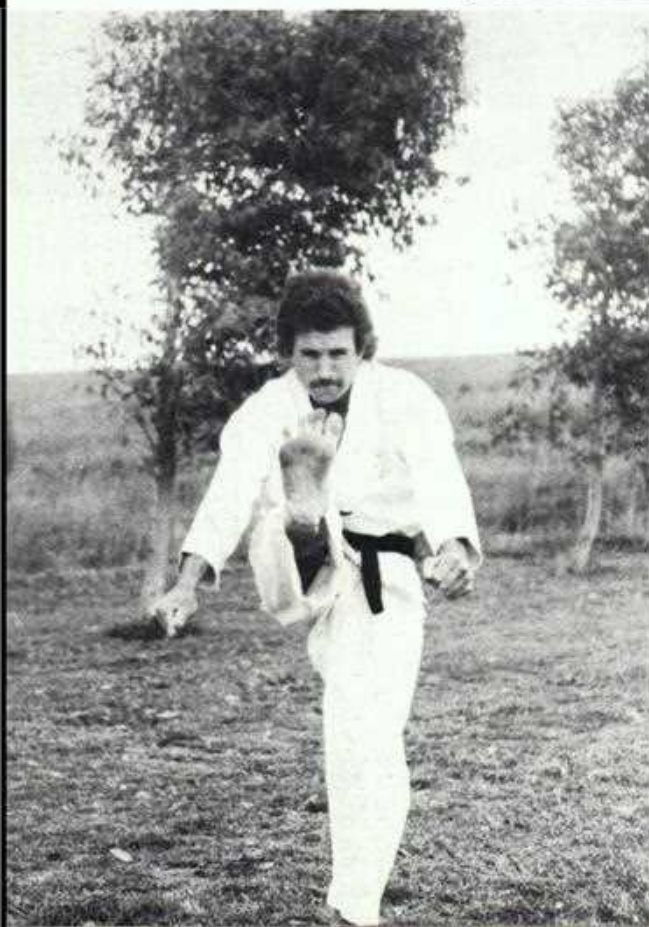
John works in our quarry section as a plant operator.

CABARET NIGHT

Once again our cabaret was a very successful function. It is the second cabaret we have held this year and the Social Club Committee is to be congratulated on an excellent night's entertainment. The band was superb and the catering was magnificent.

NEW ARRIVAL

Congratulations to Jack White and his wife on the arrival of their new baby.



POSTSCRIPT...

PERILS OF EDUCATION

The educated monkey at the zoo demanded books to read. So they gave him a copy of the Bible and also Darwin's "Origin of Species".

Now he's thoroughly confused.

He doesn't know whether he is his brother's keeper, or if the keeper is his brother.

☆ ☆ ☆

DON'T BE A DEFEATIST !

"I was born an Englishman and I'll die an Englishman", ranted the politician on the hustings.

"Mon, hae ye no ombeetion"? the Scotsman interjected.

☆ ☆ ☆

THE SPENDTHRIFT

Then there was the Scotsman who was celebrating his birthday.

"Hang the expense", he said large-heartedly to his wife. "Give the canary another seed".

☆ ☆ ☆

POLITICS

"Father. What is a renegade?" the youngster asked.

"A renegade is a man who leaves the Labor Party and becomes a Liberal".

"And what is a man who leaves the Liberal Party and joins Labor?"

He's a convert, my boy".

☆ ☆ ☆

LIMITED HORIZONS

Man is but a worm. He comes along, wiggles a bit and then some bird gets him.

☆ ☆ ☆

SO MUCH TO LIVE FOR

The police raced a woman to the city building where her husband was perched on the tenth level window and threatening to jump.

"Please don't jump, Percy", she pleaded. "You have so much to live for. The house isn't paid for. The car isn't paid for and the colour TV isn't paid for".

☆ ☆ ☆

WRONG NUMBER

The husband answered the telephone.

"You've got the wrong number" he said. "You should ring the Weather Bureau".

"Who was that?" his wife asked.

"It was only some fool wanting to know if the coast was clear".

☆ ☆ ☆

SOUND ADVICE

*The four secrets of happiness:
Money. Money. Money. Money.*

THE SPOIL SPORT

The magistrate eyed the man in the dock disapprovingly.

"Why did you beat up your wife?" he demanded.

"It was just a sudden impulse", the man explained.

"Then, just on a sudden impulse" the magistrate said, "I'm sending you to gaol for 30 days".

"You can't do that", the prisoner exclaimed. "Why, you'll simply ruin our honeymoon".

☆ ☆ ☆

BUCKLEY'S CHOICE

The three guerrillas in the French Congo, a Frenchman, a Scot and an Irishman, were captured and sentenced to death. The court martial allowed them to select the method of execution, either the guillotine or firing squad.

The Frenchman was the first to be executed. He elected for the guillotine. The knife flashed down but stopped an inch from his neck. In accordance with tradition he was freed.

The Scot followed and he too chose the guillotine. Again it failed to function and he too was freed.

It was the Irishman's turn. He chose the firing squad.

"That damned guillotine doesn't work properly", he explained.

☆ ☆ ☆

BE SELECTIVE

"Waiter. I don't like all the flies in this dining room", said the testy patron.

"Just point out the ones you don't like and I'll chase them out for you," said the conciliatory waiter.

☆ ☆ ☆

OLD STORY

"I'd like your permission to get married", said the young clergyman to his bishop.

"I think that's a very good idea", said the bishop. "Who is the girl?"

"She's only a fishmonger's daughter . . ."

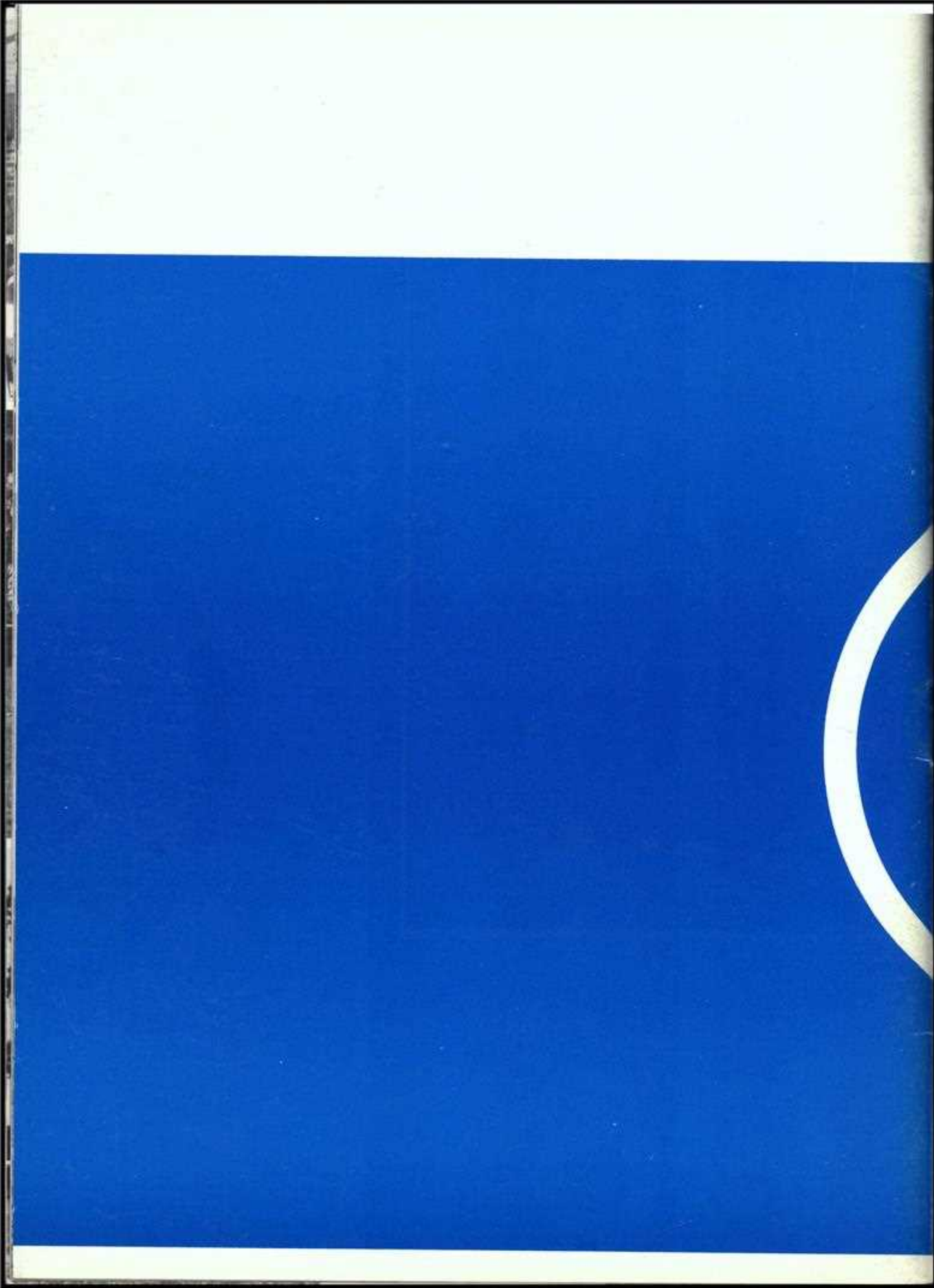
"You can stop right there, my son. I've heard that one".

☆ ☆ ☆

THE DREARY LIFE

Schoolgirl's essay on the life of Queen Victoria:

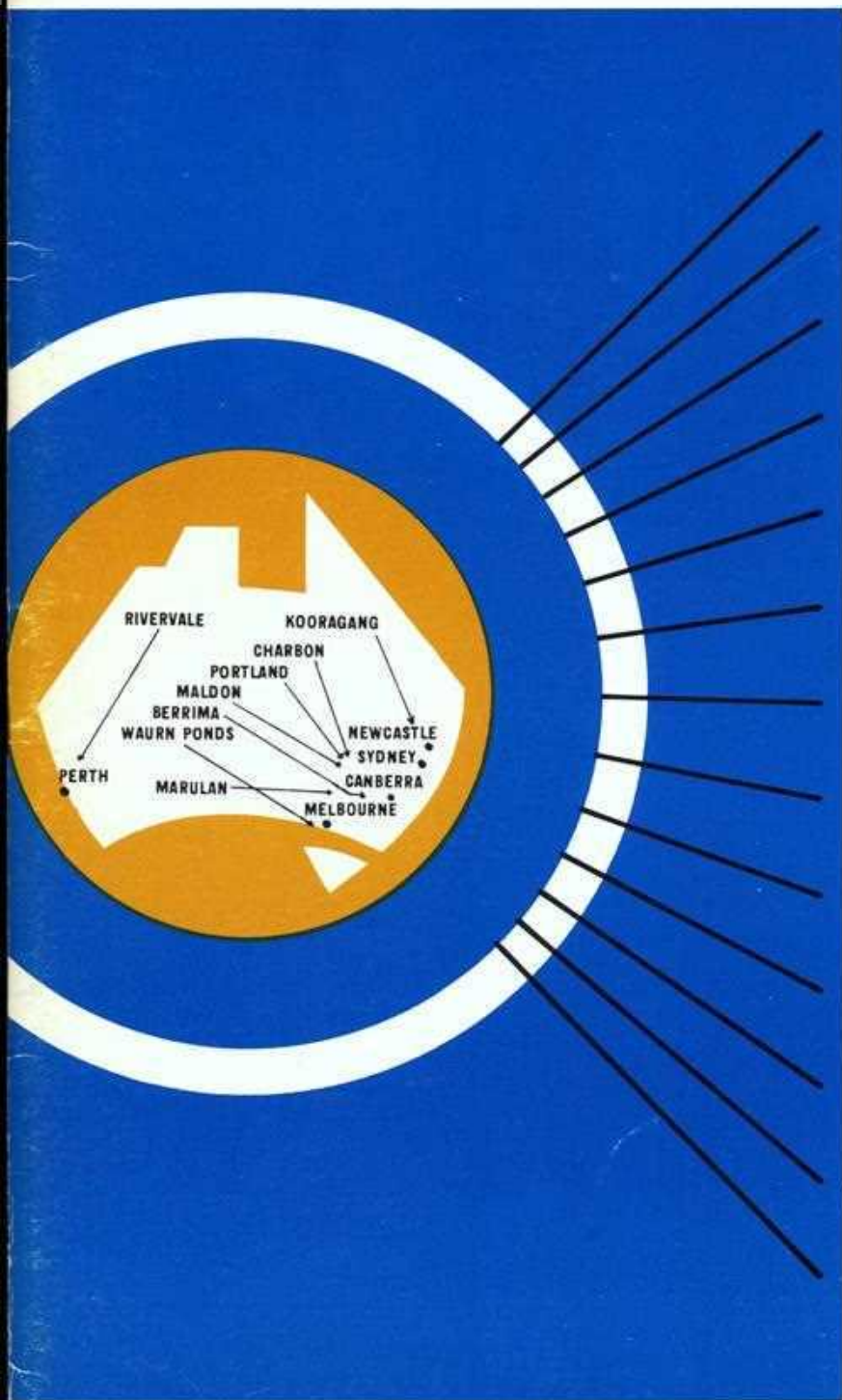
"When Queen Victoria was crowned Queen of England she made a vow and took as her motto 'I will be good'. She kept her vow and followed this motto passionately throughout her long and dreadfully tedious life".



PS
BLUE CIRCLE
SOUTHERN

LINK

Vol. 3, No. 8, FEBRUARY, 1977



THE HIGH COURT OF AUSTRALIA



**BLUE CIRCLE
SOUTHERN
LINK**

FEBRUARY, 1977
Vol. 3, No. 8

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and Kevin Richards

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Owain James

MARULAN:
Dave Perry

MALDON:
Barney Carroll, Val Tranter and
Bill Featon

WAURN PONDS:
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On the shores of Lake Burley Griffin in Canberra. Our picture shows the magnificent building in section. It is being constructed by P.D.C. Constructions Pty. Ltd., using off-white cement from our Portland Works.

BIRD OF THE MONTH ... in the bag !



The girl with the happy smile is petite Gwen Rowlands, an attractive brunette in the Accounts Department at Rivervale. Now in her late 'teens, she has been with Swan for about two years. She is tight-lipped about her outside interests.

During the Christmas party it was found that she fitted more than cosily into a bulker cement bag.

Enviably Safe Records



These Safety Group leaders at Berrima Works have achieved over 2,000 days without lost time and have set a record they can be proud of.

Pictured left to right: Ron Budden 5,765 days; Bob Byrne 5,765 days; Jim Galloway 5,780 days; Alf Knapman 2,390 days and Ian Mackey 5,765 days. Missing is Bob Strode who also has 2,390 days.

THE **BLUCLE** BIRDS

EQUUS
—Anengma—

Managing Director's Christmas Party

The Managing Director's party, on the eve of Christmas, was the highlight of the festive season at Portland House.

It was a happy and cheerful occasion when members of all departments had the opportunity of mingling with old friends and meeting new friends, in the carefree atmosphere of good fellowship.



The Managing Director, Mr. F. E. Taylor, Christine Hawke with Dick Fitzgerald in the background.



Maisie Sweeney and Colleen Bird.



May Tomlin and Chris Arnott.



John Angelini and Loretta Stearman.



Above: Jan Gower, Jackie Vaisey and Revell Powell.
Below: Shirley Morris.



Above: Brian Clarke, Ray Fuller and Len Wilson.
Below: Joanne Jones, Rita Trowell and Jackie Bytala.





Above: Barbara Rayner, Les McMahon, Robyn Tanner.



Top Right: Kevin Burke, Jim Stowe, Karl Zabaks.

Right: Alan Elderfield, Suellen Overton, Dominique Mitchell, Jack Wright.



Below: Angela McLean, T. K. Duncan, Rita Trowell.



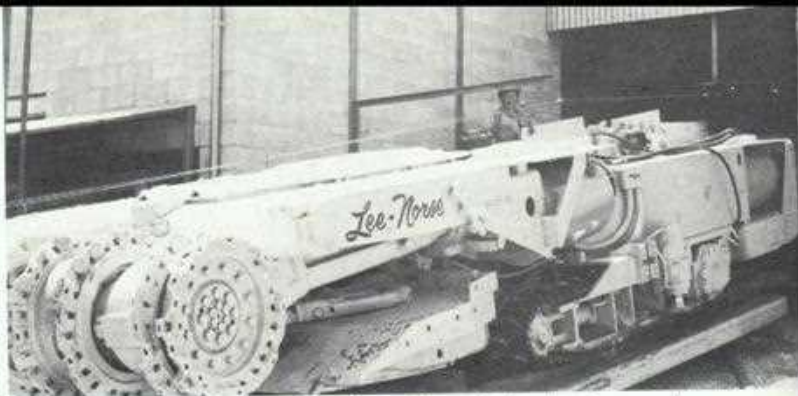
*Below: Les Howarth, Lee Benson, Jan Gower.
Centre Below: Ted Cook, Rosetta Coatsworth.*



Above: F. E. Charker, Carmel Stoddart, Dennis Saville.

Below: June Viles, Lorraine Douglas.





Noel Hudd, mine electrician, in the background, as the miner moves down the slipway.

Jack Good, Mine Manager, is all smiles after he inspected the miner.

On Tuesday, December 21, the new 60H "Lee Norse" continuous miner arrived at the Colliery and the following day was taken underground by some of the Colliery personnel using the "Rhino" transport vehicle as the means of hydraulic power supply.

The 60H miner weighs approximately 50 tonnes and has a total of 500 h.p. made up by three 150 h.p. and one 50 h.p. 950 volt flame proof motors and when in operation will receive its power from a specially designed 500KVA transformer.

The new miner will replace the present 48H "Lee Norse" continuous miner which first started production on May 1, 1968 and by the end of December 1976 had produced 1,620,568 tonnes of coal by the bord and pillar method of development and then pillar extraction.

In addition to the coal it produced, the 48H machine has spent many shifts driving through stone intrusion, such as stone dyke and sills.

In comparison the 48H machine weighs approximately 35 tonnes with a total of 225 h.p. And it has set the new 60H miner with a real challenge. Besides its production performance — the best being 1233 tons in an 8-hour shift — in 8½ years of operation the 48H has never received what is known as a "major overhaul". This speaks volumes for the very high standard of maintenance carried out by the Colliery personnel.

There will be a slight delay before the 60H machine is in full production, mainly because the mine workers have all taken three weeks' annual leave during the Christmas shut down period, Lew Wilson — Berrima Mine Engineer.

Lew Wilson, mine engineer, who was responsible for moving the miner underground.

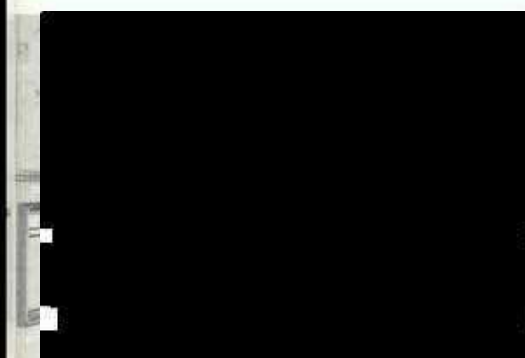


CANDID CAMERA AT MALDON

Terry McCarthy, Manager Charbon Works, recently visited Maldon with Jim Makin and John Knihinicki.

Our candid photographer positioned himself on the kiln floor to record the comings and goings of staff involved in maintenance and adjustments to the machinery and instruments.

The photos below, taken within 15 minutes, were of personnel entering the burners panel either to carry out work in the panel or to report to the burner results of jobs carried out.



Steve Dickenson — on vacation employment from Sydney University.

Right: Alan Casey — fitter.



Above: Mark Howlett — instrument fitter apprentice.

Below: Roger Elsworthy — ironworker, with apprentice Mark Hanger in background.



Above: Denny Anderson — plumber.

Below: Brian Thompson — burner.



MALDON PICNIC AT WARRAGAMBA LION PARK



Top left: The Elsworthy Clan; Top Right: Father Xmas (Vern Wrightson) and assistants Des Ryder, Len Nolan and Jim Crawford; Centre Left: Lawrie Peachey and wife; Above: Allan Casey and family; Below Left: Win and Reg Moverley (Assistant Manager) with daughter Paula and grand-daughter Rebecca; Below: Jim Crawford and family.



MALDON WORKS SERVICES TEAM



Above: Slim Wilson, firefighting equipment inspector, and Harry Davis, leading hand. Right: George Connolly, relief limestone un-loader. Below: Wayne Cartwright, relief sweeper driver and Ed Budd — the baby of the bunch.



Members of the Air Training Corps from Shore School, Sydney, who inspected the works recently.

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When the Wind Ground Clinker

Sails, whip, windshaft, weather beam, sheertress are terms which might easily be synonymous with salt spray and seamanship. They certainly relate to the essential components of a mill — or windmill. They would not, however, normally be associated with cement.

Berney Arms Mill at Reedham, Norfolk (pictured on opposite page) not only possesses sails and all the other accoutrements of a mill, it is said to be standing over 70 feet, according to "Blue Circle" London.

Before this mill was used to drain nearby marshland, its original function was to grind cement clinker — for which task it was thought to have been built.

Two of the stones used for grinding can still be seen standing on their edges on the ground floor of this ancient building.

The cement was made on the site from the chalky mud dredged from the River Yare, and the houses immediately downstream from the mill were built as part of the cement workings which were closed in 1880. When operating, the mill also ground cement clinker sent by wherry from the steam cement plant at Burgh Castle, near Great Yarmouth — the freight rate of the day being 1/- per ton.

The date of the building of this tall mill is unknown, but the earliest of the dates pencilled up in the roof of the cap is 1870.

Nowadays, the mill is preserved as an historic monument and still proudly stands at the head of "Tile Kiln Reach" and is a landmark on the Norfolk Broads. □



INTO THE SILENCE

It is with profound regret that we record the death of Bill Brooks.

Bill had been employed at Berrima for the past 18 years and his sudden passing shocked all his workmates.

He was devoted to children and for 17 successive years played the part of Santa Claus, not only at our own Christmas picnic, but also in other parts of the district and his services were always in keen demand for functions in Moss Vale.

In turn all the kiddies loved him and they firmly believed that he was the one and only Santa Claus.

Indeed when he arrived at our picnic on December 12 a little seven-year-old confided in her father: "Daddy, there's only one real Santa, and he's the one at the Works picnic. All the others are only his helpers!"

This was Bill's final picnic appearance and he is pictured in his Santa robes on page 23.

He had been in indifferent health for some time. He suffered from a bad heart. He died after a massive heart attack on December 29.

To Mrs. Brooks and family we offer our deepest sympathy. He will be deeply missed.

HOMELAND HOLIDAY

Henry Koning, Charbon miller, had holidays with a difference in October last year, when he returned to Holland for the first time in 25 years.

He flew into Amsterdam, and thence travelled on to the town and province of Steenwky. From there he tripped around visiting relations and renewing old acquaintances.

The holiday spirit was somewhat dampened by an attack of sickness which kept him in his chair for the first 11 days, but nevertheless he enjoyed the visit, and was amazed by the changes wrought in the country over a quarter century.

All being well, he hopes to repeat the visit in a few years.

The Blue Circle Award for the best traditional painting at the recent Stonequarry Festival of Arts at Picton was won by Patricia Johnstone for her landscape in oils "Towards Camden".

It now hangs in the Conference Room at Maldon Works.

PROFILE of a STEELMAKER

T. K. DUNCAN, B.E.

PROJECT DIRECTOR

IF the arbitrary yardstick of a man's success were his contributions during his lifetime, directly and indirectly, to the well-being of his fellow men, or to the welfare of his community, or to the general economic development of his country, then even his harshest critic would cheerfully concede that Thomas Kenneth Duncan has had an outstandingly brilliant career.

And at an age when most men of his calibre and acumen consider easing up and enjoying the fruits of their labours in retirement, he has assumed the heavy responsibilities of Project Director of Blue Circle Southern's multi-million dollar expansion programme.

Ken Duncan was born in Tamworth in 1912, the son of a local grazier. He attended Tamworth High School and it was generally assumed that he would follow his father on to the land. But young Duncan had other ideas. Since the Industrial Revolution Scotland has produced, generation after generation, a succession of world-famous engineers. Probably it was this Scots background that decided that he, too, would become an engineer.

The Great Depression of the 1930's was at its height and about one in every four of the Australian workforce was unemployed and walking the streets when Ken Duncan enrolled in the Faculty of Engineering at Sydney University.

Anyone who lived through those desperate depression years could not have escaped being appalled by the degradation of mass unemployment. It was probably this early appreciation of the dignity of labour that in later years successfully tempered his labour relations and the negotiations with unions with which he became involved.

MOVE TO PORT KEMBLA

In his final years at the university Ken Duncan specialised in engineering technology. After he graduated in 1933 he joined the research department of the Electrolytic Refining and Smelting Company, but after 18 months service he decided to move on. Then he spent a year with the Electricity Commission but again found that this was not to be his metier.

In 1936 he joined Australian Iron and Steel at Port Kembla. He was then unaware that he was destined to spend the next 34 years with the company, during which time the workforce would grow from some 2,000 employees to 20,000.

He started as engineer in the combustion department and in subsequent years was transferred to or had experience in many other sections of the vast complex.

Then war broke out. Australia's economic resources were marshalled by the War Organisation of Industry. The Government clamoured for the production of steel and more steel. All employees in the steel industry were classified as reserved occupationists and if they endeavoured to enlist were promptly manpowered out of the Services.

Ken was then Technical Assistant to the superintendent of the Open Hearth Steel Making Section and with the industry on a war footing the Services demanded special steels that

had never previously been made in Australia, including some types that were later developed here by BHP scientists.

Australia's present day huge nickel resources had not then been discovered and the country did not have any nickel and very little chrome. A BHP research metallurgist developed a nickel-free alloy steel for use in light armour-plate. This was the bullet-proof steel used in Bren carriers.

Mr. T. K. (Ken) Duncan

DAYS OF TENSION

The insatiable demands of the war machine for more and more steel necessitated keeping the plant operating at full capacity for 24 hours of the day, seven days a week. There was no respite for the management. The very atmosphere seemed to be charged with tension. There was a continual shortage of manpower. Everyone worked long hours and overtime was the order of the day.

These conditions placed inordinate strains on management in preventing and anticipating labour frictions that might endanger production. And those staff men who went through this crucible emerged as masters of personnel and staff relations.

Ken married in 1938 and moved into a home in Wollongong. His family comprises a son and two daughters. But during those war years there was little home life. He was constantly at the works. Problem followed problem in rapid succession but never ruffled his almost phlegmatic nature, and as a consequence more and more responsibilities were thrust upon him.

The end of the war heralded a new era in the Illawarra district. The steel mills swung from war production to meeting the demands of post-war reconstruction. It was an era of tremendous expansion and development. New types of mills had to be built to cater for the overwhelming peacetime requirements.

The rapid growth of the automobile industry in Australia after General Motors Holden became firmly established in the post war years imposed new demands on the Port Kembla Steelworks and new plant had to be installed to meet the soaring demand for steel for motor-car bodies. Other uses, too, had developed for flat steel products. This led to the decision to build Australia's first tinplate plant. The completion of these new mills in turn led to a huge expansion in the labour force.

Wollongong became a boom town. Its pre-war population of about 10,000 expanded rapidly to reach a total of more than 250,000 people.

European migrants poured into the town. It became a babel of foreign tongues. More than 30 different nationalities were employed at the steelworks. The number of migrant employees rose to approximately 10,000, or half the entire workforce.

This influx of workers from overseas imposed a fresh set of problems. At this stage Ken had been appointed Steelmaking Superintendent and the absorption of the migrants into the workforce became one of his manifold responsibilities.

"Not one per cent of the new arrivals had ever previously seen a steelworks", he reflected. "They arrived in Wollongong from all corners of Europe. Many were former enemies and were still consumed with hatreds.

"Here they were, strangers in a strange land with not even a smattering of English, and fearful of the future. They had to be handled with tact and firmness, yet with sympathy and understanding".

INTERPRETERS ESSENTIAL

They had to be given crash courses in the jobs they were to fill. In addition, arrangements had to be made for them to attend classes in English.

Interpreters had to be engaged in the personnel and employment sections in the first stages of their induction.

As new batches of migrants arrived, Ken made it his personal task in those early years to welcome them and to explain to them what would be expected of them. He told them to forget Europe and national conflicts. That had all to be left behind them. No clashes or manifestations of racial hatreds would be tolerated in the works.

His quiet but firm assessment of their work situation and of their future prospects in their new country always seemed to strike a responsive chord in his audience and to impart a new confidence to them.

"A definite policy was laid down which everyone understood. Of course, I had to speak through the interpreters, but there was never any question that they understood my message. And that policy paid off. In all those difficult years in which they were settling in to our way of life not more than three or possibly four, racial incidents occurred which required strong disciplinary action".

The population explosion in Wollongong initially created seemingly insuperable housing difficulties. The first group of migrants had to be housed in tents. Then the company built Karingal Hostel to house some 500 single men. The Housing Commission hurriedly constructed houses and hostels in a race to overcome the accommodation crisis. There was also a great deal of house building by private builders, together with a rash of "spec" builders.

Ken Duncan was appointed Executive Officer in 1953 and at the end of that year became Assistant Manager.



The giant A.I.S. complex at Port Kembla, with Wollongong in the distance.

COMMUNITY WELFARE

It is a truism in community and welfare work that the busiest business executives always seem to be able to devote more time to worthwhile causes than men with few responsibilities.

At one stage Ken Duncan was actively associated with more than 20 different social and sporting organisations in the Wollongong area — generally patron or president or committeeman — ranging through numerous different sports to the Y.M.C.A., Police Boys' Club, to building societies and technical and tertiary education. And he took a close and keen interest in every one of them. Small wonder that his name became a household word in the district!

As president of the Y.M.C.A. he was closely involved in bringing to fruition the construction of a hostel for students attending the then Wollongong College. This is now known as International House and is a fully affiliated residential college of the local university. Today Ken is still its chairman.

As a member of the College Council he was closely involved in the negotiations with the University of New South Wales which led to the

establishment of the University. The College became autonomous as Wollongong University in 1975.

Throughout his long career in the Port Kembla Steelworks he maintained a keen interest in the training of apprentices. Every year the number of apprentices employed increased to the stage when there were 2,200 of them on the payroll. He was a member of the Technical College Advisory Committee for some years.

Other activities in which he became absorbed were the National Safety Council of New South Wales, of which he was a member of a number of years, and the Boy Scouts. He was Area President of Illawarra Branch of the Boy Scouts for a period.

He is inordinately proud of the safety record at the steelworks.

"The steel industry had a safety record more than comparable with any other major industry in this State", he declares.

In 1966 he was appointed General Manager and occupied this position for the next five years. In 1971 he was transferred to BHP's head office

in Melbourne as General Manager Associated Developments, and later became General Manager Engineering until he retired in 1976, thus terminating his long and distinguished direct association with the steel industry.

In a terse gem of understatement he summarised his long career at Port Kembla. "I suppose I've had as much experience in the steel industry as most people", he said.

His final posting at BHP involved responsibility for the major construction work on the company's installations throughout Australia and as such necessitated travelling almost continuously to all corners of the Commonwealth. In between times there were numerous hurried trips overseas.

RIGOURS OF TRAVEL

Only a man with an iron constitution and incredible stamina could have stood up to this constant debilitating travel. Ken had been partially conditioned to this vigorous routine. When he was first transferred to Melbourne he decided to maintain his home in Wollongong and for five and a half years he commuted between his Illawarra home and his office in Melbourne — flying into Sydney and then driving down to Wollongong.

The day following his retirement from BHP he took up his new post as Project Director at Blue Circle Southern.

He is no stranger to the cement industry. For some years before the merger with Blue Circle, the management of Southern Portland at Berrima had been responsible to the General Manager at Port Kembla. Indeed, shortly after Ken first went to Port Kembla he spent some time at Berrima testing the boilers and performing other technical work. Prior to the merger, too, he had been Chairman of Southern Portland and remained on the board after the formation of the existing company.

His wealth of experience in planning, organising and directing the expansion of the steel industry over more than 30 years has now been channelled into supervising the expansion of the cement industry and for the next two years this task will occupy his boundless energies.

And during that time too, he will continue commuting between Sydney and his home in Wollongong.

But it will not involve any tapering off of his interest in community welfare in Wollongong. He is still chairman of International House at the University, he is still a member of the Engineering Faculty Advisory Committee of the University and he is still on the board of about 30 building societies in the Illawarra area. □.

Today's Testament Noah Way !

And the Lord said unto Noah "Where is the ark which I have commanded thee to build?"

And Noah said unto the Lord "Verily I have had three carpenters off ill. The gopher wood supplier hath let me down — yea, even though gopher wood hath been on order for nigh upon 12 months. What can I do Oh Lord?"

And God said unto Noah, "I want that ark finished even after seven days and seven nights".

And Noah said, "It will be so".

But it was not so. And the Lord said unto Noah, "What seemeth to be the trouble this time?"

And Noah said unto the Lord, "My subcontractor hath gone out of business. The pitch which thou commandest me to put on the outside and on the inside of the ark hath not arrived. The plumber hath gone on strike. Shem my son who helpeth me on the ark side of the business hath formed a pop group with the brothers Ham and Japheth. Lord, I am undone.

And the Lord grew angry and said "What about the animals, the male and female of every sort that I ordered to go unto thee to keep their seed alive upon the face of the earth?"

And Noah said, "They have been delivered unto the wrong address but should arrive on Friday".

And the Lord said, "How about the unicorns and the fowls of the air by sevens?"

And Noah wrung his hands and wept, saying — "Lord, Unicorns are a discontinued line. Thou canst not get them for love or money. And fowls of the air are sold only in half dozens. Lord, thou knowest how it is".

And the Lord in his wisdom said, "Noah, my son, I knowest. Why else dost thou think I have caused a flood to descend upon the earth!"

☆ ☆ ☆

THERE'S A TIME AND PLACE

There was a traffic jam at a busy intersection and the irate traffic cop was trying to sort it out to the tune of horns continuously honking when he saw a dear old lady beckoning to him. He held up the entire traffic snarl and strode to her side.

"What is it madam?" he asked.

The old lady smiled and put her hand on his arm.

"I just wanted to tell you, Constable," she said in her sweet, soft voice, "your number is the number of my favourite hymn".

MEET MARULAN'S MANOLITO

Personal History

Born: Oct. 21, 1964
Sex: Male
Grade: I
Favorite Subject: Arithmetic
Health: Poor
Progress: Average
Chores: Run errands
Favorite Play: Football

Manolito's family background is one of extreme poverty and privation. Both of his parents are living, but their circumstances are pitiful. The father suffers from a serious illness; therefore, he can do nothing towards the support of the family. Although the mother has work, her earnings are no more than a mere pittance, far from enough to meet all of their needs. The boy was desperately in need of help, so when the mother appealed to us, we were happy to welcome the unfortunate youngster to our "family" group. WV sponsorship will mean a great deal to this boy.

Introducing



WHEN WRITING LETTERS, PLEASE ADDRESS YOUR CHILD AS FOLLOWS:

ACUSIN, Manolito P.
I.D. Number 62-555-160
World Vision of Philippines
P.O. Box 527 MCC
Makati, Rizal
PHILIPPINES

PLEASE REMEMBER THAT NO
PACKAGES OR MONEY ARE TO
BE SENT TO THE PHILIPPINES

THE GOOD EXAMPLE

In common with the employees of other plants, Marulan Works staff have been sponsoring a child under the World Vision scheme.

Pictured on the opposite page is Marulan's little Manolito. Since they "adopted" him in April last year they have kept in close touch with him and have received some very interesting information back about him, his family and about life in the village where he lives.

The people involved with this sponsorship are: Ann Chaplin, Carole Pearson, Eileen Cosgrove, Margaret Keller, Dave Perry, Terry O'Brien, Alan Chaplin, Eric Bazley, Trevor Pearson, Tony Cosgrove, David Byrne, Sam Marshall, Dirk Kruk, Alan Johnston, Eddie Cooper, Tom Marshall, Barry Keller, Darcy Hadlow, John Scahill, Colin Ibbotson, Harry Wylie and Brian Fletcher.

MARULAN NOTES

NEW FACES

New starters in the production department are: Kevin Purse, David Howard and Finn Anderson.

☆ ☆ ☆

SOUTHERN TOUR

Angus Murphy has just returned from a touring holiday to such places as Swan Hill, Ballarat and Victoria generally. He then went on to Mount Gambier, Bridgetown and back from South Australia around the coast.

☆ ☆ ☆

EYE OPERATION

Tony Cosgrove, General Maintenance Foreman, is off to hospital in Sydney for an eye operation. Everybody here at Marulan wishes you the best Tony.

During Tony's absence, Jack Scahill will be "filling in".

☆ ☆ ☆

AID FOR THE LIME PLANT

Marulan Works is currently being assisted by Peter Taylor who has just completed his second year of the Bachelor of Engineering Degree course at the University of New South Wales.

Peter will be with us until Uni. commences in March. He is helping (?) Harry Wylie (Works Engineer) with modifications to the Lime Plant area.

FEBRUARY IN THE GARDEN

By Mrs. C. G. Crowe
Berrima Bridge Nurseries, Old Berrima

FLOWERS

SOW: Alyssum, Anemone, Antirrhinum, Aquilegia, Calendula, Candytuft, Canterbury Bells, Carnation, Cornflower, Delphinium, Digitalis, Gaillardia, Larkspur, Linaria, Mignonette, Pansy, Iceland Poppy, Ranunculus, Schizanthus, Stock, Sweet Pea (early), Wallflower.

PLANT: Anemone (Seedlings or Bulbs), Antirrhinum, Aquilegia, Calendula, Candytuft, Canterbury Bells, Carnation, Delphinium, Gaillardia, Pansy, Iceland Poppy, Ranunculus, Stock, Wallflower, Spring-flowering Bulbs such as Jonquil, Daffodil, Hyacinth, Freesia, Grape Hyacinth, etc.

VEGETABLES

SOW: Beetroot, Beans, Carrot, Parsnip, Parsley, Peas, Spinach, Swede Turnip, White Turnip, Broccoli, Brussels Sprouts, Cabbage, Cauliflower, Savoy Cabbage, Lettuce, Endive, Onion, Cress.

PLANT: Beetroot, Cabbage, Cauliflower, Celery, Lettuce, Spinach, Garlic, Eschallot.

December brought very dry, windy conditions and hot weather, which quickly dried up the little rain which fell and made watering continuously, a necessity.

Start planting spring-flowering bulbs now, and give those already in the ground a sprinkling of bone-meal or complete fertilizer.

Summer-prune the roses this month. This means cutting out crossing branches and spindly growth which will not carry blooms in the autumn.

Disbud Dahlias and remove any dead blooms. Water these well, as they droop quickly during hot weather.

Remove weeds from the vegetable garden, cultivating between rows and give a side dressing of fertilizer to "leafy vegetables".

Watch for pests and diseases and spray immediately they appear. Read the labels on containers and make sure they are the right ones to get rid of the particular insect or disease.

Give the lawns a light dressing of sulphate of ammonia this month and water in well, mowing frequently to prevent weeds seeding.

Plant a native shrub in the garden this year: Grevilleas, Eriostemons, Mint-bushes, Bottle Brushes, Hakeas and some Melaleucas come in varieties which only grow about a metre or two high.

CHARBON WORKS' ANNUAL PICNIC DAY

Fun and Games for both Young and Old

The S.P.C. Social Club held its third Annual Picnic Day on December 18, at the Rylstone-Kandos Aero Club and it was well attended by the members and their children.

The fun started at 11 a.m. and continued through to 7 p.m. Barbecue steaks, sausages, drinks and ice creams were there for all and sundry, free of charge.

The children were entertained throughout the day with hay rides and a merry-go-round and during the afternoon running races and sporting events were held.

The Manager, Mr. Hulonce, donated a \$25 prize for the winners of a tug-o'-war competition which was strongly contested between the various plant sections, with the finals contested by the Charbon Collieries and the Works Machine Shop teams.

The Colliery team, consisting of G. Sinnett, P. Taylor, B. Lodge, G. Dawson and S. Waterton had a slight edge over the formidable Machine Shop team and took the prize out.

The ladies' rolling pin throwing saw some great style with Margaret Vidler winning with a tremendous throw. Pat Reynolds came second. Her throw was no doubt assisted by the fact that she was aiming at her husband Lester, who was judging the event.

The Mill Ball Tossing for men was also well contested with last year's winner, Darryl Battersby, putting in an outstanding performance and beating the rest of the field.

Our patron and 'chief cook', Mr. Robert McMahon, joined us in our festivities with his children.

Santa Claus paid us a visit in the afternoon with presents for the smaller children.

Everyone present had an enjoyable day and we are all looking forward to a similar event next year.

Top Right: The Colliery's champion tug-o'-war team in action. Centre: Margaret Vidler, winner of the rolling-pin throwing competition shows how it's done. Right: All set for a right high time — Dennis Roberts, Darryl Battersby and Oliver Ashford.





FOCUS on BERRIMA

JACK SCHOTT (right) Manager Customer Liaison, is by far the oldest employee at Berrima in terms of continuous service. He started work on the day that the first kiln was lit on May 24, 1929.

The kiln has been long out of existence but not Jack, who goes on doing a yeoman job for the company.

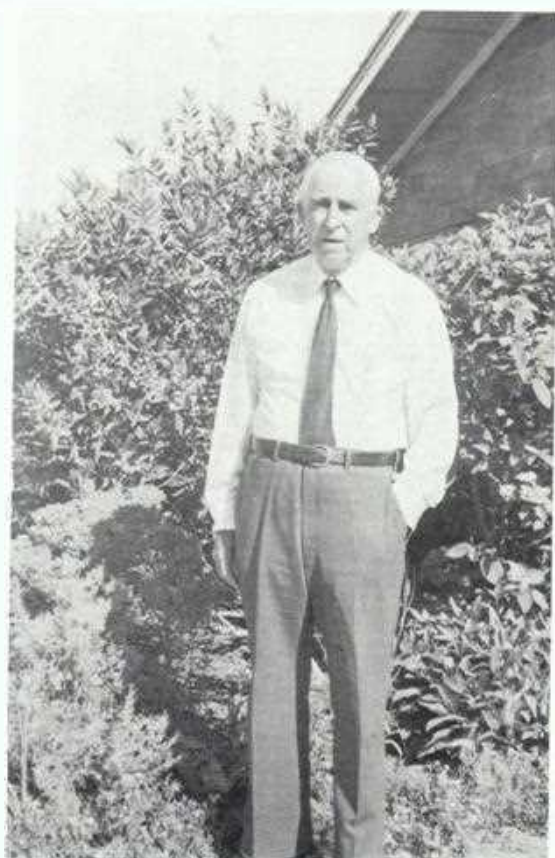
Starting as a sample boy, Jack did eight years of study by correspondence to enable him to become a qualified chemist.

During 1935 Jack, together with Dick Christopher and Cedric Rouse, pioneered "low heat" cement in Australia which was used in the building of Woronora Dam and produced such excellent results that it was decided to use it in the Warragamba Dam with Berrima supplying the 300,000 tonnes used in the construction.

Jack was promoted to Assistant Chief Chemist in 1939 and after nine years was promoted to Chief Chemist. His next promotion was his appointment as Technical Superintendent in 1961.

One of his main duties was being responsible for all the special cement used in the Snowy Mountains Scheme. We supplied 80% of the total cement used.

During 1973 Jack was promoted to Manager Customer Liaison, the position he holds today.



RON BUDDEN (left) Staff Clerk at Berrima for the last three years, started work at Berrima during January 1949. His first job was in the sales department and he was later transferred to the foreman's office as production clerk. After working as production clerk, he was transferred back to the general office where he had several positions before being promoted to his present position.

Ron, who was an A grade tennis player in his youth, is now looking forward to his retirement in about six years time.

He plans to spend as much time as possible on the golf course. He plays off a 23 handicap nowadays but is certain he can improve on that in the future.



TOUR BY BERRIMA APPRENTICES

(By Greg Mackey)

For many years it has been the custom at Berrima to give prize winning apprentices the opportunity to visit other industries so that they may gain knowledge of trade procedures outside our own works — and 1976 was no exception.

We set out on Sunday, December 5. The party comprised apprentice prize-winners Bernard Croese, 1st stage III; John Bath, 2nd stage III and Alan Challinor, 2nd stage II in the electrical trades; Peter Manfred (Marulan) 1st stage I; Brian Schofield, 2nd stage I; John Ferguson, 1st stage II; Don Murphy (Marulan) 2nd stage II; Stephen Bradley, 1st stage III in the fitting and machining trades and Peter Thorpe, 1st stage I in welding and myself.

We left Moss Vale at 8.45 a.m. with our apprentice training foreman, Jim Galloway, on the first leg of our tour, the prize for being winners in our tech. classes.

Our first stop was at the Warragamba Dam where arrangements had been made for a guided tour of the inner parts of the wall and slipways.

The Warragamba Dam is now the major source of water supply for the Sydney area. It was completed in 1960. The dam impounds water from the Wollondilly and Cox's Rivers and their tributaries, forming a 7,500 hectare lake (Lake Burragorang) with 354 kilometres of foreshores, and a maximum depth of 105 metres, and a capacity of 2,057,000 megalitres. The dam wall is 351 metres long, 135 metres high, 104 metres thick at the base and 8.5 metres thick at the top. It contains more than 3,000,000 tonnes of concrete.

The tour was most informative and enjoyable.

Then we got on our way again. But disaster overtook us. We were only a couple of miles this side of Penrith when the bus blew up. We arranged for a tow truck to tow the bus into Penrith. Then we had to wait about three hours for the other bus to arrive from Moss Vale.

It was then about 5 p.m., so we proceeded straight through to Lithgow and booked into our motel.

On the following morning, Monday, our schedule was to visit Portland and Charbon Works. First we went to Portland, where an extensive tour of the plant had been arranged.

(Continued on Page 22)

STEAM LOCOMOTIVE AT PORTLAND.



Above: Charbon with the colliery in the

Berrima Picnic Races Results

Following are the winners and runners-up in the children's races at the annual Berrima picnic, pictures of which are shown on the opposite page.

	Girls	Place	Boys
2 yrs. and under 3	Malinda Hogan Michelle Shepherd	1st 2nd	Stephen Scahill Christopher McCallum
3 yrs. and under 4	Kerrie Ann O'Keefe Michelle Richards	1st 2nd	Damian Rolley Allen Pope
4 yrs. and under 5	Julie Parsons Simone Cosgrove	1st 2nd	Brian Rodetic Mathew Strode
5 yrs. and under 7	Narelle Chapman Rachel Wotton	1st 2nd	Neil Crockford Wayne Acton
7 yrs. and under 9	Megan Cosgrove Jackie Scahill	1st 2nd	Terry Ford Rodney Acton
9 yrs. and under 11	Anna Zaranski Karen Whatman	1st 2nd	Scott Bazley Sean Kruger
11 yrs. and under 13	Irene Zaranski Tracey Read	1st 2nd	Geoff Scahill Martin Rodetic
13 yrs. and under 15	Larissa Anikin Gail Bazley	1st 2nd	Phillip Cosgrove Paul Balding
440 yds. Hcp.	Larissa Anikin Lyn Maree Balding	1st 2nd	Adam Zaranski Geoff Scahill

The General Manager's trophy was retained by Berrima Maintenance after they defeated all comers in the final event, the tug-o-war, gaining the three points they required to defeat Berrima Production in a photo finish.

Results of trophy events were:

85 yards (25 years and under)

1st A. McAndrew, Berrima Maintenance.
2nd, R. Smith, Berrima Production.
3rd, M. Godfrey, Berrima Laboratory.

50 yards (26-29 years)

1st, J. Parsons, Berrima Production.
2nd, R. Taylor, General Office.
3rd, R. Strode, Berrima Maintenance and
R. Thompson, Marulan Maintenance, tied.

40 yards (40 years and over)

1st, D. Moore, Berrima Maintenance.
2nd, D. Lorkovic, Marulan Maintenance.
3rd, L. Lansdown, General Office.

(Continued from Page 21)

We then went to visit Charbon Works, where we had lunch, and we were given a tour of the plant there.

The visit to these two cement works, I thought was very interesting because you could compare them with Berrima. Our works are much larger, but still the techniques and machinery are basically the same.

We then returned back to the motel at Lithgow.

On Tuesday morning we only had one plant to visit before returning home, and this was the Wallerawang Power Station. We were shown around the plant by the Civil Engineer and he explained the operation of the plant most extensively.

The capacity of the existing station completed in 1962 is 240 MW, made up of two 60

MW units and four 30 MW units. The new generating plant that currently is being built will have a capacity of 500 MW, or more than twice the generating capacity of the existing station. This will be equal in size to the largest in Australia.

The generator will have a terminal voltage of 22,000 volts and then stepped up to 330,000 volts by transformers and then transmitted to the switch yard from where it will be distributed through the Commission's interconnected system. The plant itself is very clean and well run.

That completed our three-day schedule and we turned back for home. We got back to Moss Vale about 6.30 p.m.

It was a most pleasant and interesting trip and we learned a lot. In addition everyone of the apprentices enjoyed it thoroughly.



A budding champion driver.



Santa Claus arrives.



Charlie Mercica and family.



Fairy floss is always popular.

All the fun
of the fair at
**BERRIMA'S
ANNUAL
PICNIC**



Michelle and Lew Tobin and friend.



Fun on the merry-go-round.



Enjoying the pony rides.



Above: Nancy and Ross King and Robin.

Below: The winning tug-o'-war team.



Left: "Little host".

Above: Joe Bizjak plays cook.





Meet Harry Kearns, Cost Clerk and First Aid Attendant at Portland Works.

Harry started work at Portland as a member of the yard gang in 1951, and worked on the foundations of the main kiln stack before transferring to the F.I.A. as an ironworker in July of the same year.

He worked in this capacity until November, 1971, when he took over his present position, following the retirement of George Rosenberg.

Harry suffered serious injuries when he fell from a coal-mill in 1967, and was off work for some four months.

He was married in Claremont W.A. in 1966, and he and his wife reside in a nice modern home in Portland where Mrs. Kearns is employed at the local hospital.

A keen out-door man, Harry's main interests, apart from his home and garden, are travelling and trout fishing.

He is closely associated with masonic lodge activities and has just completed a term as Worshipful Master of Lodge Blaxland Temperance.

He still has the wonderlust and he and his wife are due to leave next April on an extended tour of England and the Continent.

As first-aid attendant Harry has conducted first-aid classes for works employees and local people. His pass record to date has been 100%.

ETHICS

"To be successful in business you must have business ethics", the shopkeeper told his son.

"For example this morning a customer came in to pay his account and gave me a \$100 note. When he left I found there were two notes stuck together".

"This is where business ethics comes in. Should I tell my partner or not?"

Portland Xmas Party

The Portland Staff Christmas Party was held on Thursday, December 9, and once again the Portland Golf Club was the venue.

The decor this year was based on a colonial theme and our thanks are due to those responsible for the design and arrangements.

A small bark-roofed wooden hut enclosed the musician's stage, and other props used to produce a feeling of authenticity were kerosene lamps, hessian walls, sets of harness, hurricane lanterns, buffalo horns and cow-hides.

Entertainment was provided during dinner by a folk-singer, Julia Romano from Bathurst, while after-dinner entertainment was presented by The Lyndon Page Two from Sydney.

Members and guests were welcomed by the Works Manager, Mr. K. S. Hulonce. Mr. Frank Charker replied on behalf of the guests.

Other Sydney visitors included Mr. and Mrs. W. C. Purvis, Mr. and Mrs. M. Mulhall, Mr. and Mrs. Igor Hinczak and Mr. and Mrs. M. Newell.

Dance music was supplied by the local orchestra "Watchband" and every one voted it a most enjoyable evening.

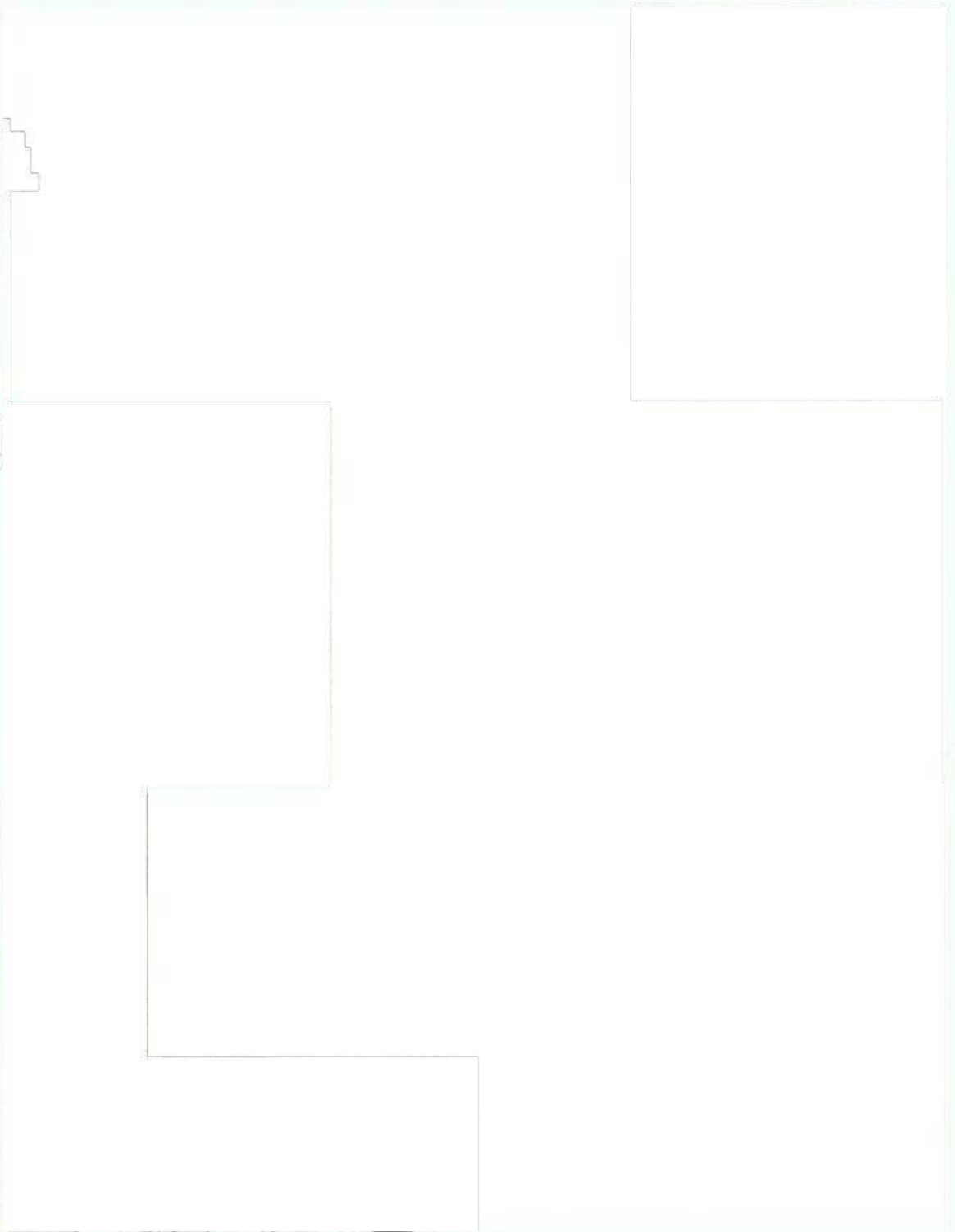
FAREWELL PARTY



On November 19, a small party was held at Berrima to farewell John Baumann who has resigned to run his own self service store at Bundanoon.

John started with us on January 4, 1966, as an apprentice electrician and after completing his apprenticeship went on to receive his Electronics and Communications Certificate.

All at Berrima wish John and his wife all the best in their new venture.



*Shift Foreman Ernie Jeffree
and his wife Doris.*

*Shift Foreman Fred
Andrews and his wife
Pauline.*



Left: Donna, daughter of Maintenance Engineer, Don Wall. Above: General scene at the party.

Kiddies' Picnic in King's Park, Perth



Above: Father Christmas (Lab. Assistant Mike Edwardes) with a happy youngster.



Left: Tonia and Libbi, daughters of Shift Tester, Roy Gay.

Below: Peta, Mark and Brett Woodards.



STAFF PARTIES IN PERTH



Left (l. to r.): Bob Baird, Roger Bennett, Bob James, Bill Brown, Bill Matheson, David Edmiston, David Wedderburn, Ralph Hopkins. Centre: Vicki Muncey, Don Bennett, Margot Brimage, Billy Ayres. Right: David Scott, Maisie Kilgallon, Andrew Robertson.



Section of the gathering of Swan personnel.

Below (l. to r.): Stan Carney, Jack Clayton, George Vidler, Mrs. Bowyer, Billy Ayres.

Below: Oldtimers Ron Clements and Alex Walker.



Transport's Christmas Tree

Families from Sydney and Berrima joined in the welcome to Santa Claus (Ken Poulter) at the Transport Division's "Christmas Tree" at Prospect Reservoir on December 19. Helpers, Len Townley (left) and Fred Tippelt assisted in the distribution of gifts to all the boys and girls.



General scene at the picnic ground when Santa arrived to meet all the kiddies.

Below: Santa meets Judie and Shane Crosskill.

WAURN PONDS

The Staff Christmas break-up cabaret was once again held at the "Silver Horseshoe".

The evening got off to a fine start with pre-dinner drinks in the foyer, which was followed by the dinner at 7.30 p.m.

Practically every member of the staff was present with the possible exception of the odd couple who had to "hold the fort" at home.

Several guests from our Melbourne office were present, including Mr. Jim Conroy, Mr. and Mrs. Mathlin, Louise Tissera, Brian Saunders, Mr. and Mrs. Ian Anderson and Mr. and Mrs. Ray Beck.

Our own George Clark was again the very efficient master of ceremonies. He kept things moving and did a very good job as usual. The music and dancing, following the dinner was enjoyed by everyone.





A big future is predicted for two young tennis players from Bowral, 14-years-old Bruce Liu, son of Project Engineer, Eugene Liu, and 10-years-old Teresa Moore, daughter of Kevin Moore.

At a recent presentation Bruce received the trophies for winning the district under-17 Mixed Doubles, district Under 15 Boys' Doubles and Under-15 Boys' Singles.

Teresa, who has only just started to play tennis, received her trophy for being chosen as the girl who showed the most potential and sportsmanship.

Teresa had just played in the Young Masters Tournament in Sydney and although beaten in the first round showed glimpses of her potential against a vastly more experienced girl.

☆ ☆ ☆

ISLAND HOLIDAY

Tommy Netzler — Leading Hand Brakesman at Marulan — has taken a trip back home to Samoa. He departed on Saturday, December 25, and returned at the end of last month. Fellow employee, Chris Cooper, fourth year electrical apprentice, accompanied him. Tom's family went over approximately a month before him. It was a really great holiday.

☆ ☆ ☆

TRANSFER

Bill Gale, Works Manager at Berrima, has been seconded to Sydney Office for six months to assist Mr. Bill Purvis to prepare an operational plan involving the introduction of No. 6 kiln at Berrima and the inter-relation of the subsequent operations of the Maldon and Marulan Works.

During Bill's period of secondment John burnell will be Acting Works Manager.



One of the newest employees at Berrima is tradesman assistant Michael Duprez.

Michael, formerly of Burwood, Sydney, started with us as an electrical tradesman's assistant, after having worked for 3½ years as a mechanic in a used car sales yard.

Married with two boys, Michael enjoys a game of cricket and when he has the time, a game of lawn bowls.

He is enjoying his new job learning about electricity, mainly, he says, because he has "got away from the rat race in Sydney to live in the quiet country air of Bundanoon".

☆ ☆ ☆

PERSUASIVE

The high pressure salesman in the menswear shop was demonstrating his talents to the new employee.

A woman came in to buy a suit to bury her husband in.

The salesman sold her a new suit. Then he persuaded her to buy an extra pair of trousers to match.

☆ ☆ ☆

POOR RELATIONS

At the start of the Sydney to Hobart race the yachtman was pointing out the starters to his friend.

"Those two big ones are owned by the poker machine magnate", he said. "That other big one is owned by the land developer millionaire".

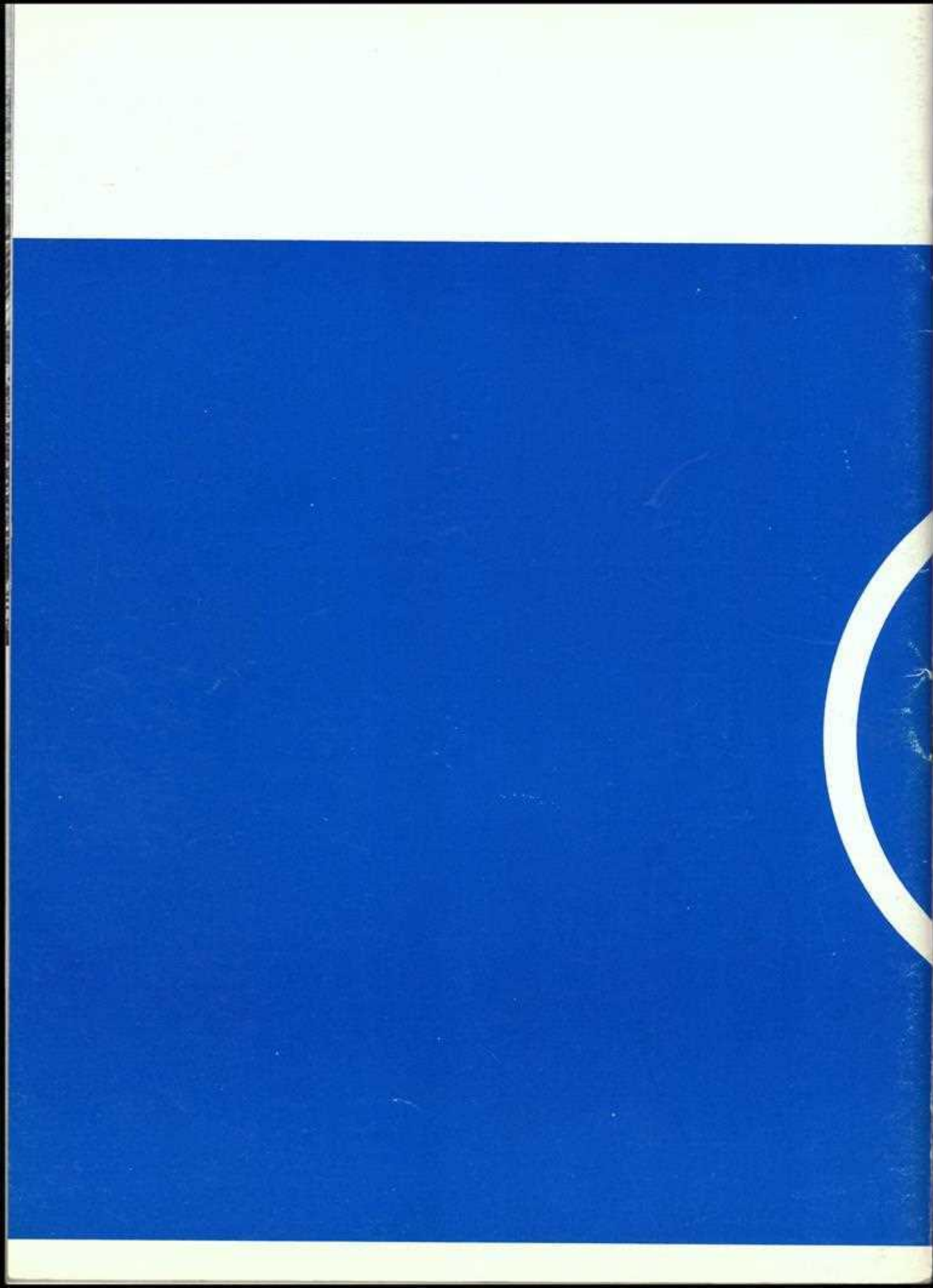
"Which big ones are owned by their customers?" the friend asked.

☆ ☆ ☆

DEFINITIONS

Monologue: One woman talking.

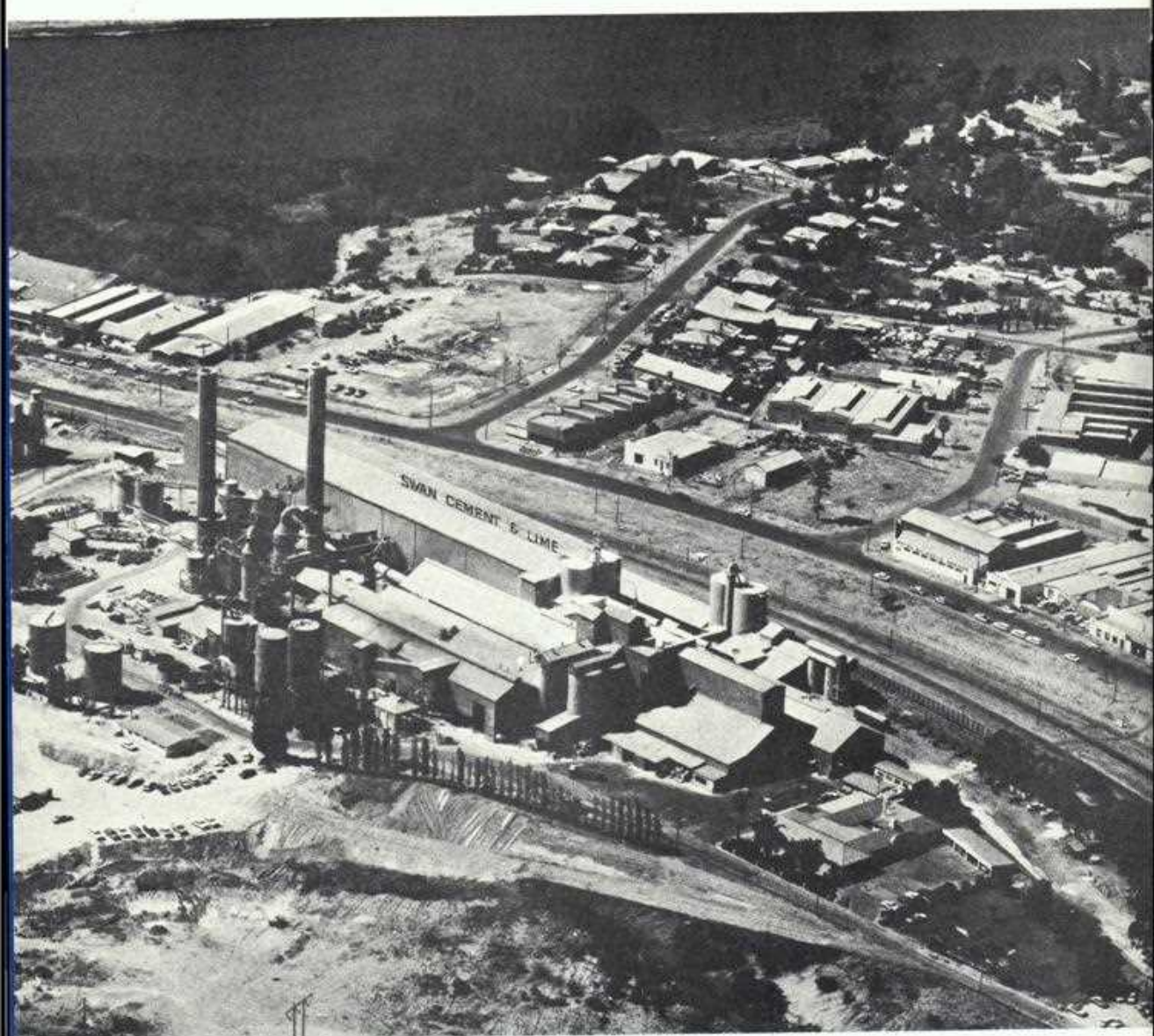
Catalogue: Two women talking.



PS

BLUE CIRCLE SOUTHERN LINK

Vol. 3, No. 9, MARCH, 1977



Aerial view of the Rivervale Works of Swan Portland Cement Limited, with the Swan River in the background.

The company celebrates the 50th anniversary of its foundation on March 14, 1977.

The history of Swan Portland is published in this issue.



BLUE CIRCLE SOUTHERN LINK



MARCH, 1977. Vol. 3, No. 9.

EDITOR:

Terry Southwell-Keely

REPRESENTATIVES:

BERRIMA:

Kevin Moore, Mandy Eccleston
and Kevin Richards

CHARBON:

Janine Keech and Dwain James

MARULAN:

Dave Perry

MALDON:

Barney Carroll, Val Tranter and
Bill Featon

WAURN PONDS:

Bob Perry and Rob Mawson

RIVERVALE:

Bill Wilson

PORTLAND:

Derek Brown

KOORAGANG:

Kev. Mitchell and John Mehan

SYDNEY OFFICE:

John Sansom,
Christine Hawke and
Elizabeth Mortensen

TRANSPORT DIVISION:

Jim Nelson

MELBOURNE OFFICE:

Allan Billings and
Gary Mahoney

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BIRD OF THE MONTH



Shirley Sonter has been employed as stenographer in the typing pool at Maldon for four years, but her cheery voice can be heard, on occasions, emanating from the switchboard.

Shirley's love of live theatre takes her and husband, Graham, to all points of the compass from their home on seven acres at Thirlmere. Their three sons help maintain sufficient vegetables and fruit for the family's needs.

Having neglected her usual tennis and netball activities for some time, Shirley intends to exercise those unused muscles again this year and take up the game of squash.

PICTON AMATEUR THEATRICAL CLUB

PRESENTS

"SALLY"

(Arr. J. C. Williamson's Theatre Ltd.)

MUSIC BY:
HERMAN KERN

BOOKS and LYRICS BY:
GUY DE TON and CHARLTON GRAY

SYNOPSIS OF SCENES

ACT 1.—The Alley Inn, "Sally's" Roadside Restaurant, Manhattan, New York.
ACT 2.—The Garden of Richard Loring's Mansion, Long Island, New York.
ACT 3.—Scene 1: The Stage of a Broadway Theatre During Butterfly Ballet.
Scene 2: Sally's Dressing Room at the Theatre.
Scene 3: The Little Church round the Corner.

CAST OF CHARACTERS

(In order of their appearance)

SASCHA (Violinist at the Alley Inn)
JIMMIE SULLIVAN (A Newspaper Reporter)
OTIS HOOVER (A Theatrical Agent)
ROSIE RALFERTY (A Ditty One)
SALLY GREEN (A Foundling)
MRS. TILLY BROCK (A Wealthy Settlement Worker)
"POP" SHENDORFF (Proprietor of the Alley Inn)
CONSTANTINE (Grand Duke of Czochowiana, a waiter at the Alley Inn)
BLAIR FARQUAR (A Playboy)
ADMIRAL TRAVERS (A Sugar Daddy)
"TOTTIE" (A Gay Gold Digger)
RICHARD FARQUAR (Blair's Father, a Millionaire)
CORA CONEY ISLAND
HANNAH HARLEM (Orphans with Dialogue)
JENNIFER (Jersey City)

JACK JAMES
FRED PULLMAN
CLIFF HUTCHINSON
PATRICIA WRIGHTSON
JUNE GRAY
MARJORIE BYRNE
PETER SUNAKLIS
LEO BOSHER
ADRIAN OLIVER
VERN WRIGHTSON
KATH HUTCHINSON
FRED CRACKNELL
GLORIA BEACH
HELEN CRACKNORTH
PAMELA CORLETT

CHORUS and BALLET

Jean Archer, Gloria Beach, Edna Caldwell, Marie Coward, Patricia Corbett, Eric Coward, Helen Crakanthorpe, Lorraine Crakanthorpe, Marilyn Crakanthorpe, Shirley Eccleson, Kate Fitcheson, Phyllis Ruleau, Judith Scott, Jack Skelly, Yvonne Thompson, John Watson, Joe Watson, Vera Wrightson.

(ACTOR POST: 1910)

nostalgia...

Almost exactly 23 years ago — early in March 1954 — the Picton Amateur Theatrical Club presented a series of performances of the musical "Sally", in the Picton Town Hall, at the School of Arts, Bowral, and at the Town Hall, Campbelltown. The very successful season ran for more than a fortnight.

One of Maldon's ageing thespians discovered the yellowing programme, reproduced above, of that far-off occasion, and as the cast then included many employees of Blue Circle, set about to determine what had happened to those enthusiastic actors who took part in the presentation. Following is the result of his research:

Marjorie Byrne: Jim Byrne was one of the first truck owner/drivers to cart cement out of Maldon Works, and is still following this occupation today.

Fred Pullman: Fred is presently employed as boilermakers labourer at Maldon.

Peter Sunaklis: was employed as a boilermaker at Maldon at the time, but has since left the district.

John Regan: John was employed as a clerk in Maldon office, but has since travelled to U.S.A., Canada, and Europe earning his fortune in show business as a dancer.

Ron Thornber: formerly a carpenter at Maldon Works, Ron has since left the district.

Bernard Carroll: our Personnel/Safety Officer, needs no introduction — or comment!

Patricia & Vern Wrightson: are long-standing Picton personalities. Vern's history is outlined in the page of Maldon veterans in this issue.

BERRIMA'S

"YANKEE DOODLE GRANNY"

"I talked my family into migrating to Australia because I was convinced it was a country of endless opportunities, great natural beauty, and wonderful people. Now five-and-a-half years later I still feel that way."

Helen Staubner, her husband Charles, and their two daughters left the Big Smoke, New York, in August 1971 — still loving their native United States, but seeking a slower pace of living. They came to Sydney and then bought a couple of acres of land and an old ramshackle house in Exeter. Their grown-up twin sons, Michael and Joseph, are still living in the States.

Helen, the matchmaker, introduced her daughter Karen to one of her general office co-workers, Allen King. The couple married and now have a daughter, almost two.

"An excellent example of what results from good quality control", says Helen who has spent much of her time working in Berrima Laboratory and with Cliff White.

Christine, 13, Helen's youngest, attends Chevalier College in Moss Vale and has great ambitions to be a veterinarian.

Charlie Staubner has taken the opportunity and challenge relatively late in life, and while working as a labourer during the day, attends Goulburn Tech at nights, with the intention of becoming a fully-trained welder.

Last month Helen went back to school at nights to embark on a four-year certificate course in Personnel Administration at Wollongong Tech. Her interest in and love of people, she feels, will make the extra hard work and time worthwhile.

"There is no reason for anyone in Australia to remain uneducated with all the learning opportunities so readily available for people of all ages."

Being born and raised in a big city, marrying young, and raising a family while working as a solicitor's secretary, Helen never took time to do 'fun' things, like learning to ride a motorbike, or camping. She claims that while her mind is ready and willing to ride a bike, her body isn't.



HELEN STAUBNER — the incurable optimist

But she did go on a four week camping tour this past December, travelling over most of the southern part of Australia. She claims it is the only, best, and cheapest way to see this country. "But be sure to take an air mattress!"

Of the many fascinating adventures she had and places she visited, her favourites are the Flinders Ranges in South Australia, and Albany, Esperance, and Perth in Western Australia.

Helen started at Berrima in May 1972 in the general office typing pool, and was later transferred to the laboratory as Mr. Cliff White's secretary, where she gained fame as (a) being the only female, and (b) baking delicious birthday cakes for the boys in the laboratory.

While at the laboratory, she and Barry Whatman organised a sponsorship program through Save the Children and World Vision which was reported in this magazine in previous issues.

Her philosophy is: "It's no use just wishing someone well. Do something to make it happen."

(Kevin Moore)



EQUUS.

"FRANKLY, SIMMONDS, OUR PERSONAL RELATIONSHIP WOULD BENEFIT IF YOU COULD STOP REFERRING TO PRE-MERGER DAYS AS 'THE DREAMTIME' "

PROFILE

**J.H. STEPHENSON C.Eng.,
B.Sc., M.I.C.E., A.C.G.I.**

Project Construction Supervisor

When Blue Circle in England first approached J.H. "Steve" Stephenson and suggested that he should come to Australia as Project Construction Supervisor of the expansion programme at Berrima he asked for time to consider the offer. He had built cement works throughout the British Isles, in Nigeria and in Spain and they had invariably been completed on schedule.

But he had heard grim stories overseas of the strikes and industrial troubles that bedevilled developmental works in Australia and he wanted to study the situation at first hand before he committed himself.

So he came to Sydney in May last with his wife to find out: (a) if he thought Australians could work with him; and (b), whether he could work with Australians.

After a few weeks in Sydney he gave himself emphatic affirmative answers to his own queries, returned to London and accepted the posting.

Now he and his wife have settled into an attractive house in Bowral which will be their home for the next two years while Steve supervises the construction of the huge new kiln at Berrima.

Tall, lean and sun-tanned, and essentially a team man, Steve has already achieved something of a reputation on the site. They call him "Lightning" because he moves so quickly — and always on foot. They say that he is "here, there and everywhere simultaneously, and never misses a trick".

Born in England in 1923, the son of a minister, Jeffrey Herbert Stephenson was brought up in the gentle religious atmos-

phere of a Presbyterian manse. He went to Taunton School in Somerset whence he matriculated and played in the firsts in both cricket and Rugby. Then, in 1941 he enrolled in the City and Guilds College, the engineering school of London University.

ARMY SERVICE

He was halfway through his course when he was conscripted into the army and trained as a sapper. Then in 1945 he was commissioned and joined the 2nd Field Company of the Bengal Sappers and Miners which was stationed at the training depot at Roorkee in Northern India. It was here that he found he had a natural aptitude for languages and quickly gained a working knowledge of Hindustani. The following year he joined the Fifth Indian Division in Java. He was demobilised in 1947 with the rank of captain. He returned to City and Guilds College to complete his B.Sc (Eng), and graduated with Second Class Honours in civil engineering.

Then he joined a civil engineering consultancy firm in Victoria Street, London. It was in 1952 that he had his first contact with the cement industry when he

was seconded to APCM as resident engineer at Maghermorne in Ireland where the existing works were to be enlarged by the construction of an entire new kiln complex.

As an officer in the Indian Army Steve had quickly established a rapport with his men. His calm and unruffled approach to any crisis won him respect and affection. Dealing with civilian Irish staff, however, was an entirely different set of



circumstances, but he found he had no difficulty in handling them. He convinced them he knew their job as well as he knew his own. Labour problems were overcome before they assumed any proportions. And the construction proceeded smoothly and efficiently as a consequence. The kiln was completed right on target.

Steve's ability to get things done did not pass unnoticed. Shortly after the job was finished he was invited to join the staff of APCM. That was in 1954 and it marked the beginning of an extraordinary career in supervising the construction of a succession of mammoth cement works in Britain and overseas.

Indeed, if Steve were not the extremely modest person he is, he could justly claim to have built more huge cement plants than anyone else in recorded time.

"GREEN FIELDS" SITE

His first posting as a member of APCM was as resident civil engineer at Cauldon in Staffordshire. It was a "green fields" site. Three years later a cement works producing 200,000 tons of clinker a year was in successful operation.

Once again delays and industrial strife had been kept to a minimum and Steve's imperturbable ability to get things done with the minimum of fuss and the maximum of efficiency became widely recognised.

In 1958 he was appointed construction manager of the Ewekoro Works in Nigeria, some 40 miles inland from Lagos. Again it was a "green fields" site and before the works were completed three years later, Steve was to experience every type of construction problem that the climate and local conditions could engender. Many of these hazards were bred of the bottlenecks at the docks and the consequent difficulties in getting delivery of equipment. Dealing with local officials, too, demanded the finest attributes of a diplomat together with infinite patience.

The first stage was to build a complete housing settlement near the site, complete with all amenities. All the technicians were Europeans and all precautions had to be taken to safeguard their health. Then there was the recruitment and direction of native labour.

During his service in India Steve had



"I'M AFRAID IT'S BACK TO THE DRAWING BOARD,
O' SHAUNESSEY."

developed an enduring regard and affection for Indians, but he has many reservations about Nigerians. Some of them with whom he dealt were completely devoid of any sense of loyalty or honesty and intense security had to be maintained on the site at all times. Despite these precautions thievery was rampant.

TARGET ACHIEVED AGAIN

He recalls a typical incident involving the theft of a quantity of 40-ft steel rods. They had been bent in two to facilitate transport and were identified by green paint markings. The thief was caught with the rods and charged with theft. At the magistrate's hearing Steve was asked if he could positively identify the rods. He explained that the rods, produced, had been bent and marked and were identical with the stolen rods but he could not positively identify them without a metallurgical test. The thief was convicted. Then Steve asked the police for the return of the rods. He was blandly informed that as he could not positively identify them in court they had been sold in aid of police funds.

There was rarely any respite, with difficulties piling on difficulties. Steve was determined to achieve his target date and drove himself unremittingly to keep construction on schedule. His tireless dogged persistence was rewarded when the complex was completed within the stipulated time.

It had been a long and exhausting stint in an enervating climate and Steve was inordinately happy to leave Nigeria in January 1961 for a well merited vacation.

It was at this stage that Australia first entered his cosmos. He was asked to take up the post of construction manager at Waurin Ponds. But when he finished his leave and arrived back in England some three months later this appointment had fallen through.

Later that year he was appointed construction manager of another "green fields" project, this time a two-kiln Lepol process complete new works at Dunbar in Scotland. The estate the company had bought for the works included the Dunbar Golf Club, which is a championship course. This proximity encouraged him to take up golf and with characteristic enthusiasm he soon reduced his handicap to 15.

But he had a spate of industrial trouble



Foreman inspector Ray McCallum and Steve Stephenson on site at Berrima. Ray has been seconded to assist Steve.

at Dunbar. The Forth bridge was being built and the high wages being paid the riggers on the bridge led to claims for higher wages at the cement works site.

Once again, however, by dint of negotiation and persistence he completed the works on schedule.

OFF TO CORDOBA

At this stage he decided he had had enough of the never-ending worries associated with construction work and to concentrate on management. In mid-1964 he achieved this ambition. He was appointed manager of the Penarth Works in Wales.

But it was not to be. Before he could take up this appointment he was asked to go to Spain as director of construction on an extension to the works at Cordoba.

His linguistic abilities stood him in good stead and he soon learned to speak fluent Spanish. It was to be his lingua franca for the next four years.

The work on the 1,000 ton a day Lepol process kiln proceeded apace. There was never any suggestion of any strikes or industrial action because strikes were illegal in Spain and at the slightest hint of trouble the police moved in.

Steve's, as yet, unblemished record of finishing construction on target was again maintained at Cordoba.

His next move was to the Moncada Works in Barcelona to supervise the modification of the existing kiln with a Krupp pre-heater tower. This task occupied another two years. He thoroughly enjoyed

his sojourn in Spain. He liked working with Spaniards and they liked working with him. The Spanish associate company of Blue Circle wanted him to remain in Spain and protested strongly when he was withdrawn to take charge of the construction of a new six-kiln plant at Northfleet in Kent.

By this time he had adjusted himself to a nomadic existence. "My wife and I had come to accept that a stable life was just not to be for us", he said.

The Northfleet project took three years to complete. The target date for the final kiln was December 1971 and it became productive just three weeks ahead of schedule. Again his philosophy of welding the work force into a team had been justified.

"It was touch and go," Steve recalled. "The first kiln had become operative 12 months previously and spare parts had become essential. The easiest source was to cannibalise from No. 6. This made the job a little bit more difficult!"

STRIKES AND DELAYS

It was not an easy time on the site. Kent has always been notorious for its labour problems and all Steve's proven man-management skills were called upon to circumvent industrial stoppages. At times there were more than 800 workers on the site. Altogether about two months were lost in strikes in the first year. Protracted negotiations solved the problems and this was followed by two years of industrial peace.

He was then transferred to the new consultancy division of APCM whose function is to secure contracts for the engineering of cement works outside the United Kingdom.

For the first time in their married life Steve and his wife were able to settle down in their own home. He bought a small flintstone lodge near Gravesend that had been built in 1830 and for the next four years was able to do what he had never been able to do before — to commute from his own home to his office.

But this period of domesticity was again short-lived. In March last year he was asked to come to Australia as Project Construction Supervisor of the new expansion programme. After his exploratory visit last May he arrived back in Sydney some three months later.

Work on the site is already under way. Bulldozers and graders have levelled the area that No. 6 Kiln will ultimately occupy at Berrima. Shortly the concrete piers will be poured and Steve is once more supervising a "green fields" project.

And if his hitherto unsullied reputation of completing a works on target is maintained, the new kiln will be producing clinker in October 1978. When that day arrives, if he has not already succumbed to the blandishments of life in Australia, he will return to his flintstone cottage in Kent and dream that he has perhaps come home to stay. ■

Action shot of the huge machinery moving the coal, shale and soil in readiness for the construction of No. 6 kiln.



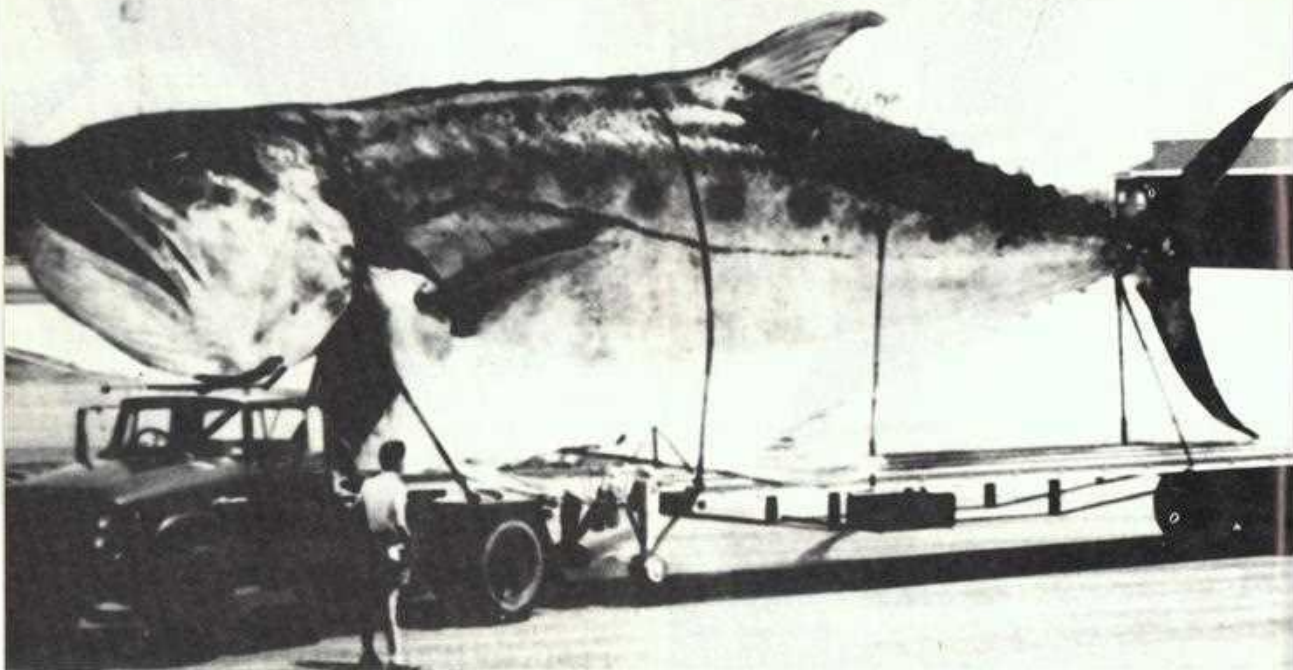


RIVERVALE REPORT

Mr. Ian Hill (top left) a senior officer of the West Australian Fire Brigade, visited SPC recently and gave demonstrations to the staff of fire fighting methods, including the recognition of fire hazards and the use of extinguishers. He then gave training lessons. The picture on the left shows Jean Gibson, our receptionist giving a practical demonstration of fire drill. The bottom left picture shows Harry Najjarine, slag plant operator in action. Above right: Sue Deverall, computer programmer shows how it's done.

Meanwhile, below, Project Engineer, Bob James received a surprise visit from his wife Sue, son Paul and daughter Katrina.





“But You Should have Seen the one that Got Away!”...

In a recent issue of “Link” Tom Pepper lamented the absence from known angling spots of Charbon’s champion fisherman Kingfisher. We are now able to reveal that Kingfisher spent a brief holiday recently at Port Stephens in quest of big game.

Equipped with bait comprising a whole dressed pedigree Friesian bullock, generously donated by a local studmaster, and a 40-lb breaking strain hand-plaited thread line, Kingfisher was soon at the fishing grounds. Action was swift and sudden. Half the bait was taken at the first cast by a giant queen fish that skillfully avoided absorbing the hook. He was followed by his little brother who rather ingenuously took hook, remaining bait and sinker.

A fierce combat between man and outsize fish was followed for practically five minutes when the tired queen fish weakly waved a limp fin as a signal of abject surrender.

Two ocean-going tugs from Newcastle were summoned by radio-telephone and the fish was towed into Shoal Bay where, with

the aid of a floating crane and three bulldozers it was finally manoeuvred on to a succession of low-loaders. It was decided to dismember it on the local Australian Rules ground as the Rugby field was too small.

It was impossible to determine its weight by normal scales so local surveyors set to work with banks of computers and theodolites to produce an accurate estimate.

In the meantime our lurking photographer, equipped with a company-provided camera that cannot lie, took the above candid picture from a distance of 500 metres. Kingfisher is seen standing in the foreground with his customary modest smile. He refused to be interviewed.

“It was nothing”, he said with gracious old-world charm. “I just did my duty in the best British tradition. But you should have seen the one that got away!”

As the fish was towed along the main thoroughfare its towering razor-sharp dorsal fin neatly severed the high tension wires forming part of the northern grid system. The whole of northern New South

Wales was plunged into darkness from Newcastle to the Queensland border, bringing all industry to a standstill. The radio telephone link to Port Moresby was also destroyed and New Guinea has since been isolated from Australia. Repair work was still in progress when this edition went to press.

The local army camp at Gan Gan thoughtfully provided searchlights to enable the fish to be filleted. The first problem was scaling. The scales were over half an inch thick and bigger than soup plates. Jack hammers ultimately solved this difficulty.

Relays of local butchers, equipped with long flensing knives worked throughout the exhausting night cutting 10-lb fillets from the carcass. These were loaded by local wharf-labourers, working at quadruple overtime rates, plus danger money, into long refrigerated vans which ran a shuttle service to the Sydney Fish Markets. It was decided to store the meat and release it gradually to avoid a glut and a consequent collapse of the finely-adjusted marketing system.

An interesting sidelight of the dissection was the discovery in its stomach of the undigested remains of a white pointer shark which was identified as the hero of the recent film smash-hit "Jaws".

The disposal of the remains presented a problem to the local Shire Council. Ultimately it was towed out to sea. Then it proved to be a hazard to coastal shipping.

The Williamtown RAAF squadron was called in and made several unsuccessful bombing runs over the target. Then the navy was approached and the destroyer flotilla ultimately disposed of the carcass by naval gunfire.

In a burst of patriotic fervour, Kingfisher decided to assign all film, radio, TV and magazine rights, together with the proceeds from the Fish Markets, to the Federal Government, to be used to amortize the Australian National Debt.

(FOOTNOTE. A hastily convened meeting of Blue Circle management decided that when full details of the size and weight of the queen fish had been determined a full report of Kingfisher's exploit would be placed in a time capsule in the foundations of No. 6 Kiln at Berrima with instructions that it must not be opened until the year 3,000 A.D.

This thoughtful exercise in community relations, it was felt, would effectively stifle any follow-up fish stories until that year arrives.)

A Verse for Over Thirties

*Remember when hippie meant big in the hips
And a trip involved travel in cars, planes or ships?
When pot was a vessel for cooking things in
And hooked was what grandmother's rugs might have been?
When fix was a verb meaning mend and repair
And be-in meant simply existing somewhere?
When neat meant well-organised, tidy and clean?
And grass was a ground cover, usually green?
When lights and not people were turned on and off
And the pill was intended to cure a cough?
When groovy meant furrowed, with channels and hollows
And birds were winged creatures like robins and swallows:
When fuzz was a substance, all fluffy like lint
And bread came from bakeries and not from the mint?
When a roll was a bun and a rock was a stone
And hung-up was something you did to the phone?
When chicken meant poultry and bag was a sack
And junk was just cast-off and old bric-a-brac?
When cat was a feline, a kitten grown up
And tea was a liquid you drank from a cup?
When swinger was someone who swung from a swing
And pad was a sort of cushiony thing?
When way-out meant distant and far, far away
And a man couldn't sue you for calling him "gay"?
Words once so sensible, sober and serious
Are making the scene, man, like psycho-delirious.
It's groovy, dad, groovy — but English it's not,
Methinks that the language is going to pot.*

Reprinted from "New York Herald Tribune".

If you are one of the many people who have planned an exciting holiday to our Great Barrier Reef, you may be fortunate in sighting a dugong — sea cow — one of Australia's strangest creatures.

Most people believe that a dugong is a type of seal, whereas it is akin to the whale.

Its ancestors were an early form of elephant which returned to a water habitat and became almost 100 per cent aquatic.

This marine oddity abounds in Australian tropic waters — thanks to protective laws against commercial exploitation.

The creature is probably the origin of seafaring yarns of "mermaids". For the female dugong suckles its young and nurses the baby with its fore flipper.

However, its voice — a strange grunting note rather suggestive of a belching pig — is sufficiently musical to lure only a deaf sailor to his doom.

As with land-bound bovines the dugong gathers in herds where large

submarine paddocks of *Zostera*, the seagrass, occur.

The feeding dugong stays submerged from two to three minutes, then shoots to the surface to snatch a quick breath.

Unlike the porpoise it never remains at the surface, and spends most of its life submerged.

Two unusual features of the creature are its small eyes and the pin-sized external opening of the ear.

However, the internal ear is large, and the dugong's hearing is extremely acute.

Like the elephant, the dugong has a provision for replacing worn teeth by a continuous growth and a sliding forward of the molars.

The males have tusks about 228 mm long. But as some 152 mm of their length are buried in flesh, they are almost useless as weapons.

In any case, these denizens of the deep are about as aggressive as a stuffed koala.

A bull dugong attains a length of more

Gardening Notes for March

BY MRS. C.G. CROWE, BERRIMA NURSERIES.

FLOWERS

SOW: Antirrhinum, Aquilegia, Calendula, Canterbury Bells, Candytuft, Carnation, Delphinium, Eschscholtzia, Forget-me-Not, Gaillardia, Gypsophila, Larkspur, Linaria, Lupin, Mignonette, Nigella, Pansy, Stock, Sweet pea, Viola, Wallflower.

PLANT: Bellis perennis, Iceland poppy, pansy, primula, polyanthus, Stock, Viola, Wallflower, also Spring Flowering Bulbs, such as Daffodils, Hyacinths, Jonquils, etc.

VEGETABLES

SOW: Broad Beans, Carrots, Parsnips, Peas, Silver Beet, Cabbage, Cauliflower, Leek, Lettuce, Onion, Herbs, Endive.

PLANT: Eschalots, Garlic, Rhubarb, Parsley, Lettuce, Onion, Radish, Leek, Sweed Turnip, White Turnip.

January again brought extremely dry weather, with short spells of a couple of cool days and then searing heat once again.

Many gardeners, where ample water was not available, found it impossible to keep all the garden watered and had to concentrate on keeping as many areas as possible moist. A good composting with any available material which will rot

down, helps to keep plants from drying out completely under conditions like these.

The planting of evergreen shrubs and trees can be commenced at the end of this month, and it is a good time to decide what deciduous trees are required for winter planting, including fruit trees.

March brings us to the beginning of autumn, when so many of our deciduous shrubs and trees take on their mantles of gold and red. Watch for the ones you would like in your garden and remember to keep height and spread in mind when ordering.

Plant lawn grass seed this month while the soil is still warm enough for it to germinate quickly and make **some** growth before the cold weather commences.

Plant Liliun bulbs now, choosing a cool, sheltered spot in a well-drained area, and surround each bulb with gritty sand, planting about 15 centimetres deep.

Watch for a brood of autumn caterpillars on the Cypresses and spray with "Bug-Geta" for control.

Pick up and burn, boil, or bury **deeply**, any fallen fruit, including crab apples and the fruit from flowering peaches and plums. By doing this you will help to control Codlin Moth and Fruit Fly.

than 2.7 metres, and weighs well over half a tonne.

As with all sea mammals, Nature has provided a blanket of warmth in the form of oily blubber which lies just below the skin.

Yet another interesting feature of the dugong is its big, fleshy, grasping lips which enable it to graze on the sea floor.

These lips sprout sensitive hairs, thought to be used in the dim depths of the ocean for selecting the tenderest and most succulent blades of grass.

It is thought, too, that they may be used as a strainer to retain the grass in the mouth when the salt water is expelled preparatory to chewing.

A knob-like and protruding palate completes a facial assembly which provides a distinct resemblance to the domestic cow. Thus the name of "sea cow".

The meat of the dugong makes excellent eating. It looks like pork, cuts like beef and tastes like veal.

Surprisingly enough, it has no fishy taste or smell.

Fortunately, for the future existence of these mammals, good dugong feeding grounds are also good green-back turtle feeding areas.

And the aborigines find it easier to capture turtles than dugongs to supply the meat they require.

From the Sewing Machine to the Open Road

When a visitor parks his car at Portland House probably the first person to greet him will be urbane grey-haired Frank Morgan, the Managing Director's chauffeur, who also combines the control of the parking area with the duties of unofficial receptionist.

Frank invariably gives a cheery welcome in a voice that has never quite lost its Welsh lilt, and which is always accompanied by an infectious happy carefree smile.

He first saw the light of day in Pembroke in South Wales and early in life decided he was cut out to be a tailor. He served his time with Yeomans in Rochester and at the age of 18 was called up for National Service. He spent two years in the R.A.S.C. (or "Royal Army Skirt Chasers" as he prefers to describe it) as a driver-mechanic and achieved the rank of sergeant. But army life proved to be a thoroughly unsettling influence and Frank decided he just couldn't go back to the needle and thread and the sewing machine.

So he packed up his gear in his army kitbag and went down to London. A few days later he had signed on as a steward in the P & O Line. He knew nothing about serving on tables. They hadn't taught him that in the army, but he quickly learned how to "serve a plate from the left and take it away from the right, and only occasionally spilt the soup over a customer".

He served in the Orcades and the Orion. He visited Australia and liked what he saw. He crossed the Atlantic and also liked what he saw of America. Then he transferred to the Blue Funnel line for a change and went down to South Africa. He liked that too.

Then he decided it was time to swallow the anchor and elected to come to Australia as a migrant. He came out on the Orion, and during the voyage gloried in being served by the same stewards as he has sailed with previously.

He disembarked at Adelaide and got a job as a labourer in a terracotta tile factory. It was hard work, but Frank enjoyed the



change from "peddling plates". After six months he went over to West Australia. He had heard about all the gold in the mines at Kalgoorlie. But when he got there he found it was infinitely easier to pull the liquid gold in a hotel than to work down in a goldmine.

After spending some months as a barman he hitch-hiked to Sydney. That was in 1950. It was time to settle down, he felt, and go back to his first love, tailoring.

He got a job as a tailor in a ladies form-fitting salon in Pitt Street, making corsets and brassieres for all shapes and sizes. He had always had a discriminating eye for the female form, he says, and this natural attribute had probably been sharpened by his years at sea.

"I stayed there for over a year," Frank reflects nostalgically. "I found it very interesting — and often exciting work. I was very good at it!"

One of his fellow employees was attractive Peggy Duke and shortly afterwards they were married. Frank just can't remember which one of them it was who decided that female form-fitting was not the best morale builder for a married man. Suffice to say that he was encouraged to resign.

He joined Commonwealth Portland in 1971 as chauffeur to the Chairman, Sir Grant Ferrier, and was with him until his retirement when he was appointed to his present job with Mr. F.E. Taylor.

But when he is all alone in his small office at the foot of the lift he often day-dreams about those fascinating far-off days when he devoted all his talents to studying form in the Pitt Street salon.

New apprentices start work



STORK CALLS AGAIN

Congratulations to Kevin Richards, Berrima Machine Shop clerk and his wife Robyn on the birth of their second child, a daughter Melinda. Reports are that both mother and daughter are home and in good health.

CONVALESCING

David Barnett, Electrical Fitter, who was injured in a car accident recently is now out of Canberra Hospital and convalescing at home.

OFF TO THE GOLDEN WEST

Keith Knox has left us after completing his mechanical engineer certificate course at Wollongong Tech. Keith has gone to Western Australia where he will train as a radiologist.

A big welcome to our new apprentices who started their working lives with us on January 4.

After a three months training period under the capable hands of Jim Galloway: Stephen Young, Mark Thompson, Mark Thomas and Stephen O'Connor will return to Marulan and Greg Finch and Ray Greenup will return to Maldon to complete their training.

Pictured above: Back row, left to right: Stephen Raynsford, Ray Greenup, Greg Finch, Stephen Young, Anthony Ferguson, Mark Thomas, Gerald Woodman, Warren Canham and Mark Haertsch.

Front row: Stephen O'Connor, Bradley McLaren, Mark Thompson, Steward Davidson, Martin Harris and Greg Martin.

Prior to her wedding on January 2 to Ron Druery at Bowral, Michelle Pedersen, our popular switchboard operator, was presented with a vacuum cleaner from all the staff at Berrima.



NEWS FROM CHARBON

CHARBON VETERAN

One of the landmarks round the machine shop at Charbon is Tadeusz (Ted) Bromka, who has been working here for near on 27 years. Born at Vilno, Poland, in 1925, Ted migrated to England in 1946, and spent a few years in the army there. He reached Australia in 1948, spending a month in Bathurst before coming to work at Charbon.

He left after only a short stay, but was back again in 1949 and has been here ever since. He started work on the dryers, moved to the machine shop in 1955, and is now a leading hand fitter.

Married in 1950, Ted and his wife Uneta have two daughters, Janine & Kathy. Ted's interests are gardening and shooting. A couple of years ago he and his wife toured Britain, and other parts of Europe.

* * * *

FANTASTIC

*I have heard some fishy stories
From down Maldon Way.
But here's a little beauty
I was told the other day.
Col McPherson he was fishing
Out on the Rylstone Weir
When a funny thing happened,
Very strange and very queer
For just as he was casting,
A duck was flying by.
Would you believe the spinner caught
The poor bird in the eye?
He reeled the bird on to the bank —
Col's always on a winner —
Instead of having fish for tea,
He's having duck for dinner.*

'Tom Pepper'

* * * *

Top left: Roy Morrison from the Charbon Powerhouse.

Centre: Ernie Sherden, also of the Powerhouse, appears intent on the job.

Left: Manager Ken Hulonce in a happy frame of mind, with Neville Cooper in a more thoughtful mood.



Into The Silence

Arthur Currie, better known to his friends as Ronny, an employee at Charbon Colliery, died in January at the Mudgee Hospital at the early age of 41.

He is survived by a wife and four children, to whom our deepest sympathies are extended.

GRANVILLE VICTIM

It is with deep regret that we also report the death of Mr. Jan K. Post, better known as John, in the tragic train smash at Granville on January 18, last.

Mr. Post, 49, originally came from Holland, and was Chief Chemist at Charbon Works from 1968 until the end of December 1976, when he left to take up a position with the Public Service. Mr. Post and his family moved to Blackheath, and he was commuting daily to Sydney.

Our deepest sympathy is extended to Mrs. Post and her children.

NEW FACES

Four new apprentices started at Charbon in January, one at the Colliery and three at the Cement works.

Apprentice electrician Robert Baskerville is following in his father's footsteps at the Colliery. Robert 17, recently completed his H.S.C. at Kandos High School.

Martin Geiser, 18, son of Machine Shop foreman Lue Geiser, is now an apprentice electrician at the Works.

Raif Hilmi, 15½, recently gained his School Certificate. He is an apprentice boilermaker, as is his elder brother Mustafa, now in his second year.

Ray Munday, 16, completed 5th year at Kandos High last year. He is now a first year apprentice fitter and turner at Charbon machine shop. Ray's father, the late Maurice Munday, was leading hand fitter at our quarry for 15 years, until his untimely death last year.

Top Right: John Innes, shift foreman and our newly appointed works chemist Jack Glew.

Centre: Kevin Ryan who works on the aerial "cannonball".

Right: Ian McCorquodale, powerhouse foreman and Reg Broadbest, works engineer, enjoy a convivial drink.

Portland *ROUND AND... ABOUT*

Electrician Don Glazebrook (pictured right) was born in Portland in 1934 and joined Portland Works as an apprentice electrician in March 1949.

On completion of his apprenticeship he joined the work force as a fully fledged electrician.

Don has lived his life so far in Portland, where he is well known, having been a good all-round sportsman in his younger days, participating in tennis, cricket and golf. His present sporting interest is golf, and he currently plays to a 16 handicap.

He is also a keen gardener, and reputedly grows the best tomatoes in the town. One bush he has at the moment is over 6 feet tall and still growing.

Don is married with two children, Graeme who is doing an apprenticeship at Portland Works as a draughtsman, and a young daughter Leanne.

WELCOME BACK KOTTER

Derek Brown has returned to Portland from Charbon Works where for the past 2½ years he has been employed as Personnel/Safety Officer.

Derek is taking over Personnel/Safety at Portland from Ken Patterson who is transferring to the Stores Department.

Welcome back Derek!



BIRDS OF A FEATHER

They say that "birds of a feather flock together" but in this case they are sitting together.

The two lovely young ladies pictured below are Lynne Weggery and Cheryl Trudgett, both of whom are employed at Portland Works. And both lasses are married, Lynne to a New Zealander named John, and Cheryl to an ex-Portland apprentice — Stephen.



VALE PERC. BENDER

The death occurred recently of Mr. D.H. (Perc) Bender, at the age of 69 years. Mr. Bender has been employed at Portland Works as an agricultural fitter from December 1950 until his retirement in November 1972.

He enjoyed great popularity among his workmates, and was very fond of the outdoors, particularly trout fishing.

Mr. Bender's health had deteriorated over the last few years, and his passing was not totally unexpected.

He is survived by his wife and three sons, Kevin who is employed at Portland Works, Laurie and Noel.

Our sincere condolences are extended to Mrs. Bender and family.

SUCCESSFUL ART SHOW

There was an added attraction to Portland Show weekend this year, when following an approach by Mr. Hulonce, the Show Society decided to stage an Art Exhibition.

Sponsors were sought to ensure the success of the Art Show. Following an offer of \$1000 from the Directors of Blue Circle Southern, Portland Rotary Club came forward with \$200, Western Gold with \$350 and Jack Stait with \$500.

With such magnificent support, which must surely be considered excellent for a country town, 247 paintings were entered by artists from Melbourne to the Queensland border. Of these, 57 were sold with a total value of nearly \$6,500. A total of 1800 people visited the exhibition.

CLARRIE BROWNLOW

An ironworker at Portland Works for the last 12 years, Clarrie Brownlow, pictured below right, joined the Company at Portland on 22nd March, 1947.

He began work as a labourer under the late Tom Tierney, then transferred to the Quarry as a fitters labourer. He followed this with a spell of 14 years in the transport maintenance section.

Clarrie was born in Portland, and has lived here all his life. His first job on leaving school was as a "counter-jumper" in the old Portland Co-op, and then followed a brief spell at Tildesly Colliery before moving to the cement works.

He is married with a 14 year old son who is a very accomplished piano-accordionist.

VETERAN RETIRES

Friday, February 4 was retirement day for Ernie Cole, leading hand fitter.

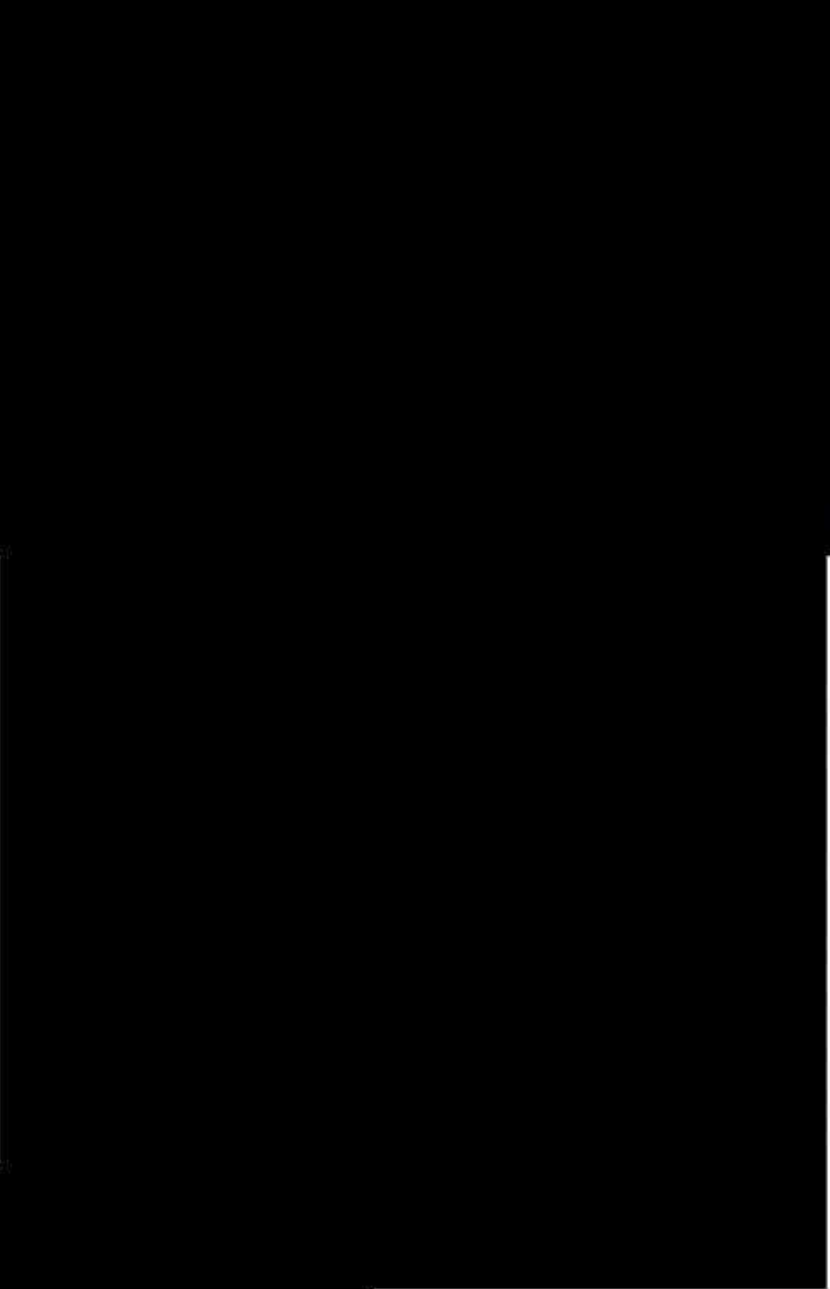
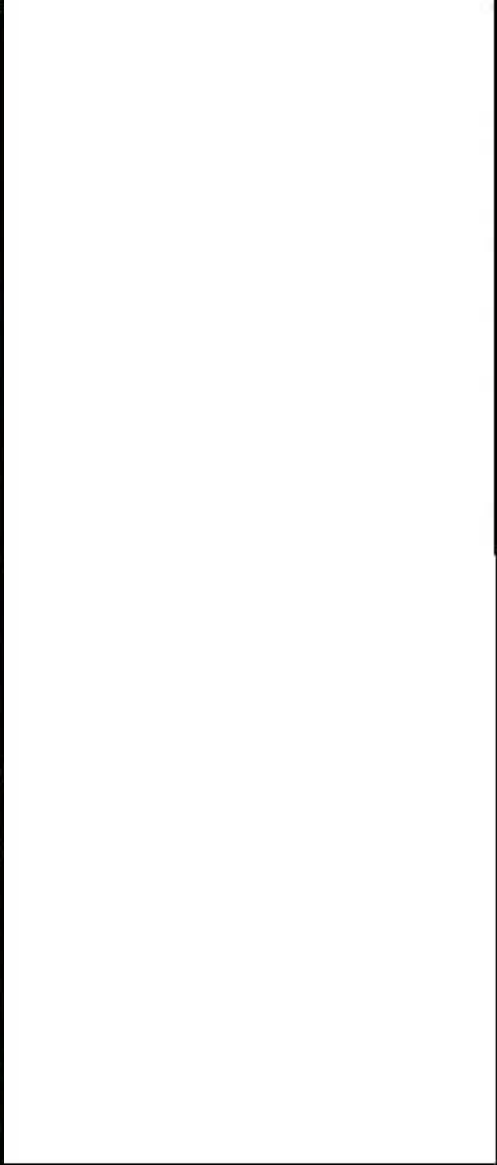
Born at Tewkesbury, England in 1912, Ernie came to Australia in 1922 at the age of 10, and sailed into Sydney Harbour on April Fools Day of that year.

He joined us at Portland in February 1938 as a fitter, and lived at the Imperial Hotel until his marriage in 1939 to Eva, who hailed from Tarana.

Ernie reckons he has seen a few changes around the place. He recalls the days when up to 800 men were employed here, compared with our present 200.

In the picture below left, Ernie is shown on the right chatting to Portland stalwart and ex-fitter Jack Miles.





Maldon Men With 20 Years Service — Or More

DON MASON:

Don started work at Maldon as a plant operator in 1954. He became shift foreman in 1958 and in 1973 joined the office staff as stores clerk.

He has four children and three grandchildren to keep him occupied, but still finds time to indulge in his hobbies of gemstone fossicking, pottery and philately.

VERN WRIGHTSON:

Vern began work as an accounts clerk in 1949 when Mr. Roy Taylor was manager at Maldon Works. In 1956 he became works accountant, followed in 1975 by his promotion to supt works Acc. & Admin.

He and his wife, Pat, are the proud parents of Debbie, who is studying for a science degree at Sydney University, and Leanne who will be attending High School this year.

Although very prominent in community affairs, Vern somehow manages to find sufficient time to play in the local A. Grade cricket and tennis teams.

JOHN DOYLE:

John started working at Maldon in 1957 as a 'sample boy' in the laboratory until 1960, when he became a process tester.

He then worked as mechanical tester, until appointment to his present position of laboratory analyst.

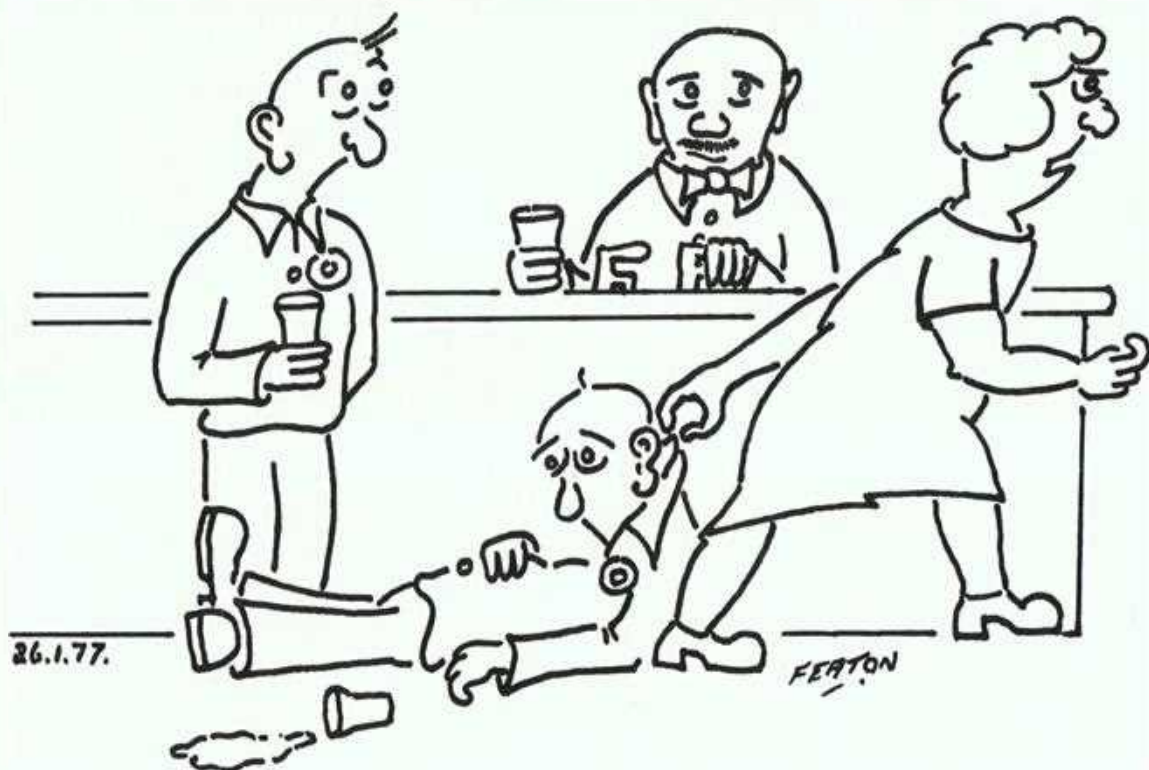
John is an electronics fanatic, and also enjoys photography. He is married with a five year old daughter, Joann.

HARRY GURNETT:

Harry joined the company as an ironworker in 1950. He became a boiler-maker in 1958 and still holds that position. The Gurnett family consists of wife, Edna, and four children.

Harry has been bitten by the travel bug and over the past four years has visited Rabual, the Philippines, Hong Kong, Timor and Indonesia.

The Blue Circle Boys.



"Great little missus Joe's got . . . often drops in to help him home."

Manager's New Role

When the Manager Group Administration, Dennis Dalglish returned from two weeks leave early last month it was apparent that he had assumed even greater and graver responsibilities, coupled with an even happier outlook.

Then the infallible office grapevine disclosed the reason. Dennis was now a proud grand-father. His eldest daughter, Mary had had a son, Daniel, during the vacation.

Co-incidentally his father-in-law, Arthur Ward, who is 93 years of age, arrived by air from England and was staying with Dennis and Peggy when the happy event occurred.

The latest medical bulletin reveals that Daniel, his mother, his father, his

grandfather and his great-grandfather are all doing well.

Ambition Achieved

It's every golfers dream that some day, perhaps even this coming weekend, he'll hole out in one.

But it actually happened recently at the Roseville Gold Club to Garth McKinnon, the son of the late Arch McKinnon who was such a popular figure in the Blue Circle Southern Group.

On the first hole he missed an easy 18-inch putt. The second is a difficult 190 metres. Garth hit a fine tee shot. It rolled on to the green, right up to the flag and dropped neatly into the cup.

"That makes up for that missed putt on the first", he remarked with typical McKinnon charm and nonchalance.

The Revolution in the Fowl House

Strange things are happening in the Australian poultry farming business nowadays and it's all because of a growing belief that hens are having the same trouble as everyone else in standing up to modern living.

Apparently, contented chickens lay more eggs and put on more weight than nervy, jumpy birds that suffer from inner tensions.

And since it's been discovered that music has a soothing effect on hens, more and more poultry farmers are installing radios in their chicken sheds.

In fact, there's one poultry farmer at Menai, in New South Wales, who's installed no less than 15 hi-fi speakers in his farm sheds in the hope that they will jazz up egg production.

And now more than 1000 tunes with a relaxed beat, waft continually through his fowlhouses and help the hens to ward off ulcer troubles.

Battery System

Still other poultry farmers are confining their fowls in wire cages arranged in assembly lines of up to 96 cages, which is known as the battery system.

The birds need very little attention. Food and drink are provided, and all the hen is required to do is lay eggs.

Moreover, tests have proved that battery chickens average 190 eggs a year, while their free-roaming farmyard rivals average only about 150 to 160.

Another advantage of the battery system is that the wire mesh floor of each cage slopes down towards the front, so that when an egg is laid it rolls down into a tray outside the cage. The result is eggs as clean as billiard balls and no breakages.

Loafers and no-hopers who might get away with free board and lodging for weeks in an open run are spotted in a matter of days in the cages, and out they go quick-smart.

Is it fair to the hens to keep them in cages? Well, most poultry farmers cluck that a bird in the cage is worth two in the bush, and they point out that facts alone prove hens are happier in battery systems.

They claim it's far from cruel not to allow a hen to exercise, because in a cage a bird doesn't have to waste energy scratching around for its food.

In addition, under the battery system, the fowl has none of the disadvantages of flock life, because she is protected from foxes, dogs, cats and weather conditions.

No Fowl Worries

Many poultry farmers also say that a hen confined in a cage is free from worry of the social system which is so much a part of flock life.

It's true that the social system in a fowl-yard is as strict and severe as anything human beings ever devised in the old feudal days.

For instance, in a flock of 100 hens, there's usually a distinct queen, 10 lesser nobilities, 80 simpletons and nine outcasts.

And there's little hope of an outcast becoming a good layer, because everywhere she goes the other birds chase her away.

On the other hand, with the battery system, each one of the outcasts can become a good layer. All they want is happiness and contentment to become good egg performers.

As for the poultry farmer who favours laying cages; well, he now finds he has more time for farmyard chores, or viewing television.

And if he runs a big battery system with its own water supply, he doesn't even have to carry buckets of water to the fowlhouses.

All he need do is run a pipe along through the tops of the cages with little nipple valves at intervals in reach of each bird. The hens merely nudge the valves with their beaks and the water drips down.

BERRIMA PERSONALITIES

Bert Garbutt (below left), started with us during 1954 as a painter after completing his apprenticeship at Wingello. During his 23 years with the company Bert has been on the committee of many of our activities, being a foundation committee member of the picnic fund and foundation committee member of the sick and accident fund.

Married with two teenage children, Bert now works in the powerhouse looking after the painting jobs. He also maintains the fire extinguishers around the plant.

His main interest nowadays is looking after the employees interests in the super-annuation fund. Employees wishing to join are advised to call and see him in the powerhouse.

Weekends find Bert at his 100-acre Pine plantation at Wingello or following his hobby and recreation — fishing on one of the South Coast beaches.



Hans Namivirs, (above right), was born in Latvia during 1922, doing all his schooling in his homeland which was interrupted by the war.

Hans was sent to Norway to work on the railway in 1942 and in 1945 went to Germany as a guard on Yankee planes that were grounded in Germany.

During 1949, Hans came to Australia and straight to Berrima where he worked for two years in the hostel as a kitchenhand and a cook.

Hans started work with us at Berrima in 1951, his first job was on the powerhouse extensions and he now works as a rigger attached to the Machine Shop. Apart from a few quiet beers, Hans enjoys an occasional small flutter on the races.

TWO STALWARTS FAREWELLED

At a recent function at the Moss Vale Bowling Club we said goodbye to two more from our ranks when Jim Thorpe a loco driver and Alf Hare shift foreman reached the retiring age.

Jim Thorpe started at Berrima in 1937 as a crane driver, leaving in 1943 to work on a dairy farm. After working on the dairy for two years he returned to the works as a crane driver. In 1948 he transferred to the loco, first as fireman then as a driver, driving the old steam engine until August 1967 when it was replaced by a diesel loco.

Jim has some very humorous memories and very interesting anecdotes about his experiences in driving the loco.

His fondest memory is the day when he drove the loco that pulled the first government passenger train on a private line in N.S.W. when it entered the Works on a historical tour.

Alf Hare, affectionally known as "Flower", started work with us in September 1954 as a labourer.

Born in England Alf, a landscape gardener, found employment in his trade difficult in the early 50's and after working in different places bought a house here and decided to settle in Berima.

After working as a labourer for a month Alf transferred to the mills and then to the kiln, as a burner, in 1957.

During 1974, although near retirement our Management realised the potential in Alf and promoted him to staff shift foreman, a transfer that was never regretted.

Among the many people present at the joint farewell function, who are pictured on the adjoining page were:— Top: Alf Hare proudly shows his flower symbol after receiving it from Colin Moule; Charlie Randall; Jim Thorpe received his presentation from Bruce Burgess. Second Row: Gunnar Hincenbergs and his wife; Ray and Helen McCallum from Marulan. Third Row: Ken and Mrs Waddell; Graham Beveridge and his wife Karen. Bottom Row: Jim Burnell and his wife; Eric Johnson; Vince Maloney and the Easter twins, David and Stuart.



***Berrima
Farewells
Two Fine
Veterans***



MARULAN PEOPLE

DARCY HADLOW started work with SPC on November 4, 1961 as a carpenter's assistant. After several months he transferred to Euclid trucks where he spent the next 13 years until December 1975. Then he was appointed to the staff in his present position of production shift foreman.

Darcy is married and has two children, Robert 12, and Jenny 9. His hobbies are gardening, fishing and tennis and currently he is secretary of the Marulan South Tennis Club.



LINDSAY GEBB, (far left) our handsome young carpenter is 22 years of age and is still living in a state of single bliss.

He spends his week ends either shooting or playing cricket, or both. He is 6 feet 6 inches tall and is a good medium/fast bowler.

PETER TAYLOR (left) is a Third Year mechanical engineering student from the University of NSW. He is now working in the hydration plant area.

He is 20 years old, single and lives quite close to the Works at Bungonia.



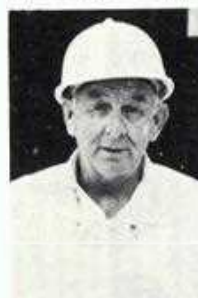
TOURING HOLIDAY

ALAN JOHNSTON, quarry foreman, has just returned from a touring holiday of Victoria, accompanied by his wife Carol and their two youngsters, Leanne, 6, and Andrew, 4. They centred their holiday on Ballarat, where they stayed with relatives.

One of the highlights of the vacation was a visit to Sovereign Hill, a phantom goldmining township. They also called in at Koyal Castle near Ballarat and joined in a very successful wine-tasting at Seppelts Winery.



KEVIN CORNISH is a carpenters assistant. He started with CPC on March 18, 1963 and has held various other positions during his 13 years with the company.



HEINZ MIEMCZYK popular leading hand hydrator.

HOW TO BECOME A GOOD DICTATOR

As every secretary knows, every executive on every level of management has his own foibles and eccentricities when it comes to dictating memos or correspondence. In most cases he's never aware of his own particular mannerisms. So the Employers Review decided to study the problem in great depth and the result is the following guide, which we feel will be of great and enduring assistance to every aspiring executive.

1. Never start work first thing in the morning. Typists much prefer a terrific rush in the late afternoon.

2. Please smoke whilst dictating. It assists pronunciation.

3. Do not face the typist while dictating. This would make it too easy for her.

4. Hours of dictation: during the lunch hour and at any time between 4.30 and 5.30 p.m.

5. When dictating, please parade up and down the room. Typists can understand what is said more distinctly.

6. Please call in the typist for dictation and then proceed to sort papers, look up old files, telephone and receive calls. This always impresses a typist.

7. Please lower the voice to a whisper when dictating names of people, places, etc., and in no circumstances spell them to the typist. Typists are sure to hit upon the right way of spelling them — they know the name of every person, firm and place in the world.

8. When typists do not hear a word and dictators are asked to repeat it, shout it as loudly as possible. The typists find this most gentlemanly and reassuring. And it's good for their morale. Alternatively, dictators should refuse to answer. The typists have second sight and it may come to them.

9. Whenever possible, dictators should endeavour to keep the typists late. Typists have no homes and are only too thankful for somewhere to spend the evening.

10. Should a letter require a slight alteration after it is typed, score the work heavily through about four times and write the correct word beside it — preferably in ink or heavy pencil — and always make sure the alteration is on the top copy. This will increase the typist's respect for your efficiency.

11. Should a typist be too busy or too lazy to take down dictation, please write your letter with a blunt pencil held in the left-hand whilst blindfolded. Incorrect spelling, balloons, arrows and other diagrams are very helpful to typists. Most of them are very artistic too.

12. Should work be required urgently (a most unusual occurrence) it aids the typist considerably if the dictator rushes in at intervals of 30 seconds to see if it is done.

13. If extra copies of a letter are required, this desire should be indicated either after "Yours faithfully" or overleaf, so as to ensure that it is the last thing the typist will see when the letter is completed. Such surprises keep her on her toes.

14. If a typist is making a tricky alteration, requiring concentration and precision, always stand over her and breathe down her neck while she does it. She will be too polite to tell you about your halitosis.

15. With regard to statements, do not on any account use lined paper. If figures are altered, please write heavily over those previously inserted, the correct figure in each case being the one underneath.

Our Ten Pin Bowling Champion

One of our most successful sporting personalities at Head Office is draftsman Eddie Harkins who is a champion exponent of ten pin bowling.

He was a contract draftsman before he joined the company on a permanent basis in 1971. Before joining Blue Circle, however, he was selected to represent Australia at the international championships in Milwaukee.



He represented New South Wales in numerous tournaments from 1971 until mid-1974. Then he had the misfortune to be knocked down by a car and badly injured right outside Portland House. One leg was badly fractured and he was out of action completely for several months.

He returned to the bowling alleys early in 1975 and narrowly missed selection in the Australian Team for the London tournament.

That same year, however, he regained his form and won a trip to Singapore where

he ran second in the International Masters Tournament. He was also selected to play in the NSW team. If indoor bowling could be compared with cricket, this would be the equivalent to playing for the State in the Sheffield Shield.

Last year he again won a trip to Singapore but could not strike form during the competition. But he ran second in the "South Pacific Classic", Australia's largest tournament, and won a \$500 purse. In December he won the Wills Cup on TV, together with \$2,000 prize money.

He found this the most exhausting and nerve-racking experience of his bowling career.

Eddie has started off well this year and achieved the finals in the G.E.C. Ten Pin Cup.

Any Monday night you can see him in action at the Rushcutter Bay Bowling Centre. He is a regular habitue and hopes that soon his prowess will attract a sponsor.

How the RN Began

Henry VIII is probably best remembered because of his many wives, and his quarrel with the Pope which resulted in the establishment of the Church of England.

But naval historians agree that to Henry VIII is due the honour of having, by his own prerogative, and at his sole expense, settled the constitution of the present Royal Navy. He instituted an Admiralty, and a Navy Office, appointed commissioners and fixed regular salaries for admirals, officers and sailors. The sea-service thence forward became a distinct profession.

The "Great-Harry", built in 1488 in the third year of the reign of Henry VII was the first ship of the Royal Navy, and was probably the first ship belonging to the nation.

The earliest list of the British Navy was published in 1546. There King Henry's vessels, 58 in number were classified according to their "quality".

A ship, incidentally was then defined as "a large hollow building, made to pass over the sea with sails".

SAGA OF SERVICE TO W.A.



The use of cement in Western Australia has played a very important part in the State's progress in harnessing water (Mundaring Weir is an outstanding early example), in harbour works, in bridges and in building construction.

Hence tracing the development of the manufacture of cement in Western Australia makes an interesting story.

In the case of Swan Portland Cement Limited (originally West Australian Cement Company) the story is an absorbing one of early trials and tribulations, experimentation and frustration — and eventual success.

It is a story of success, revealing a great pioneering spirit and faithful service to Western Australians for over fifty years and which exists to this day.

From the founding of the State until 1921 all cement was imported. Portland cement of overseas origin was regarded by builders, including an important user — the Perth City Council — as the only product measuring up to required standards. In this connection an amusing anecdote of far-reaching consequence is told by an early Company executive Mr. Len Sewell, who is still in the Company's employ.

Mr. Sewell relates: "Back in the mid 1920's we had exhaustively tested and rightly claimed that Swan Brand Cement conformed to British Standard Specifications. This was disputed by the Perth City Council and we agreed to abide by the result of their own tests. And the result? The Council intimated at a subsequent meeting with the then Mayor and company Chairman of Directors R. O. Law that our product had failed to pass the test — 'it was not as good as the imported cement also tested'. Receiving permission to sight the two test reports we found that in fact the position was reversed — it was the imported cement which failed the test! (It had been quickly taken for granted that 'of course' the local product was not good enough). There were some red faces but we had proved our point, and our product."

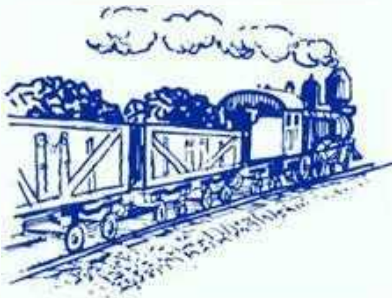
This episode reveals the stiff buyer resistance which had to be — and was — overcome.

But to return to our historical background: In 1921 when the West Australian Cement Company was formed, naturally raw materials had to be found. This first came from a lime marl obtained from the bed of Lake Clifton, some 70 miles from Perth, and taken over a specially-constructed railway line to Waroona. The marl was combined with clay reclaimed from the works site at Rivervale, then known as Burswood. Gypsum was procured from lake deposits near Yellowdine. Collie coal was used for fuel. (In those early days a policy was established to use local products, including later on the manufacture of much new machinery needed. This policy still stands).



After operating for a relatively short period it was found that the Lake Clifton deposit was not completely suitable for cement making because of its uneven quality and costly transportation to Perth.

Consequently alternative deposits were sought and for some time stone and marl was obtained from Gingin, Muchea, Armadale, Queens Park, Welshpool and other sources.



However, these proved to be only small deposits and with expanding sales the quantity of materials from these sources was not enough to keep the plant functioning at the required capacity.

Another avenue had to be sought — and was found.

Many of us of an older generation will remember that when crossing the old Causeway from 1927 onwards a familiar sight was big barges filled with oyster shell being towed by launch along the Swan River to the Company's works.

The decayed shell proved to be excellent for the production of cement — and supplies were practically inexhaustible.



Dredge-master Charles Clegg, now living in retirement, recalls reclaiming vast tonnages of shell from many areas in the Swan River. Deposits were in patches but many went to great depths. In the bay where the Raffles Hotel and the South Perth Yacht Club are now situated 16 feet of water was dredged to a depth of 54 feet. Shell was retrieved offshore along the present Kwinana Freeway at Como, at Nedlands and extending to Middle Bank in Melville Waters. Up-river, shell came from opposite the Ascot Racecourse and water near the present Belmont Racecourse produced shell to a depth of 32 feet.

(Incidentally, what has happened to the live oysters? Mr. Clegg claims that the Swan River oyster is not quite dead. He says some can still be found in deep parts of the river but they do not survive long.)

The shell was retrieved by mechanical drag at an average rate of 200 tons a day and it is interesting to recall that over 3 million tons of shell was extracted from the river bed between 1927 and 1956.

Following on the failure of the stone deposits mentioned earlier and faced with big expenditure involved in plant conversion to the use of oyster shell the Company found itself in considerable financial difficulties. It was then that Swan Portland Cement Limited was established to take over the assets and liabilities of the West Australian Cement Company.

Although oyster shell was still quite satisfactory it was becoming too expensive to process and its use ceased in 1956 when new sources of suitable stone were discovered in the Fremantle area and later at Yanchep and Wanneroo.

The first published report of Swan Portland Cement Limited in 1928 foreshadowed today's great growth. It is interesting to note that the then Board of Directors included men of vision in R. O. Law (Chairman), J. McCallum Smith, D. S. Coleman, H. P. Downing and E. G. Lumb.





BLUE CIRCLE
GROUP



In preceding pages the story has been told of the many difficulties encountered and overcome during the pioneering days of Swan Portland Cement Limited.

Since those early days the Company has continued to consolidate and expand and today is in the forefront of the industry in Western Australia.

Back in 1969, already with an "eye to the future", a technical agreement was entered into with Associated Portland Cement Ltd. of Great Britain — the internationally - known Blue Circle Group. This gave Swan Portland Cement Ltd. constant access to the world's best expertise, enabling it to upgrade plant capacity and to produce consistently controlled quality cement. This association still exists.

For the past seventeen years the Company continued production of cement and lime, but with the advent of the alumina industry it became the major producer of lime in the State with a restricted output of cement.

Now in 1973 an entirely new executive staff has been appointed fully versed in modern manufacturing and marketing techniques. And as General Manager Mr. C. C. Cheyne puts it: "Our Western Australian Company today has a feeling of complete confidence in its ability to market all the cement it can produce".

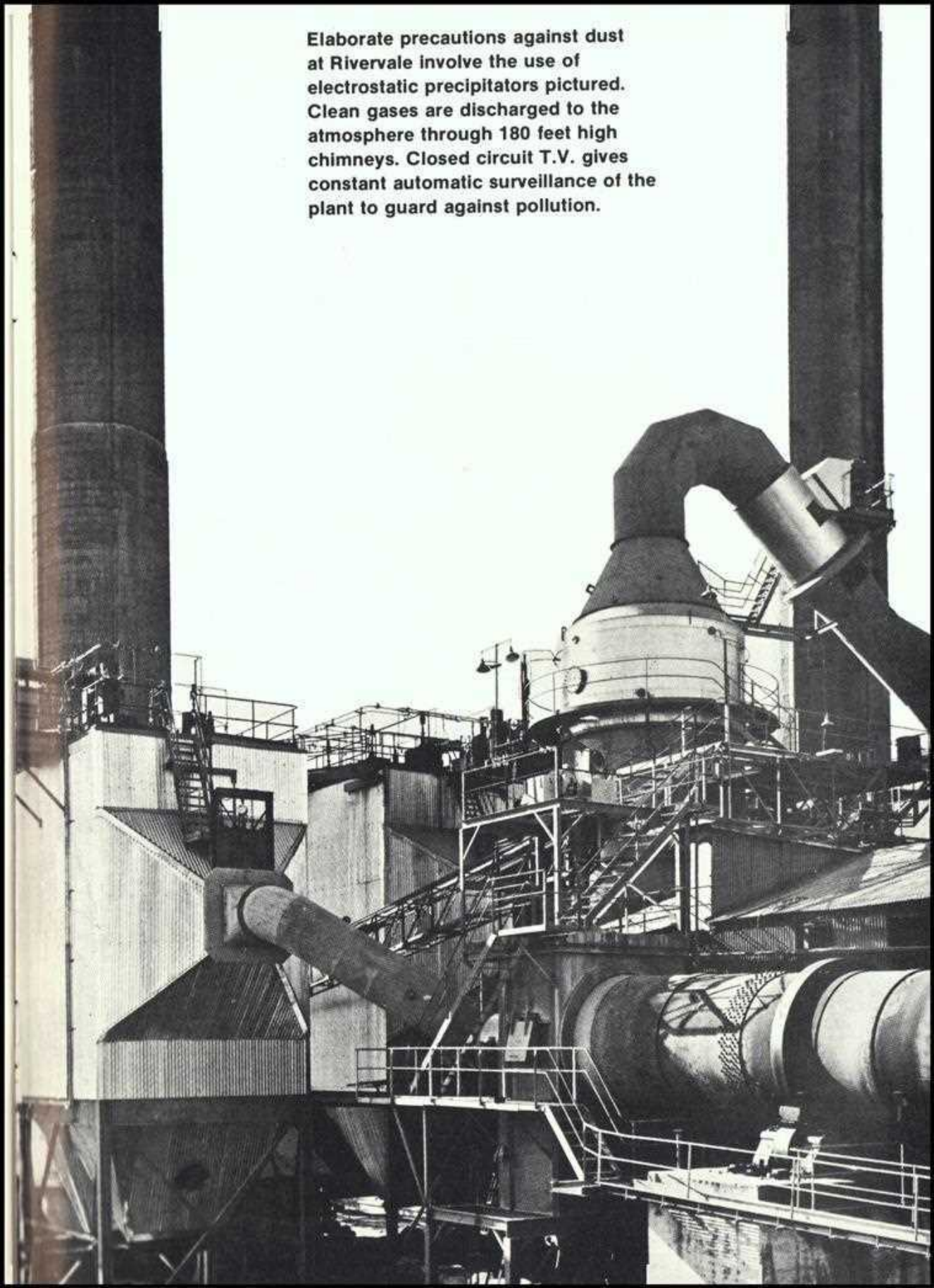
The Company is in a sound position to keep pace with the expected big industrial growth of the State. In fact a recent comprehensive survey shows it can establish another cement works based on limestone deposits on the outskirts of the metropolitan area enabling it to continue on a predicted growth pattern.

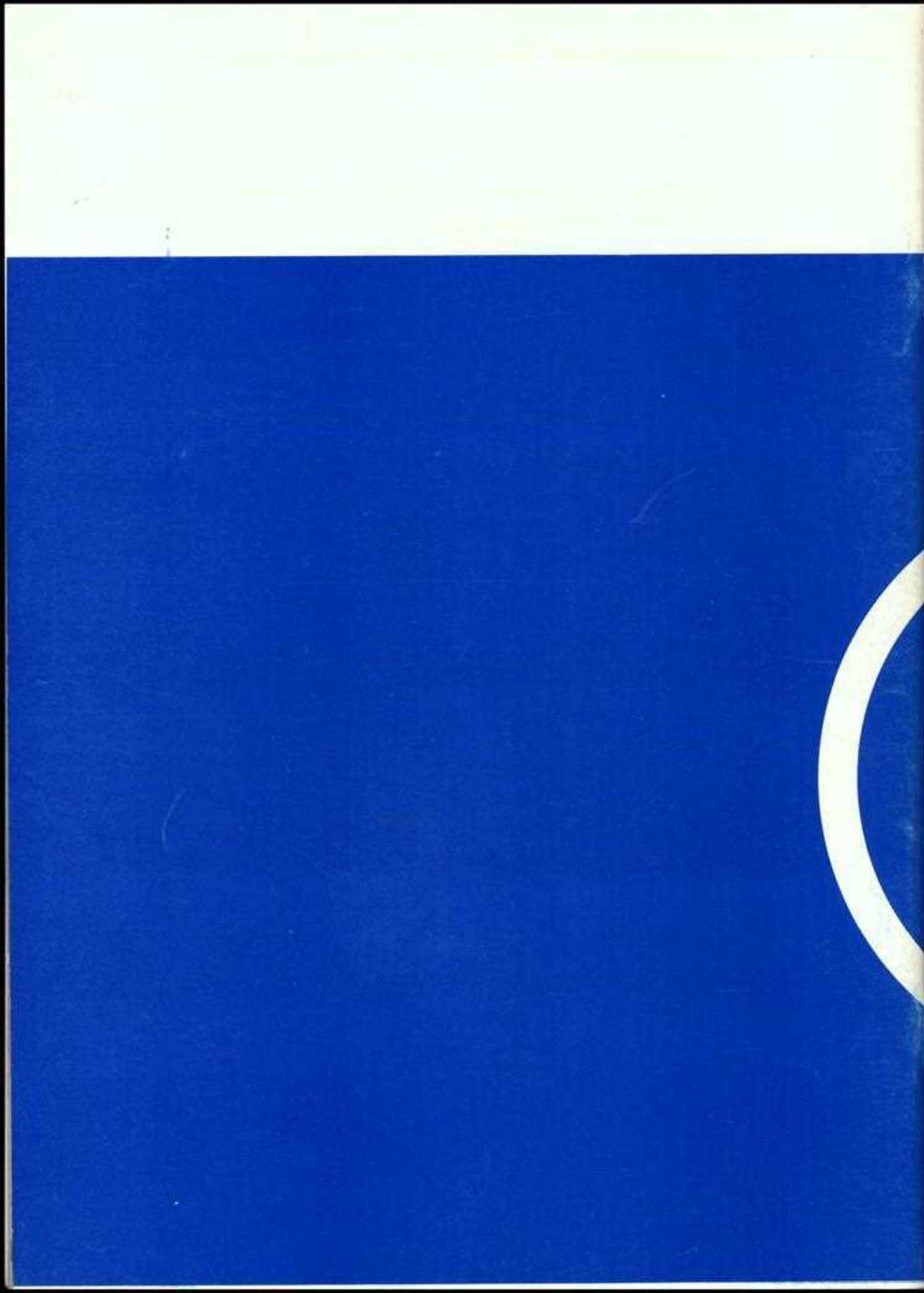
Currently the industrial and urban expansion of the State is being reflected in the enlargement and modernisation of the Company's plant at Rivervale.

Air pollution always has been a real bugbear in the manufacture of cement. In this connection, Swan Portland Cement Ltd. has demonstrated its sense of responsibility to the public by installing the most efficient dust collection system in the Southern Hemisphere. The efficiency of the very costly electrostatic precipitators used ensures continued tenure of a city site.

An important milestone in the Company's long history was reached on May 1, 1973, when it re-established its own marketing and distribution facilities at its Rivervale works.

Elaborate precautions against dust at Rivervale involve the use of electrostatic precipitators pictured. Clean gases are discharged to the atmosphere through 180 feet high chimneys. Closed circuit T.V. gives constant automatic surveillance of the plant to guard against pollution.



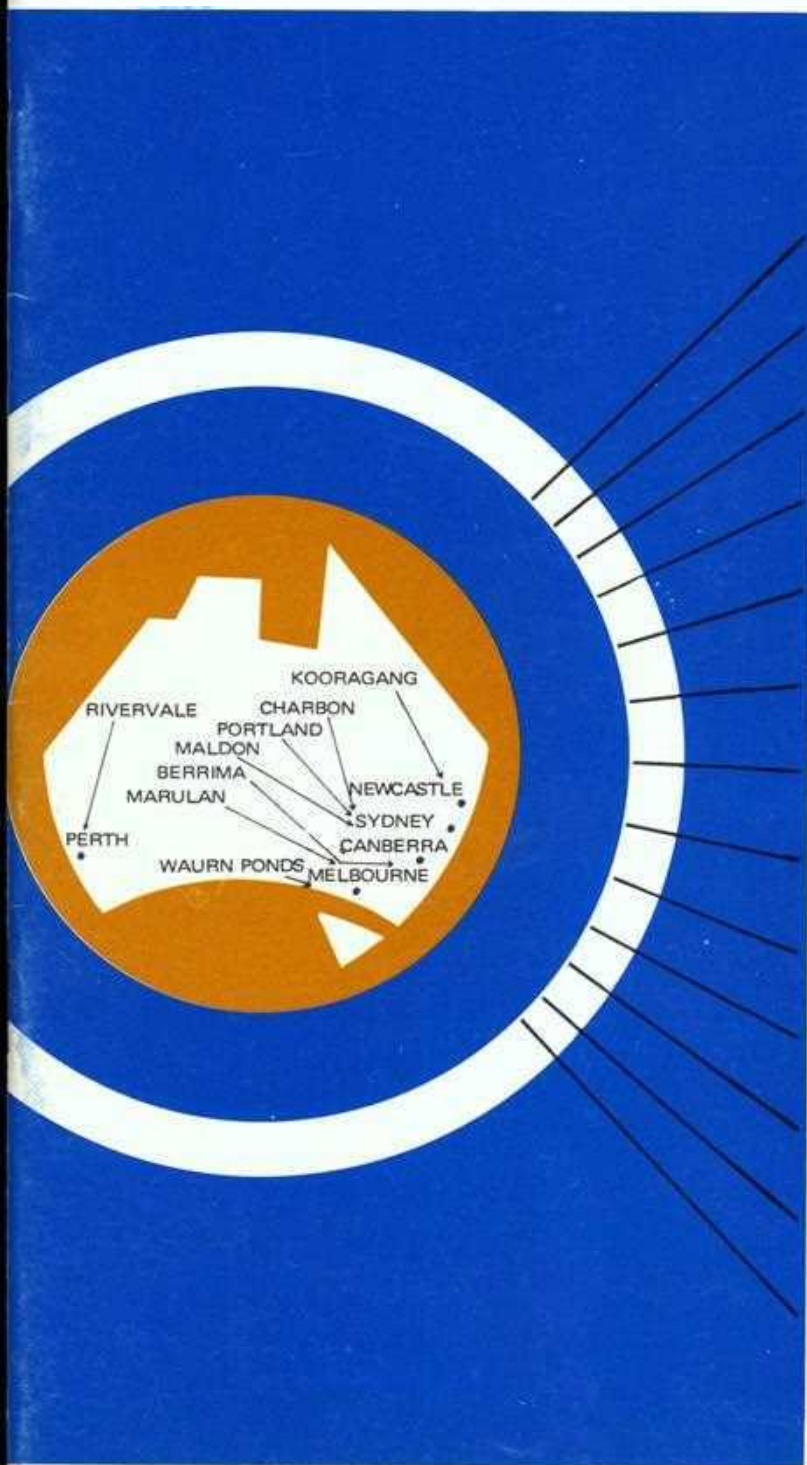


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BLUE CIRCLE SOUTHERN

LINK

Vol. 3, No. 10, APRIL, 1977





The dramatic flood-lit scene at Toohey's Auburn brewery when the final concrete was poured in the new racking cellars. This operation was described as the "biggest of its type ever attempted in the Southern Hemisphere".

A total of 7,500 cubic metres of concrete was handled in five major pours, the last of which started at 4.30 a.m. Convoys of Farley & Lewers' "Think Pink" trucks converged on the site and arrived at 90-second intervals in a masterpiece of organisation.



BLUE CIRCLE SOUTHERN LINK

APRIL, 1977
Vol. 3, No. 10

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BIRD OF THE MONTH



Cheryl Wood 5'1" and in her late 'teens is a typist/clerk at Waurn Ponds.

Cheryl has deep auburn hair and is the eldest daughter of our leading hand boilermaker Hugh (Bunny) Wood.

She has many sporting interests including basket ball, tennis, swimming and plays net ball with Unity — YWCA, Geelong.

THE AUSTRALIAN SCENE

W.A. Rock Formations — and a Native Legend

Hyden is located on the eastern fringe of the Western Australian wheat belt. It is accessible from Perth by two routes, one via Brookton and Corrigin, 212 miles, the other via York, Quairading and Corrigin, 215 miles. Normal practice for motorists is to travel by one route and return the other.

Hyden and Wave Rock are an easy one-day drive from Perth, but the tour is ideally suited to a weekend trip. Visitors are well catered for with a hotel and caravan park.

The tour offers several fascinating granite rock formations of the pre-cambrian Era, believed to be three million years old. Most famous of these is Wave Rock, so named from its wave-like appearance caused through gradual erosion by the elements over countless centuries.

Maximum height of the rock face is 50 feet and it is covered by pronounced vertical bands of varying colours formed by rain washing chemical deposits down the slope. So large is the surface area that one of the major depressions has been used as a water catchment area.

Other rock formations may be embraced in a circular tour of about three hours duration. These include The Humps, a cluster of eroded rocks, and nearby Bates Cave, which contains aboriginal drawings and hand outlines.

Some 14 miles further east from King Rocks, may be had excellent views of the surrounding countryside, being easily the highest vantage point in the district.

Of interest, too, is Hippo's Yawn, named because of its resemblance to a cavernous mouth, this again being caused by years of gradual erosion.

The following terrible native legend is centred on Bates Cave.

"There once lived a young aboriginal woman who fell in love with a warrior of a forbidden tribe. The child she bore, later known as "Mulka the Terrible", wore the sign of the devil — crossed eyes.

"The child grew up in the ways of the devil, given to brutal killings and cannibalistic feasts. As he reached



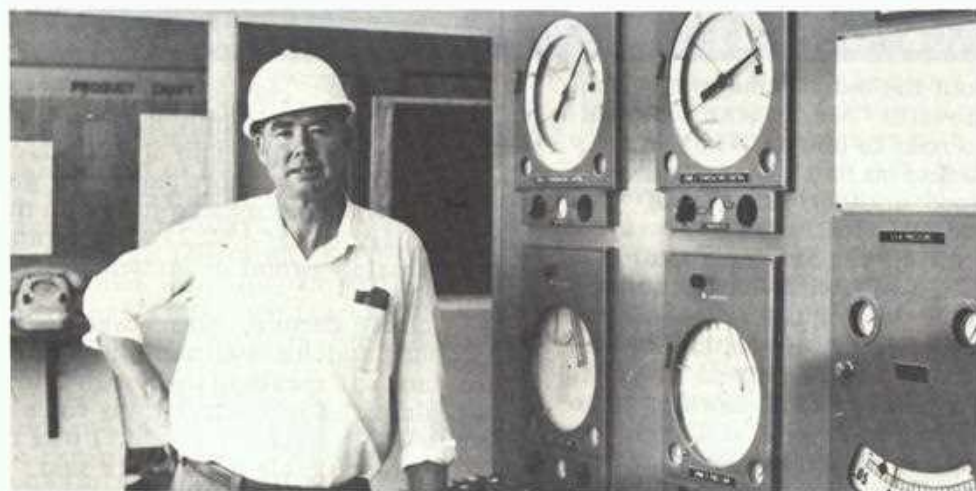
manhood, he spread terror throughout the south-east region of W.A.

"He lived throughout these times in a cave now known as Bates Cave, where the imprints of his hands on the wall may still be seen. His mother one day staggered back to the camp of her tribe, mortally wounded by Mulka after she had berated him for eating piccaninnies.

"The tribal elders were told that Mulka, who was said to be as tall as a man and a half, had fled his cave and headed south. All the tribes of the district, full of hate and revenge, set out to track down this dreadful man.

"They finally caught him near what is now Dunbleyung and murdered him, leaving his body to the ants." □

Veteran's 42 years service



Samuel H. Marshall, Lime Plant manager at Marulan Works is one of the oldest members of the staff of Blue Circle in terms of years of service. April 8, 1977 marked the completion of his 42nd. year with the company.

He started work at Berrima in 1935 as an office boy. He was transferred to the laboratory and held various positions over the ensuing years, including that of shift foreman.

In 1960 he became Works chemist and then production superintendent.

He was transferred to the Marulan Works as the Lime Plant manager in July, 1975.

Sam is married and has one married son whose wife presented Sam and wife Ina with a grandson last Christmas Eve.

He is a very active golfer and is a member of Bowral Country Club. Occasionally he takes time off from golf to go fishing.

During World War 2 Sam spent 3½ years with the R.A.F. and R.A.A.F. Nowadays he is an active member of Legacy.

He is shown above at the controls of No. 1 Kiln.

SAFETY AWARD

In 1939 the Australian Cement Manufacturers' Association initiated an annual safety competition within the industry and the winning quarry was presented with the Quarry Shield which was held for the ensuing 12 months in recognition of having achieved the best safety record. It is now administered by the Cement and Concrete Association of Australia.

Blue Circle Southern quarries figure prominently on the Shield and currently the award has gone to Waurin Ponds and Portland.

Both quarries have been continuously free from "lost time" accidents for more than four years.

Pictured right is Roland Steed of Head Office with the Quarry Shield before its despatch to Waurin Ponds.



PROFILE of "MR CEMENT"

J. G. "JACK" SCHOTT

Manager, Customer Liaison

Throughout the industry he is affectionately known as "Mr Cement." Competitors used to refer to him as "The Old Grey Fox". Nowadays his hair is snowy white and he has earned another pseudonym "The Silver Haired Old Gentleman".

John Geoffrey Schott has become a tradition in his own lifetime. No one actively engaged in the manufacture of cement throughout Australia is better known, better respected or better loved or better informed. He has devoted his working life to making and selling cement and there are very few aspects of cement and concrete usage on which he is not regarded as an authority.

Born in Berrima in 1913 a mile or two from the Works, Jack Schott joined the company on Empire Day, 1928, the day that the Works were officially opened. He has never left the district and he has never had another job.

SELF-MADE MAN

And Jack could rightly claim to be a self-made man who achieved his present prominence in the industry by sheer hard work and an unswerving ambition.

His was not an easy childhood. He was educated at Berrima and at Bowral Intermediate and left school in 1928 at the age of 15 on the eve of the Great Depression. His father was employed on the construction of the Works.

There was very little work available in the Southern Districts and most of the local workforce was on the dole.

The family kept its own cow and one of

Jack's domestic chores was growing vegetables to help the family budget.

The day the first kiln rolled Jack reported for work in short pants. He was posted to the laboratory as a junior on the princely salary of 25/- (\$2.25) a week and was inordinately proud of himself to have got the job.

The chief chemist then was Dick Christopher and his assistant was Cedric Rouse. Jack still speaks of them with a note of awe, almost of reverence, in his voice.

"Whatever I've achieved in life I owe to those two remarkable men", Jack said. "I was only a boy, but they took a keen interest in me. They showed me that there could be a future for me if I worked. And they drove me on. Their homespun philosophy, which they hammered into me, was: 'The ball is there at your feet. But it's up to you to kick it'."

There were no technical schools in the neighbourhood. The nearest was at Wollongong and Jack had no money for fares. So, inspired by his two mentors, Jack enrolled with the International Correspondence Schools and took a course in general chemistry, which he followed

later with a course in chemistry and chemical technology. He completed the first course in 1934 and the second three years later.

"It was hard going sometimes", he reflected modestly. "But I could always rely on assistance from the laboratory staff. They kept my nose to the grindstone and never permitted me to let up. I think they got



more satisfaction from my progress than I did. They insisted that I should set my sights on getting the chief chemist's job ultimately."

Meanwhile the economy was floundering in the depression. By March 1930 all production at Berrima Works had ceased. Heavy retrenchments followed. Orders shrank. During one week the total sales were only 250 tons. Engineers and white collar staff loaded cement from the storage silos as part of their ordinary jobs.

"I was very lucky to keep my job," Jack said. "But some days we worked for 10 and 12 hours and there was no overtime. One kiln would work for six weeks and close down for six weeks with casual labour being called in when there was any work available."

After he qualified in 1934 Jack was appointed shift chemist. The following year he became laboratory analyst and held this post till 1939.

By 1937 Berrima was back in full production. No 2 kiln had been completed before No 1 which had been shut down completely from 1930 to 1937. The total output in 1937 was then 3000 tons a week.

During 1935 BHP bought Australian Iron and Steel's shares in Southern Portland Cement and Berrima became a subsidiary of BHP. It became a full subsidiary early in the 1970's before the merger with Blue Circle.

When war broke out Jack became a reserved occupationist and as such was refused permission to enlist.

The War Organisation of Industry decided to rationalise the cement industry and Standard Portland at Charbon was shut down. Berrima then supplied the customers of both companies, using Standard's bags when supplying their customers.

1939, too, was a big year for Jack Schott. His great friend Cedric Rouse resigned as

THE PARABLE OF...

The Little Red Hen

Once upon a time, there was little red hen who scratched about the barnyard until she uncovered some grains of wheat.

She called her neighbors and said, "If we plant this wheat, we shall have bread to eat. Who will help me plant it?"

"Not I," said the cow. "Not I," said the duck. "Not I," said the pig. "Not I," said the goose.

"Then I will," said the little red hen. And she did.

The wheat grew tall and ripened into golden grain.

"Who will help me reap the wheat?" asked the little red hen.

"Not I," said the duck. "Out of my classification," said the pig. "I'd lose my seniority," said the cow. "I'd lose my unemployment compensation," said the goose.

"Then I will," said the little red hen, and she did.

At last it came time to bake the bread. "Who will help me bake the bread?" asked the little red hen.

"That would be overtime for me," said the cow. "I'd lose my welfare benefits," said the duck. "I'm a dropout and never learned

how," said the pig. "If I'm to be the only helper, that's discrimination," said the goose.

"Then I will," said the little red hen. She baked five loaves and held them up for her neighbors to see. They all wanted some and, in fact, demanded a share.

But the little red hen said, "No, I can eat the five loaves myself."

"Excessive profits!" cried the cow. "Capitalist leech!" screamed the duck. "I demand equal rights!" yelled the goose. And the pig just grunted.

They painted "unfair" picket signs and marched round and round the little hen, shouting obscenities.

When the government agent came, he said to the little red hen. "You must not be greedy."

"But I earned the bread," said the little red hen.

"Exactly," said the agent. "That is the wonderful free enterprise system. Anyone in the barnyard can earn as much as he wants."

"But under our modern government regulations, the productive workers must divide their product with the idle."

And they lived happily ever after, including the little red hen, who smiled and chuckled. "I am grateful. I am grateful."

But her neighbors wondered why she never again baked more bread. □

assistant chemist and the vacancy was advertised. Jack was advised to apply and to his great amazement got the job.

For the next nine years he worked closely with his old preceptor, Dick Christopher, whom he so much admired but who was in ill-health. Jack was appointed acting chief chemist until Christopher retired, when the mantle for which he had worked and studied so hard became his.

One of his greatest moments of personal satisfaction was when Cecil Hoskins, "Mr Cecil", as he was known, the managing director of AIS walked into the chief chemist's office.

Jack stood up to greet him.

"Sit down Jack," Hoskins said brusquely. Jack subsided into his chair.

There was a hiatus for a few moments then Hoskins said gruffly:

"Congratulations Jack. I've waited many years to see you sitting in that chair. And at last you've made it!"

QUALITY CONTROL

Jack continued to occupy that chair for another 10 years. In 1960 he became Technical Superintendent in charge of quality control and customer problems. In that capacity he accompanied the then General Manager John McNicol (now London and European manager for BHP) around the world selecting No 5 kiln and mill. They spent more than three months in USA, Canada, United Kingdom, Germany, Belgium, France and Denmark inspecting plants. Construction of No 5, then the biggest kiln in the Southern Hemisphere, started in 1962.

When the merger with Australian and Kandos Cement took place, Jack was appointed Technical Superintendent of the amalgamation and retained the title after the de-merger. He was responsible for quality control in NSW and customer relationships.

When BCS came into being Jack was appointed to his present position of Manager Customer Liaison for NSW.

If ever a man were dedicated to his work that man is Jack Schott.

Living as he does in close proximity to the Works it only takes him a few minutes to be somewhere on the site. For many years he used to "slip over on Saturdays and Sundays

to see how things were going."

Yet he always found time to take part in local sport. He played in the A Grade cricket team for Berrima for many years and also played A Grade Tennis. For some years he was chairman of the District Tennis Association.

Jack was married in 1942. His wife Edna was a teacher in Berrima school and just as Jack has spent all his working life immersed in problems associated with cement, so is Edna devoted to teaching. She still teaches occasionally, in a relieving capacity, at Mittagong and at Bowral primary schools.

They are both, justifiably, inordinately proud of their daughter Kerry Elizabeth who is a brilliant economist. She graduated in Arts from Armidale University, majoring in economics, joined the Research Department of the Reserve Bank, then after doing an honours course at Armidale, returned to the bank for two years. She gained her Masters degree from the University of British Columbia and won a Nuffield scholarship to Oxford University where she gained her Ph.D. She returned to Australia and was employed in the Treasury for several months. She is now lecturing in economics at Southampton University.

In 1948 Jack was nominated by the Cement and Concrete Association as a member of the Technical Committee. He is now in his third year as chairman. He is also a member of the Cement Technical Committee of the Standards Association of Australia.

ORIGIN OF "MR CEMENT"

How did he earn the sobriquet of "Mr Cement"?

Jack thinks it came into general usage in the early 1950's largely because of his association with low heat cement.

He first became interested in low heat cement in 1935 following its usage in the United States to build the massive Hoover Dam. The Water Board in Sydney was anxious to investigate this cement for the contemplated Warragamba Dam which would be a large mass concrete structure. Berrima was asked if the cement could be made there.

"Remember we were still in the final throes of the depression and we were



Warragamba Dam begins to take shape.

anxious to make any cement that would bring us extra money", Jack said. "We said we could make it. And we did. In 1939 it was used to build the Woronora Dam as a trial run for Warragamba. The war intervened and Warragamba was postponed.

"But during the war this cement was selected to build the Captain Cook Graving Dock at Garden Island because of its sulphate resisting characteristics. Altogether 20,000 tons were used on this job. That was a terrific amount for those days.

"Then Warragamba was built in the late fifties. A total of 300,000 tons was used on that colossal structure."

It was about this time he was referred to on all sides as "Mr Cement".

Jack was also associated with the production of special cements for the Snowy Mountains Hydro-Electric Authority. Berrima supplied 80 per cent of the cement used on the Snowy scheme and Jack was on constant call where cement was involved.

His happy nature together with his acute mind and expert knowledge made him many friends during his constant visits to the Snowy. And he has never been forgotten.

Every year there's a dinner attended exclusively by members of the then Snowy Mountains Authority, now the Snowy Mountains Engineering Corporation. Jack is the only member of the cement industry who is invited to attend. And he wouldn't miss the function for worlds.

The cognomen became so widely accepted that people would ring Berrima

and ask for "Mr Cement" when they could not remember the benign Jack Schott's name.

Jack's reputation as a leading authority on cement and concrete usage became accepted Australia-wide, and his advice is still constantly sought. There is not a cement works in Australia that he has not inspected on several occasions.

Southern Portland's sales policy was to provide the customer with the cement that the customer wanted, not the cement the manufacturer thought the customer should buy.

"That policy began in the mid-fifties", Jack explained. "Nowadays such an idea is old hat and is generally accepted, but then it was a new concept. We used it to get new business and we did. Then our competitors followed suit."

Whenever Jack meets a potential customer he makes a new friend. His friends are legion throughout government departments and wherever there are big users of cement and ready mixed concrete. And there's always someone seeking his advice.

"I've had a wonderful run through life", Jack mused. "And it started all so fortuitously because I was brought up alongside a new cement works and then being able to join the staff the first day it started.

"I've only had one job and I've enjoyed every minute of it. If I had my time over again I'd still start by applying for a job in a

APRIL IN THE GARDEN

Glorious Autumn Colours Are Coming

By MRS. C. G. CROWE
Berrima Bridge Nurseries, Old Berrima

FLOWERS

SOW: Antirrhinum, aquilegia, candytuft, larkspur, linaria, lupin, nemophila, pansy, sweet pea, viola, stock.

PLANT: Anemone, antirrhinum, aquilegia, bellis perennis, calendula, canterbury bells, dianthus, digitalis, iceland poppy, lobelia, nemesia, pansy, polyanthus, primula, ranunculus, stock, viola, and spring flowering bulbs.

VEGETABLES

SOW: Broad beans, carrot, onion, peas, parsley, lettuce, endive.

PLANT: Endive, eschallots, lettuce, garlic, herbs, winter cabbage, brussels sprouts (coast).

Hheavy rain towards the end of February and into March helped to revive wilted trees, shrubs and pastures, which had suffered as a result of the above-average temperatures recorded during the past two months.

Many of the deciduous trees such as liquidambars, maples, birch, golden and claret ash are showing Autumn colour, so that now is a good time to choose trees for colour in the garden.

Evergreen shrubs can be planted now or moved from one position to another. See that newly moved plants are kept moist at the roots and given a daily overhead watering as well.

There is still time to plant lawn grass seed, provided it is well watered, to prevent drying out after germination.

Caterpillars, snails, slugs, grasshoppers, aphids and lantern flies have been numerous this Autumn.

Lantern flies, like aphids, are sucking insects and need a "contact" spray to kill them. They are commonly found on hydrangeas and wistarias and are usually pale green or brownish in colour. They look like small moths, have stiff root-like wings, and jump on being touched.

Encourage the smaller birds such as silver eyes, wrens, honeyeaters, thornbills, robins and finches, to visit your garden by planting shrubby trees and flowering bushes and keeping the cats fed daily, or getting rid of unwanted ones.

The birds will do a lot towards helping to control plant pests, and will save a lot of spraying for "wogs".

An Autumn spray can now be put on any trees and shrubs which have been affected by fungous disease during the humid weather. □

cement works.

"Then, I suppose, there's the innate satisfaction of seeing what your labours have helped to leave for posterity. There are countless outstanding buildings — skyscrapers, government departments, the Opera House, mammoth Warragamba Dam to name a few. Our product from Berrima made them all possible."

"Mr Cement" is Berrima's oldest employee in terms of service and he is due to retire next year. Despite his silver hair, Jack is still as active as he was in his prime.

And you may be sure that he is planning assiduously for his retirement. But it's bound to be an active one. And it's equally certain that it will be concerned with his first and only involvement — cement. □

FOCUS on WAURN PONDS

PHILIPPINES INTERLUDE

OUR popular paymaster Max Beacom and boilermaker Trevor Anderson flew off to spend 10 days in the bright lights of Manila early in January. This was Max's second adventure trip to the capital of the Philippines.

They took with them many gifts for the people who were to be their hosts, mostly traditional souvenirs.

They had previously made friends with the son of President Marcos. On this occasion they were carefully searched before they were permitted to see him again. But it was an auspicious reunion because it was followed by an invitation to a celebrity evening given by President Marcos himself and by the first lady of Manila.

Both Max and Trevor have had itchy feet for years. On previous holidays they have visited Hong Kong, Tasmania and Sydney. Now they have set their sights on Tokyo, with perhaps a run over to Perth in the meantime.

CALL OF THE ORIENT

PRODUCTION manager Bill Graham and his wife Bonnie spent 14 days in Singapore and Hong Kong during their January vacation.

Bill was asked what had impressed them most on their trip. He said that probably the most breath-taking sight they had ever seen were the myriads of lights of Hong Kong as their plane came in to land.

But they were a little disappointed next morning when they looked out over the city from their hotel window.

The fairyland of dazzling lights had been replaced by jostling crowded streets with clothes hanging from lines strung out from windows wherever you looked.

This disappointment quickly vanished when they moved round the exciting city and saw at first hand the glamour of Hong Kong-style life.

They were impressed by the hard-working industrious Chinese who spared no effort to give happy smiling service to the tourists.

And the Chinese are keen businessmen, Bill avers. If you stopped to do some shopping a smiling, polite salesman would be at your side in a moment asking you to inspect his wares inside.

If you appeared to loiter at a street corner, when you were merely trying to determine the name of the street so you could locate yourself, a taxi would pull up and seek to take you somewhere.

Nevertheless Bill and Bonnie enjoyed every moment of their all-too-short and never-to-be-forgotten holiday.

SAFETY AWARDS

AS A RESULT of the Safety Incentive Scheme which provides a Safety Award for each employee if their department works free of any lost time injury over periods of four months, a number of departments became eligible during January.

These were: the office, canteen, store, electrical, four production shifts and the mechanical maintenance department.

Although our safety figures for the first two months of 1977 may look anything but brilliant, we are confident that the remaining 10 months of this year will bring better results.

HELLO!... CROCK-POT

OUR smiling telephonist Marianne Weidner reached her legal majority on Tuesday, January 11.

It was rumoured that Marianne's cooking ability doesn't match her good looks. Which prompted her workmates to present her with an electric crock-pot, a gift that may induce her to further culinary experiments.

WEDDING BELLS

WEDDING bells rang out at the marriage of our senior typist Marie Dunstan and Jack Kinsella on Saturday, February 12.

Marie has been pressing the typewriter keys at Waurm Ponds for nearly 12 years.

To mark the occasion of her wedding her workmates presented her with an electric alarm clock/radio.

MAJOR KILN REPAIRS

Tuesday, February 8 for the biggest repair job since the plant was first commissioned.

Major repairs were necessary to the kiln shell and the No. 3 tyre had to be replaced.

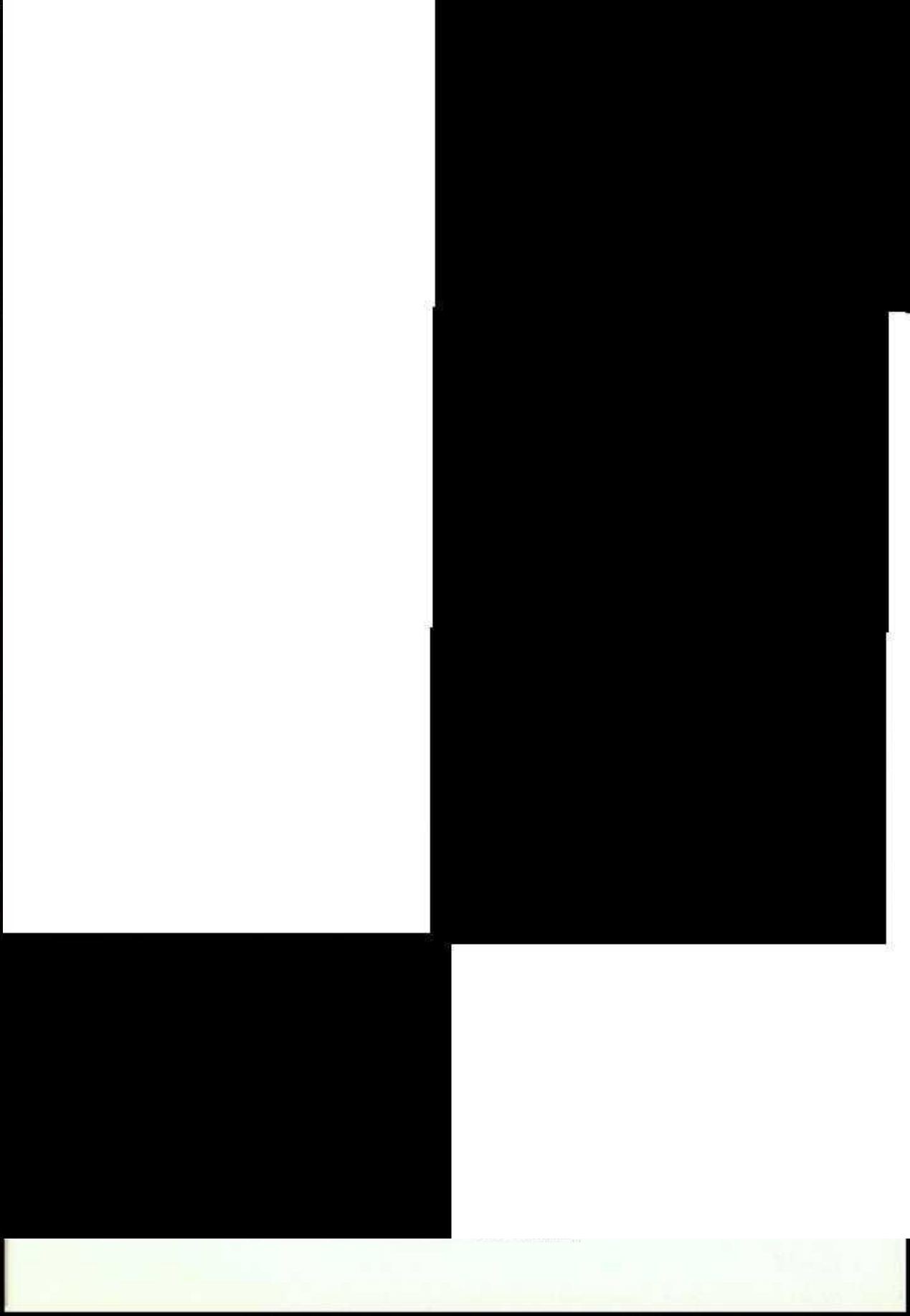
Other work included major modifications to the Fuller cooler and uprating the limestone elevator. Work had also to be carried out on the blending silo, precipitators and the heat exchanger.

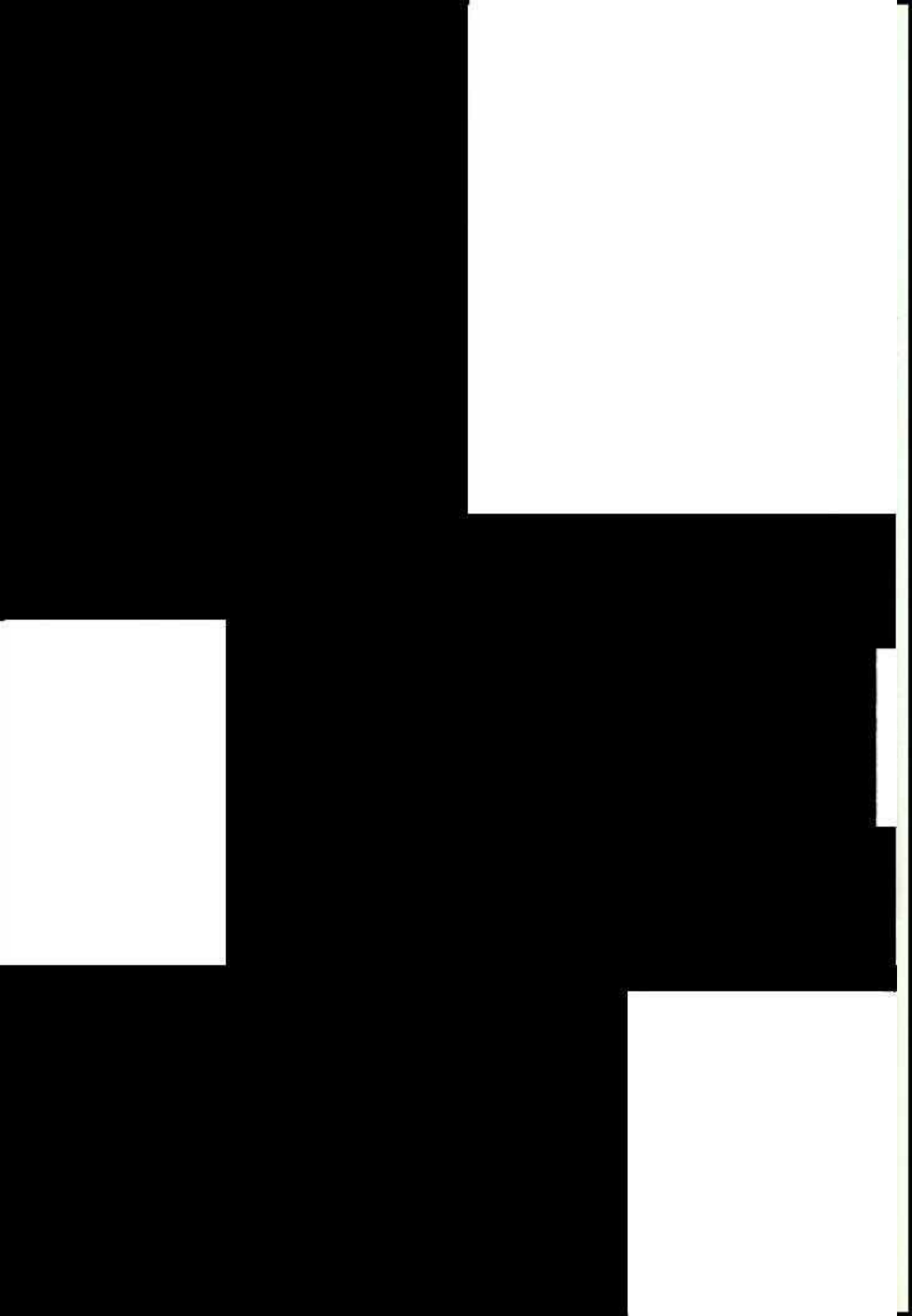
Complete rebricking of the kiln, except for approximately five metres, marked the conclusion of this massive five-week shutdown, which was scheduled to finish about March 15.



Top left: The two new sections for the kiln. Above: The firing end of kiln to be replaced. The picture shows the tracks set for removal of the section and support legs under the remaining section. Below left: The new section of the kiln ready to fit into place at No. 2 tyre station. Below: A close up of new firing end section.









MARK WATTS: 1st Class welder.



ALLAN BELL: Truck driver.



TERRY BELL: Tradesman's assistant.

MARULAN

ANNUAL GRUDGE MATCH

Pub V Club

This 'friendly' game was held on the Marulan South Oval on Sunday, February 6, between the Marulan South Bowling Club and the Marulan Terminus Public House.

The Pub team batted first and slogged away all morning, scoring runs at an unbelievable rate.

Then time for a Bar-B-Q lunch hosted by the Club. During lunch many old friends swopped tales on the morning's play.

After lunch the Club batted and put on a show worthy of a major Test cricket match. In fact the game progressed at a stunning rate.

Towards the end of the day it became clear to the crowd that had gathered to see this match, that the Club was just too good for the Pub and would absolutely thrash the Pub side.

This belief was later confirmed in the final score of Club 155 runs to Pub 148.

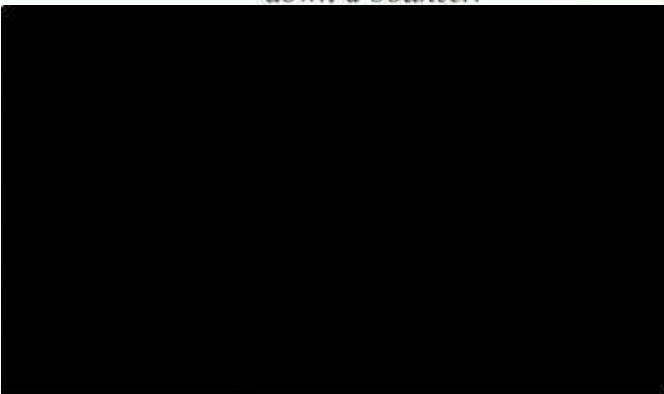
Clearly a decisive victory for the Club! □



Trevor Pearson (Club) shapes up to score a four.



Lawrence Clack (Pub) puts down a bouncer.



Dick and Daryl Bryant (Club) astound the ladies with their cooking.

POST MORTEM AFTER THE GAME



L. to R. Nell & Greg Emerton, Harry Henley, Loftly & Len Sieler (Pub).



'Blue' McGovern, (Club) shows by how much a 'Pub' team member was run out.



Chris Jones (Club) and family enjoy the Bar-B-Q break.

CLUB WINES PUB



Trevor Pearson (Club) explains to an admirer how he stumped a 'Pub' team player.



Geoff Cosgrove, (Capt. of Club Team), Nola Cosgrove and star Club batsman Graham Cosgrove.



Wicket keeper for the 'Club', Stan Murphy, second from right, with family and friends.



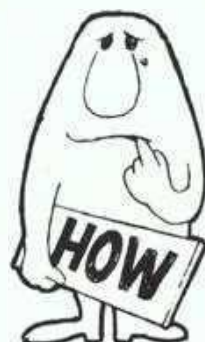
Cliff Clack, Lawrence Clack, John Potter & Gordon Shepherd, the backbone of the 'Pub' team.

THE SIX HONEST SERVING MEN



"I keep six honest
serving men
"They taught me all I
knew;
"Their names are What
and Why and When
"And How and Where
and Who"

Rudyard Kipling
Just So Stories, 1902



Whilst we all ask ourselves and others these questions, perhaps many times daily, we often do so casually, perhaps with little more than idle curiosity.

But we can make these questions really serve us when we get them organised. Many new ideas have occurred to people because they have dared to ask the question "WHY?"

If we look at our six honest serving men, all but the second are definitive — together they define a situation. They tell us what is done, when, how, and where it is done, and who does it.

If we then question this with why, — why do that, why should it be done that way, why there, why by that person, we are taking the first steps to challenge practices which may be merely habits.

If by asking "why" we find that there are no good reasons for continuing the way we have, the door to simplification and improvement is wide open to us.

If we use these men to serve us all, perhaps they will help us to look at familiar equipment and practices with new insight.

At least they may help us all to understand better. At most they may lead to better equipment and practices, more interest in our work, and a better service to our community.

TELECOM



MARULAN'S NEW APPRENTICES

Marulan Works has taken on four new apprentices this year.

All the lads started on January 4, at the Berrima Works. Stephen O'Connor, carpenter, returned to Marulan Works on Friday, February 18.

Stephen Young and Mark Thompson, fitting and turning and Mark Thomas, electrician, completed their initial training at Berrima on Friday, April 1 and started work at Marulan the following Monday.



Back, left to right, Mark Thomas and Stephen Young.

Front, Mark Thompson and Stephen O'Connor.

Return of the Nomads



Loretta Stearman, receptionist ground floor of Portland House and Maisie Sweeney, Purchasing department, all aglow after spending a thoroughly relaxing holiday on the beach at Waikiki, Honolulu. Their previous venture overseas together was to Hong Kong.

Now Fiji is to be the next stop on Maisie's Pacific itinerary later this month.

THE PHLEGMATIC ENGLISH

"Sorry to hear you buried your wife yesterday, old man."

"Had to, old boy. Dead, you know."

SECTARIANISM

Did you hear about the Irishman who bought himself a new Mercedes Benz?

He took it for its first service to St Mary's Cathedral.

SECURITY

Then there was the Scot who always wore three pairs of braces.

To be sure. To be sure. To be sure.

THE GENTLE BARB

Caustic patron in restaurant to waiter:

"You say you are the same waiter I gave my order to. Strange. I expected a much older man."

CHARKER SHIELD

Maldon Goes Down Fighting

Despite the demon bowling and relentless batting of their opposition, Maldon Works, "Steve Leets XI" were not disgraced when they were narrowly defeated in a heat of the Charker Shield fought out on the historic "playing fields of Berrima" on February 6.

The Berrima team attempted to mow down all before them, including umpires, but the untried "Maldon Mighties" who were playing together for the first time had them all out before lunch for a mere 196.


After a lunch and other refreshments suitable for royalty, no doubt motivated by a sinister plan to weigh down the visiting team, the Maldon team started batting in a failing light, a bleakly cold southerly wind and threatening rain.

Because of these conditions Maldon's strategy, in the best British tradition of "play up and play the game" was to "have a go" and give the spectators the sparkling cricket they had travelled to see.

This policy resulted in the top score of the match being achieved by Geoff Childs, Maldon's captain, who finished his scoring run with a mighty six to log a total of 45.

It was disappointing to see the visitors losing by only one number, but with the help of the gods and the elements, next year may see the results reversed.

NOTE: The excellent report above was presented by your unbiased, and equally unprejudiced "Link" reporter from Maldon Works who has every reason for wishing to remain anonymous. □



Above: Maldon batsman Dave Sinclair being applauded by the opposition after his historic innings.

Right: Maldon's captain and top scorer Geoff Childs.



CHARKER SHIELD CRICKET



Top left: Colin Carder, apprentice electrician leaving the field.

Centre: John Morphew, Maldon Works Manager and umpire extraordinaire, leaving the field injured, after being struck by the ball at square leg shortly after having given an unpopular decision.

Top right: Demon bowler Geoff Peters.

Centre left: Ray Cheal, who was the first batsman to face the "demon bowler".

Centre: Col Ready, who spearheaded the batting for Berrima.

Above: After an unorthodox batting display Mike Burns passes the gloves to Bob Case, with a few words of advice.

Left: Those who watched and waited. Some of the Maldon women sheltering from the blustery weather.

MALDON'S 20-

DES RYDER

Des (pictured right) commenced at Maldon in January, 1951 as slurry and cement tester in the laboratory, and after three years was appointed mechanical and physical tester. Since 1959, he has been laboratory supervisor.

The Ryder family comprises wife Merran and daughters Sally (20), Rosalind (18) and Vivienne (11).

Rosalind, a junior clerk, and Vivienne, now in her final primary year, are missing the company of their older sister, who is attending Wagga Teachers College.

Des is a keen out-of-doors man and enjoys bush-walking, swimming, fishing, tennis and golf in his leisure hours.

Any other spare time is spent indulging in his hobby of carpentry, particularly wood sculpturing of animal heads. □



ALEC MOONEY

This is Alec's 21st year as a fitter and turner at Maldon Works.

Originally from Falkirk, the home of iron foundries in Scotland, where he worked as a toolmaker, Alec (pictured left) served with the Royal Navy from 1940 to 1946.

During the war years he was posted all over the Mediterranean, Atlantic and Pacific, and his only son, Alan, is at present serving on submarines in Scotland for two years with the Royal Australian Navy.

Alan now holds the rank of Chief Petty Officer and before sailing for Scotland spent six months in Hong Kong, Singapore and Hawaii.

The Mooney family has lived at Tahmoor for 23 years, and Alec is kept busy with his involvement in various masonic organisations. □

APPRENTICESHIP AWARDS

A total of 78 parents and friends attended the Third Annual Apprenticeship Award night at the Maldon Works of the Metropolitan Portland Cement Works.

The company has embarked on a major policy of training apprentices not only for their future needs, but for industry in the area as a whole.

The company's N.S.W. manager, Mr. W. Purvis, told the gathering that the company employed one apprentice for every 11 employees.

The evening began with a film on the technicalities and the manufacture of cement, produced by the U.K. Blue Circle company.

The top apprentice award of the year went to Greg Davis, final year boilermaker. The award was a \$30 order for books or equipment which was presented by last years winner David Pilt.

A second-year electrical apprentice, Colin Carder, received a \$20 order presented by Mr. Don Duff, master of apprentices at B.H.P.

Bruce Popple, a final year fitter and turner, received the third award of \$10 from Cr. Ambrose Dwyer, who addressed the gathering on the development of industry in the Wollondilly Shire during the last 25 years.

The special award for the most improved apprentice, a pen and paper set, went to David Alderson, an apprentice carpenter and joiner.

The Assistant Manager, Mr. W. Parsons, presented the special bonus cheques to the apprentices. Points were awarded for attendance, conduct, results and workshop assessment, and form the basis of the bonus.

The special guest of the evening was the B.H.P. top apprentice of 1976, Michael Smallcombe of Newcastle. □



The most improved apprentice. David Alderson with his wife and his parents.



The Apprentice of the Year. Greg Davis with his mother.



Right: Maldon's apprentices. All on their best behaviour.

NEWS from BERRIMA

ADAM WILK (pictured right) was born in Poland in 1915, and orphaned at a very early age.

When he left school he had to fend for himself. He trained as a blacksmith for two years, then he joined the Polish Army. Later he lived in Germany for nine years, doing security work.

Migrating to Australia in 1949 he worked for 20 months at the Bowral brickworks before starting at Berrima as a bricklayer's labourer in 1951.

Adam recently made a visit to his homeland to see some of his brothers and sisters, whom he had not seen for many years.

CONGRATULATIONS to Stephen King (bottom right) and Theresa Anderson on their marriage at Bowral on February 4, 1977.

Stephen, a yard labourer, has worked at Berrima for 4½ years.

BEST WISHES to David Guymer and Diane Blatch on the announcement of their engagement. David, a fitter and turner with us, lives at Moss Vale and Diane comes from Mittagong.

RON TANAS, machine shop welder has resigned and is headed for Canada where he intends to seek employment. Ron's first stop will be America and then on to Poland to meet his father and mother.

After seeing his parents, Ron hopes to see the Isle of Man bike races before he settles in Canada. Ted Tanas, Ron's father, a cement miller, is on a four month visit to his home land.

CONGRATULATIONS to Peter and Robyn Galloway on the birth of their second child, a boy, born February 6, 1977, and to Richard and Elaine Knapman on the birth of their second child, a son, born on February 21, 1977.

Reports are that both mothers and sons are doing well. ●



Bill Purvis hits a four and Mrs Purvis applauds.



John Moule, Jim Middleton and Stuart Easter share a joke.

Berrima's Cricket Carnival

During the season now drawing to a close, Berrima entered a second and third grade team in the local competition. This is the first time in the 40 odd years of the club that two teams have been entered.

The second grade team captained by Wayne Roderick at the moment appears to have a very good chance of making the semi finals, despite a slump in recent weeks. Good scores by Terry Newey, Joe Yardi and Alan Pike have put the side in a strong position, while the bowling of Ray Downes, Geoff Peters and Joe Yardi have dismissed the opposition for less than our totals.

The new third grade team, led by John Parsons has not been disgraced and is about the middle of the field, with a slim chance of making the semis.

John Parsons, Peter Sutton and Barry Wright with the bat and Col Moule, Peter Sutton and Gerry Oldfield with the ball have helped put the side where it is while "Dead-Eye Dick" Burnell has added his share in the field.

On February 6, Berrima played Maldon for their round of the Charker Shield and managed to record a win, putting them into the next round against Sydney Drivers on February 27 which they also won to retain the Shield.

Sunday February 20 saw the second annual 6-a-side knockout take place.

This proved to be an excellent day's cricket with 20 teams taking part, coming from Marulan Quarry, Sydney Office and

Sydney Drivers to do battle with the locals.

During the day more than 2,000 runs were scored in 10 hours continuous cricket, providing an exciting spectacle.

The winners of the two finals were Production, led by Wayne Roderick and Sydney Drivers led by Barry Williams.

Judging by the comments at the end of the day, next years 6-a-side should be even bigger and better.

On the social side, a game against Sydney Drivers took place at Catherine Field earlier in the season, the annual Managers XI v The Rest was played in November and although rain washed out proceedings late in the day it was voted an excellent outing by all involved.

The second grade team took on the thirds in a social game and did not get things all their own way.

A prawn and chicken night was held on February 18 and was well attended and greatly enjoyed by all. The social committee have more functions lined up before the season closes, and more pleasant outings can be anticipated.

This would not be complete without a word of thanks to our ground staff who not only keep the main oval and surroundings in excellent condition, but managed to create a new ground which was used first for the 6-a-side knockout and will come into regular use next season.

BERRIMA

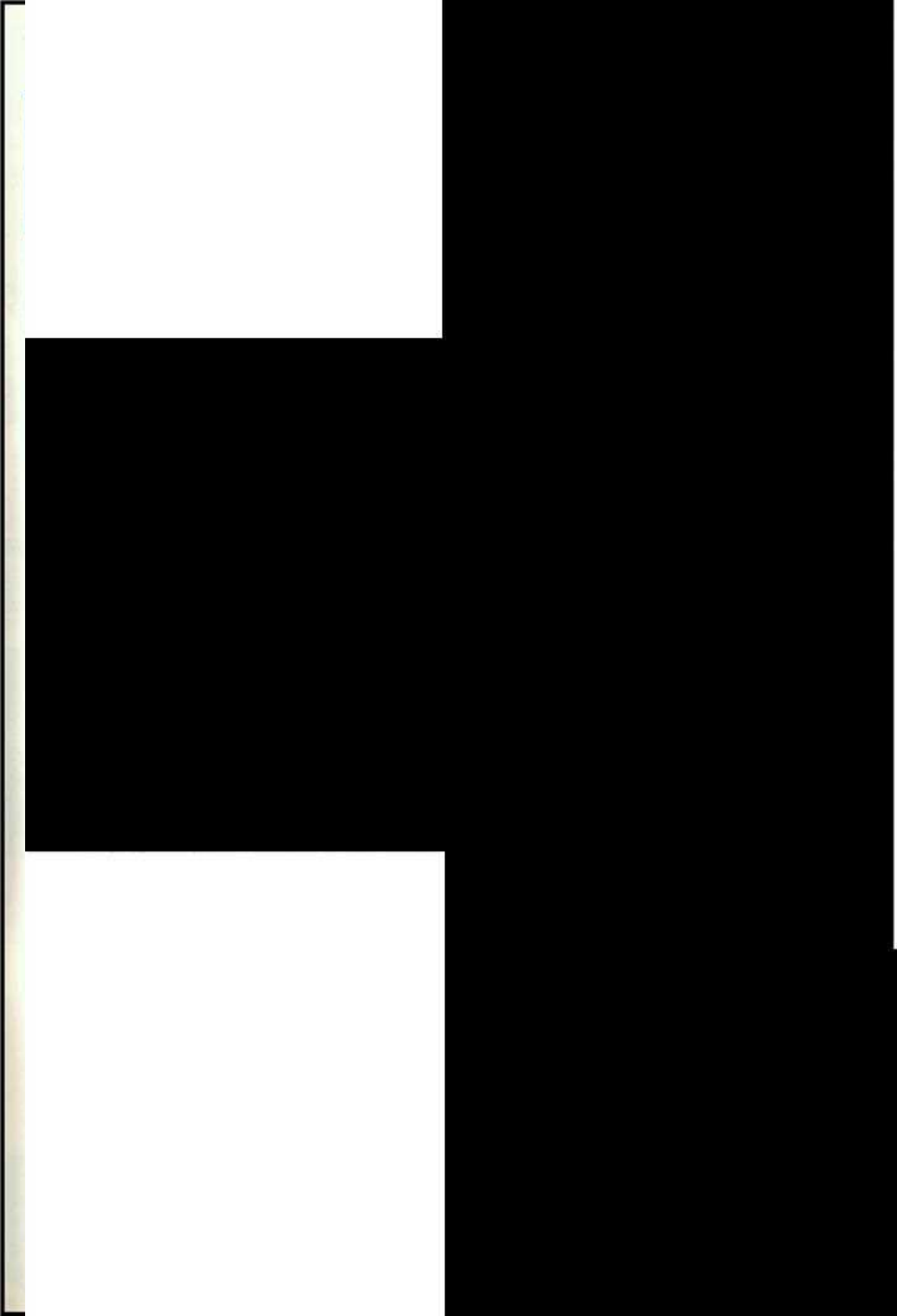


Left: Berrima lorry drivers did not win the cricket, but they thoroughly enjoyed the occasion.

Top left: If there had been a prize for the most leg glances the Sydney office girls would have won easily.

Right: Wonder Welders Bryan Betts, Bob Kerr and Keith Wickenden, with Warwick Best facing the other way.





RIVERVALE SOCIAL CLUB HAS PICNIC IN KINGS PARK



Stephen Wall and Robert Wilson, the offspring of Don Wall and Bill Wilson.



Roy Gay, Chris, Barry, Libby, Tonia and Jenny Alexander with Mrs. Gay.

Gordon and Joy Ruscoe, Lynda, Tony, David and Gloria Webster with Joanne Ruscoe (in front).

The largest single truck load of Swan bagged cement ever to leave the Rivervale Plant. Two consignments of 40 tonnes each were taken by road to Hyden where a motel is being built to cater for tourists visiting the area to view Wave Rock. (See story Page 2).



The Calabro family of Ready Lime Putty Pty. Ltd. Maxine, Michael, Joseph and Nina.



John and Beryl Chamberlain (replenishing daughter) Jonna and Evelyn Gerovich.



Frank and Betty Webster from U.K., parents of fitter Tony Webster, spend their first day in Australia.

PERTH PICNIC PICTURE PAGE



Jan and John Dowse.

Liz Ledsham, Marg Matheson, Daph Hopkins, Bob and Jean Baird, Ralph Hopkins, Geoff Ledsham and son Marcus, and Wayne Rowett.

The James family, Katrina, Paul, Sue and Bob.



Hilda Jackson, Susan and Scott Wilson, Ian Jackson and Vina Wilson—the families of burners Spencer Jackson and Ian Wilson.



CHARBON WORKS

GAY STAFF PARTY

THE Charbon staff held their annual dinner at the Rylstone Memorial Hall on Friday, February 18.

The evening took the form of an Hawaiian Night. Dress was casual and the atmosphere was informal, which combined ideally in the warm weather.

A large number of Charbon staff, both present and retired, together with visitors from other Works, enjoyed the lavish 'Hawaiian Feast' prepared by John and Gayle Moore at the Railway Hotel, Kandos.

The staff of the Kandos R.S.L. did an excellent job and all arrangements, including bar services, were superb.

Music for dancing was provided by the Watch Band of Lithgow, who also gave support to the entertainers, the 'Pacific Rhapsody', a Polynesian song and dance duo, who enchanted the audience with sight and sound — the beautiful sounds of the old island songs and the sight of graceful hula dances.



"Anyone for a dance?" asks Bill Tobin, Production Clerk at Charbon.

OFF TO QUEENSLAND

In February we said goodbye to Ian McCorquodale (left), who had been with the Company for 10 years.

Originally from Scotland, as his name suggests, Ian came to Charbon via sunny Queensland, and plans to return again to the Sunshine State.

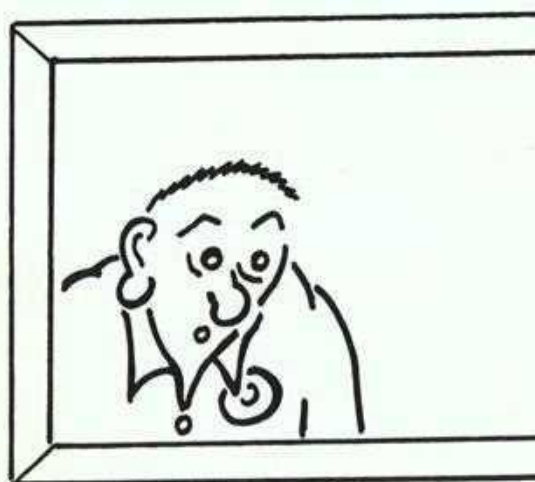
He started at Charbon in the Power House as a fitter. He later became assistant to the Power House Engineer and then to the Power House Supervisor.

On February 11 Ian was given a farewell at the Charbon Office and presented with a pen and pencil set from the Company.

He was also given a soda syphon from his fellow workers, and a present from his bowling friends, indications of the high esteem in which he was held.



THE BLUE CIRCLE BOYS



FE
-



23.2.77

"Three pair of boots please!"



Charbon Personalities

A man who obviously enjoys a good meal is Hilton Fuller (above), tester at the laboratory.

Cheers! Vic Carter (left) from the machine shop enjoys a relaxing moment.

Stock house labourer "Slim" McGuinness (below), always does a fine job, and he keeps on doing it.



PORTLAND

HEREBY HANGS A TROWEL

A large building project seems to be in the offing with the Works bricklayers, Keith Walsh (left) and John Marcroft engaged in earnest conversation.

Keith has been around the Plant for about 15 years and John nearly three. John gained fame for the stone wall he built at the Works entrance, which is slightly reminiscent of Hadrian's Wall.

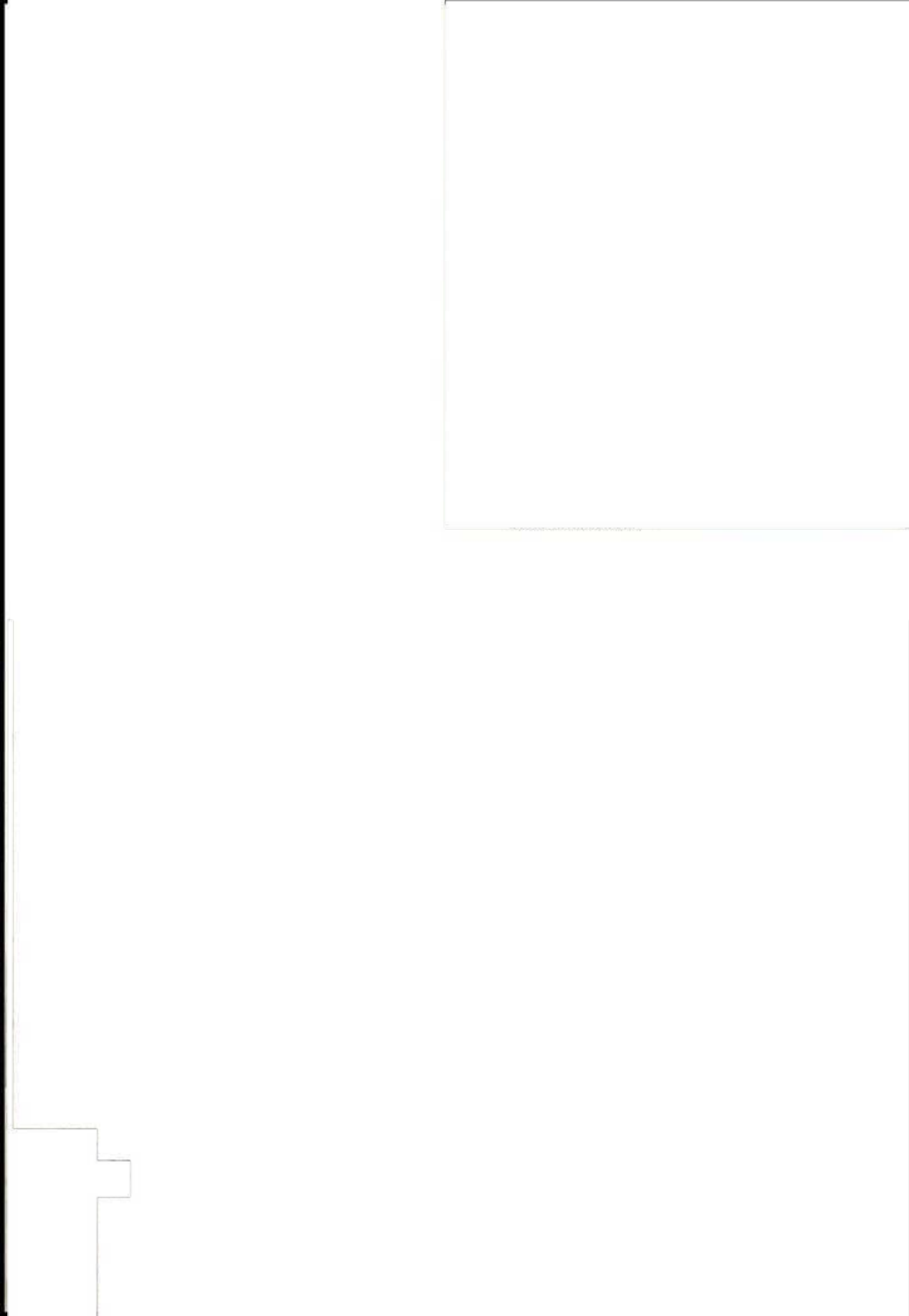


RETIREMENT:

Ernie Cole, who retired recently is shown above being presented with a gift by Jack Stack acting on behalf of his work-mates, while Rex Kearns looks on.

Jack Stack has put in nearly 39 years at Portland Works himself, which is not a bad effort. Having a last drink with the lads, Ernie manages a grin for the camera while Jimmy Toomey on the right appears to be in a more serious mood.







Courthouse Dubbo.



Old Dubbo Gaol entrance.



The Gallows.

DUBBO:

'the Hub

of the West'

If you are wondering where to go for your next holiday, Jim Hudson from Maldon Works suggests a 261 mile drive north west of Sydney to the city of Dubbo, situated on the banks of the Macquarie River.

Known as the "Hub of the West", Dubbo — aboriginal for "red earth" — was founded about 1833, and offers many historic and scenic attractions for the tourist. Amongst these are the museum, Court House, gaol, cemetery, Victoria Park, the weir and Terramungamine reserve.

Jim has kindly provided the following facts and photos on the Dubbo Gaol, which was built about 1847, and which Jim, his wife and youngest daughter spent a considerable time inspecting. They found it well worth while.

In 1863 the lock-up, a slab hut, was not strong enough to hold the bushranger Johnny Dunn, so by 1871 it was improved. Additions were made in 1873 and 1892. But it was not until 1929 that the entrance was closed off with a new wall.

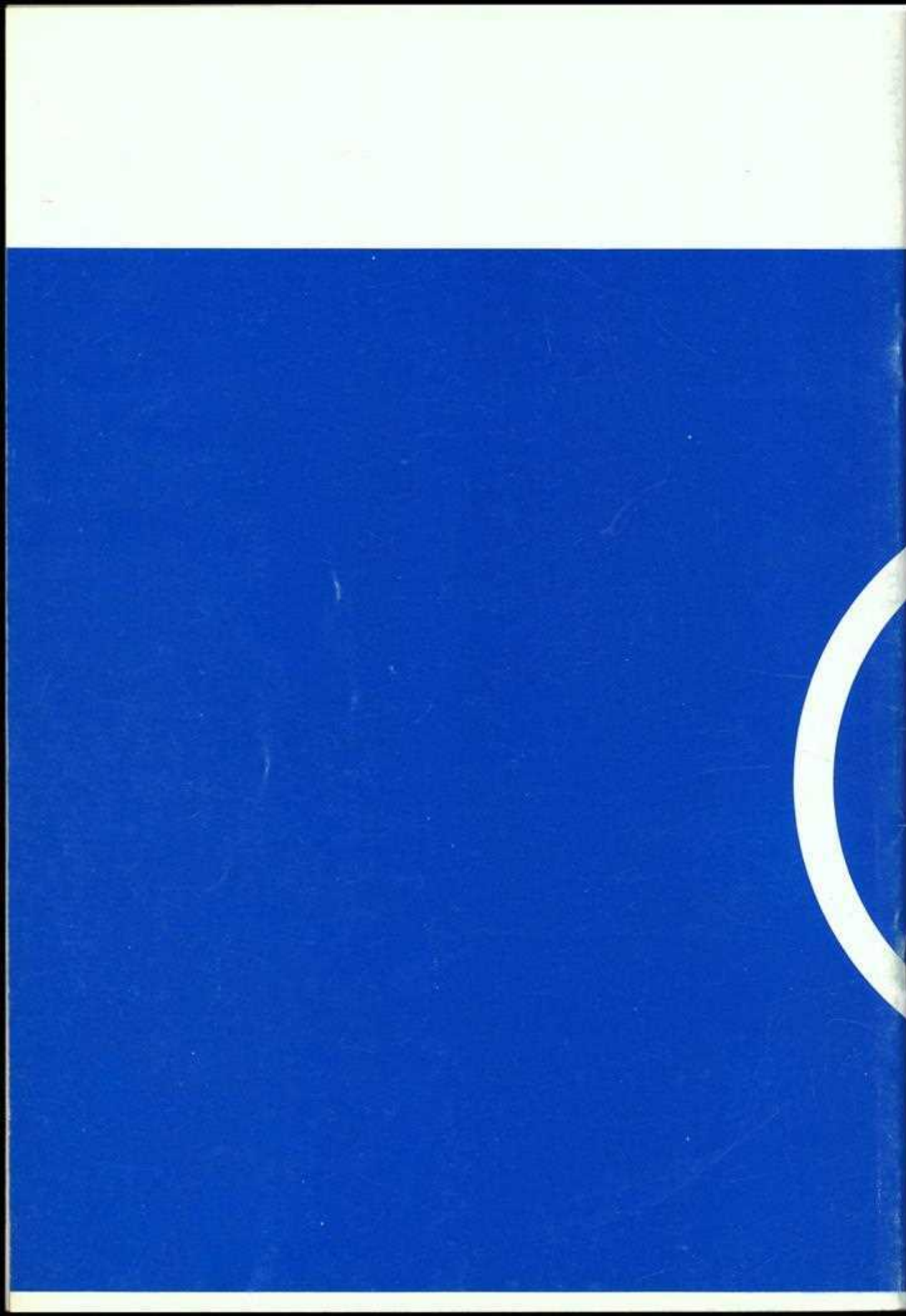
The 16 cells ranged in size from 9 ft x 7 ft to 13 ft x 10 ft, with 10 ft ceilings. Cell 11 — the padded cell — was 17 ft x 8 ft 6 inches, and its atmosphere was one of morbid depression.

The hospital ward — 20 ft x 16 ft with 3 beds — had a fireplace with one inch bars up the chimney to deter intending escapees.

There were 13 steps up to the 16 ft high gallows, which were erected as required, then dismantled and stored.

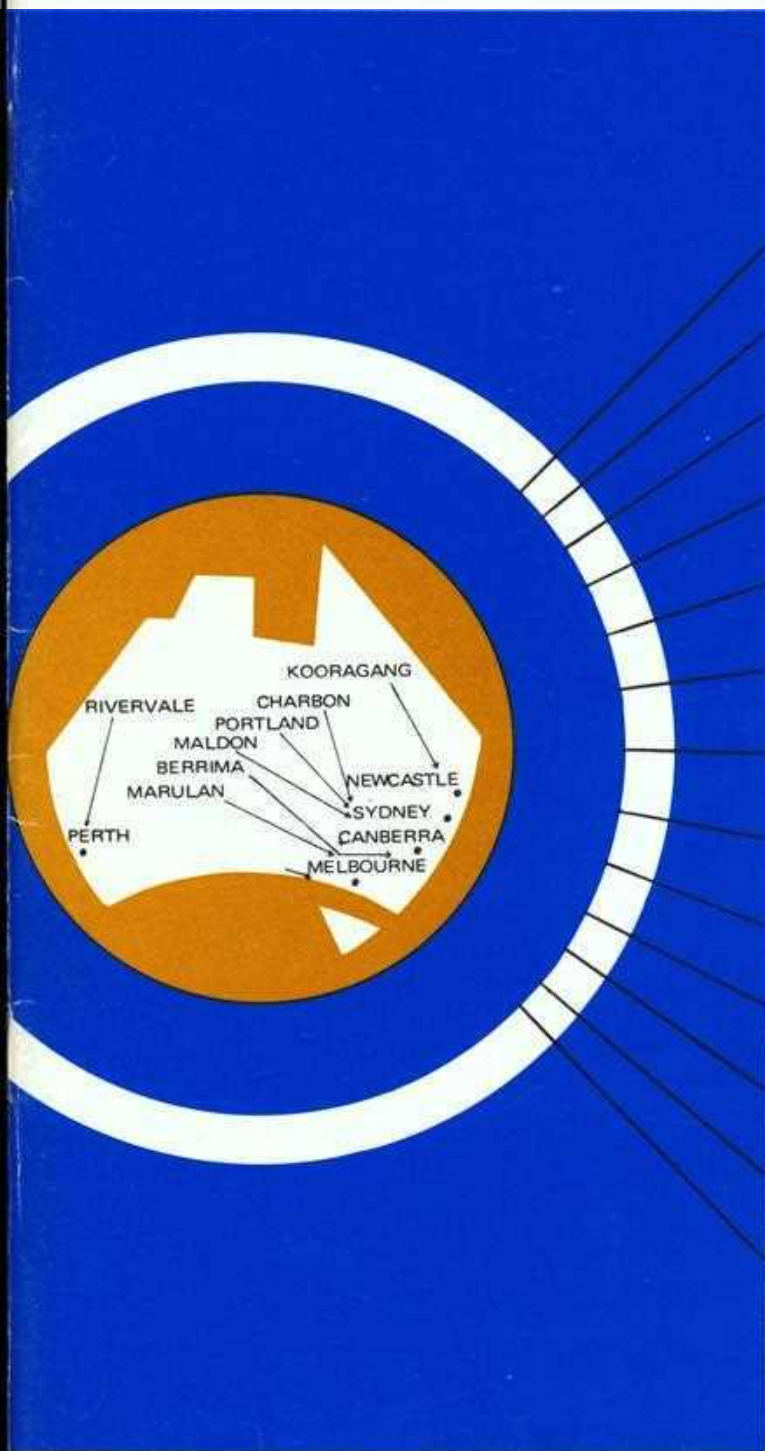
The last man to be hanged was a Chinese who murdered his boss in 1904. He was the last of seven convicted murderers to end their days here.

Following complete restoration, the gaol was opened for public inspection in 1974. □



BLUE CIRCLE SOUTHERN LINK

MAY, 1977. Vol. 3, No. 11.





Blue Circle supplied the cement for this telecommunications tower on Black Mountain, A.C.T. which dominates the Canberra landscape.



BLUE CIRCLE SOUTHERN LINK

MAY, 1977.

Vol. 3, No. 11.

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and Kevin Richards

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Owain James

MARULAN:

Dave Perry

MALDON:

Barney Carroll, Val Tranter and
Bill Featon

WAURN PONDS:

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RIVERVALE:

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PORTLAND:

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BIRD of the MONTH



A Cord at the Board! Pardon the pun, but we'd like to introduce Peggy Cord who has been working at Maldon for three years as a clerk in the Stores Department.

Peggy's three adult children are scattered over Australia in their various occupations — Debbie is stationed at Darwin with the Navy, Margaret is teaching in South Australia and Michael is now teacher-training at Goulburn.

Although actively involved in the local V.I.E.W. Club, Peggy finds time for voluntary work in Picton Library and an occasional game of golf.

WAZO HILL: The rise and fall of a Cement Works (Part 1)

(By R.S. Steed, Purchasing Officer, Head Office)

The hill rises steeply from the flat, narrow coastal-strip which separates it from the Indian Ocean. Its once bush-covered slopes are now dotted with *shambas*, native gardens and *makuti*-thatched, wattle-and-daub houses, half hidden among clumps of banana bushes.

Here and there the gleam of new galvanised, corrugated iron testifies to a house-owner's prosperity, a prosperity brought to the area by the Cement Factory which stands upon the summit of the hill like a modern castle.

To the north, the quarry is a gash in the green of the bush and after little more than 10 years of production has visibly lowered the escarpment. Below the rim, the pastel splash of the Company's housing estate is an embryo urban-sprawl down the approach road.

It was not always so.

When I first saw Wazo Hill in 1960 there was no factory, no approach road, not even a metalled highway from Tanganyika's capital city, Dar-es-Salaam, which lies some 25 kilometers to the south. The city itself, in those days, had no high-rise developments and was a muddle of African huts, old Arab coral-block buildings, garishly-painted Indian shops and houses and the unlovely red-tiled bungalows of the British administrators.

Tanganyika Portland Cement Company Limited was incorporated in 1959 and built a small Haver & Boecker bagging plant with offices and storage silos in the port area of Dar-es-Salaam. The cement handled came from the company's associate, Bamburi Portland Cement Company of Mombasa in Kenya, delivery being by bulk ship to a wharf close to the packing plant to which it was pneumatically pumped. Participants in the new company included Associated Portland Cement Manufacturers of London — Blue Circle.

With the Tanganyika's independence in December 1961 came increasing

development engendered by the foreign capital inflow resulting from the government's apparent stability and westward-leaning politics. To cater for the upsurge in demand for cement and to help offset the large imbalance of trade existing between Kenya and Tanganyika, the government persuaded the Company to construct its own cement manufacturing plant.

Wazo Hill was the chosen site.

In Kiswahili, the word *wazo* means "thought". If any of those concerned had "thought" that the gentle wind of change then beginning to blow throughout Africa would one day become a cyclone which would sweep their hopes and plans away like so much dust, they might have shown less enthusiasm for the project.

As it was, other countries were interested in the area — there had already been a price war with Japanese cement — Bamburi held a virtual monopoly of the whole East African coast from the Gulf of Aden down to Mozambique, the Government was encouraging and prospects seemed bright.

"THERE BE LYONS"

There was, it is true, some perturbation when the army mutinied in 1963, but the uprising was speedily quelled by British troops. All opposition political parties were banned, the existing trade unions proscribed and their officers imprisoned.

If anything, the TANU - Tanganyika African National Union, the government under President Julius Nyerere emerged stronger than before. So Wazo Hill went ahead.

On old maps of Africa they used to write: "Here there be lions". Sometimes they were wrong, but there *were* lions on Wazo Hill in those early days and those of us engaged on site-works would lie in bed and listen to their nightly roaring.

Occasionally, too, there were leopards.



Dar-es-Salaam Harbour.

Both of these predators followed the seasonal movement eastwards of the game during the monsoon rains.

At these times the hill became infested with bush-pig, warthog and buck of many kinds from the tiny dik-dik upwards.

There were also monkeys but whereas the numbers of other wild animals declined as the cement works grew, the number of monkeys increased as the incoming labour-force planted vegetable gardens.

As the appointed Pest Control Officer I was occasionally called upon to deal with the pigs and monkeys but lions were left to the Game Department.

Lions in the quarry tended to distract employees from their tasks and this, plus the taking of a number of pet dogs, caused the Department to be called in.

The Scouts set up a camp in the vicinity, tethered a goat to a tree as bait and, for several days, kept vigil for the guilty lion.

Soon it was payday and the lion-hunters, having liberally assuaged their thirsts and boredom with *pombe*, the local moonshine, were sleeping it off in their tent when a man from a nearby fishing village turned up to sell his day's catch.

As he surveyed the unconscious game scouts, somewhat to his consternation, a large male lion sprang from the bush and seized the goat. With considerable aplomb the fisherman grabbed a shotgun that fortunately, was loaded, and discharged it in the direction of the beast, which dropped the now-dead goat and made off.

There are few things more lethal than a wounded lion but the chances of the animal having been hit seemed remote and he was not followed up.

A few days later our geologist's wife said: "You know, Sandy, you really must do something about the drains, dear."

Sandy, being a normal man, of course did nothing about it. Next day the smell was overpowering and she searched for the source. She soon found it.

In the bushes, a few yards from her door, lay the lion, quite dead. It had obviously taken a long time to die, half its face being a suppurating mass where the shotgun charge had hit. Many of us had passed within yards of it.

CONSTRUCTION BEGINS

The bush was gradually cleared and the factory buildings began to rise on the summit of the hill. The plant and machinery began to arrive and with it the first of the erectors to begin work alongside the civil engineers.

There were problems but they were the problems associated with all large construction projects in remote places and concerned with logistics and labour.

Eventually, in mid-1966, the solitary raw mill began to turn and the Klockner-Humboldt kiln to burn clinker. At first it was operated without its electrostatic precipitator and, viewed from the air, a great fan-shaped splash of pinkish dust with the heat-exchange tower at its apex spread

across the hinterland.

In February 1967, with the cement mill also on line, the official opening ceremony was held.

The President was to unveil a commemorative plaque.

The official guests, including the Shareholders' representatives, were relaxed and smilingly attentive as they listened to the Minister of Commerce's introductory speech. Their cheerful expressions, however, underwent some modification as it became apparent that the Works was not only being opened but that the Government was also compulsorily acquiring a 50 percent shareholding!

A few days later, President Nyerere made his now-famous Arusha Declaration wherein he declared that henceforth Tanganyika's path would be that of Socialism, announcing, at the same time, the nationalisation of all of the major means of manufacture, distribution and exchange.

We had had troubles enough, without this. The long spell of bad luck included an appalling accident record with two fatalities and many serious injuries, much sickness and disease and innumerable teething troubles with the new plant.

One day three old men came to my office. They were *wazee*, old men, wise men. For want of a better term I will call them witch-doctors.

They knew all about our troubles which, they said, were due to the fact that we had built the Works on ground which belonged to the spirits who had thus been evicted from their homes without compensation and due notice.

The spirits were said to be those of slaves who had died on Wazo Hill while awaiting the arrival of the sailing dhows which would transport them to the slave market of Zanzibar, some 25 miles off shore.

Given the go-ahead, said the old men, they could exorcise the spirits. After a somewhat difficult conversation with the General Manager the go-ahead was obtained and, on the direction of the *wazee*, I bought some brightly-coloured cloth, some foodstuffs, a brand-new wicker tray on which to carry the food and two young bulls, one black and one white.

The witch doctors built tiny houses from sticks at the foot of each of the large baobab trees which ringed the Works area. Into each of the houses they put some of the food and



Seated (centre) is the author, then Site Office Manager with the heat exchange tower rising in the background.

at each small doorway they hung strips of the coloured cloth to act, they said, as banners to attract, at the appropriate time, the attention of the spirits.

Back at the plant, the struggling bulls were dragged into position beneath the revolving kiln, long prayers and incantations were recited and at the critical moment, sharp, bright knives were plunged into the pulsing necks. A long, shuddering sigh, a moan, went up from the assembled workforce and bright streams of blood flowed across the new concrete.

Presumably the spirits got the message for the troubles died away. But, as they did, political troubles replaced them.

Tanganyika had, by this time, amalgamated with Zanzibar where the excesses of the President, Abeid Karume, were unsurpassed in East Africa until the advent of General Idi Amin Dada of Uganda. The new, united, Republic was named Tanzania and the name of the Company was changed accordingly. □

(The final instalment of this story will be published in our next issue.)

MARULAN WORKS

ROBERT (BOB) HOGAN



Bob at the controls of the diesel loco at Marulan.

Bob joined the Company, on September 12, 1967, as a labourer and has worked his way up through brakesman, shunter, leading hand brakesman to his present position of loco driver.

During Bob's 14 years, he has seen the change from steam to diesel/electric locomotives and says that the work involved with steam locos was a great deal more than the diesel but admits it is very difficult to make any comparison because they are two entirely different worlds.

25 YEARS SERVICE...

And still going strong.

Peter Alphonsus Cooper, popularly known throughout Marulan Works as "Old Son" has been with the company for more than quarter of a century. He started with us on July 30, 1951.

He's held a variety of jobs during those years including that of fitters labourer, machineman, gyratory attendant and plantman. Nowadays he's a very happy labourer (goffa).



Old Son is married with five children, one of whom, Edwin, has followed in his father's footsteps and also works here as a labourer.

Last October Old Son celebrated his Silver wedding anniversary — 25 years of married bliss.

During the last war he served in New Guinea.

He is an expert gardener and keeps the family in homegrown vegetables. He also specialises in raising fowls.

Is it any wonder, then, that he's also a first class cook — almost a Cordon Bleu! □

IF you keep your mind too open people will throw a lot of rubbish into it.



The Paddle Pops: Back Row: T. Pearson, Lindsay Gegg, Stan Murphy. Front Row: D. Perry, Brian Fletcher, Geoff. Cosgrove.

KNOCK-OUT CRICKET

Marulan Works was represented at the Berrima Works 6-A-Side Knockout Cricket Competition by the team of Paddle's Pops. This team consisted of:-

Dave Perry - Captain;
Geoff Cosgrove - ace bowler;
Brian Fletcher - ace batsman;
Stan Murphy - amazing wicket-keeper;

Lindsay Gegg - very fast runner; and
Trevor Pearson - all rounder

In their first game in Round 1 they met and soundly defeated the Stockhouse team. This put them into the winners' competition.

The next game, Round 2, was against Gale's Oldies. By this time the winning urge had taken over the entire team and Gale's Oldies were positively trounced.

A bye in Round 3 was decided by a draw from a hat and much to the disappointment of Paddle's Pops they drew the bye and had to sit out and watch. This was very upsetting to a champion side.

Having been disturbed by the above mentioned bye, in Round 3, Paddle's Pops fought on but were just beaten in the semi finals. The scores were:-

Round 1: Paddle's Pops 40, Stockhouse 39;

Round 2: Paddle's Pops 39, Gale's Oldies 38;

Round 3: Paddle's Pops Bye;

Semi Finals: Paddle's Pops 29, Production 30 (and some wickets to spare).

ALEKSAS NEKRASIUS RETIRES

Alex joined Southern Portland Cement in August, 1960 as a carpenter. He had previously worked for Commonwealth Portland Cement at our Maldon Works for nearly 11 years.

During his time with this company, he was appointed leading hand carpenter and occupied this position at his retirement on March 11 last.

Alex plans a return trip to Lithuania during his retirement to see his friends and relations. □

Below: Trevor Pearson, Assistant Works Manager (right) says farewell to Alex after the presentations.





CANDID CAMERA AT MARULAN

*Top left: Terry Baker, fitter.
Centre: Graham McKenzie,
plantman. Top right: Ron Beilby,
tradesman's assistant. Left: Scene
at the presentation to Alex
Nekrasius.*

*Bottom left: Snowy Karpiuk,
welder. Right: Frank Bulger,
Tradesman's assistant.*



SAIL HO!

Swan River version

"I must go down to the sea again"...

Sailing a bouncing, zooming surfcat over the broad reaches of Perth Water, on the lovely Swan River, is being advertised in the Western capital as the second best experience in life.

The fun and exhilaration of surfcat sailing on the river, has grabbed the imagination of thousands. Each day the sparkling expanse of water, that stretches from the city's downtown doorstep to the South Perth foreshore, is alive with colourful wind-filled sails, and flashing fibreglass hulls.

The surfcats, twin hulled craft around 4.2 metres long, with a square canvas deck, a tall mast and a single sail roughly triangular in shape, are available to anybody who has \$5 and seeks an hour of sheer enjoyment.

Just over a year ago three keen young men, having gained the cautious permission of the South Perth City Council and a licence from the Harbour and Light Department, set up a hire business on the south side of the river at Coode Street jetty. Calling themselves Mainsail Hire they started with

three surfcats. Demand was immediate and they quickly added two more craft to their small fleet.

Today they have 18, as do two other operators Funcat and Hire-a-Cat, the Coode Street fleet having grown from three to an impressive 54. Each is licensed to carry three people, but it is generally considered that it is much more fun to sail alone.

The surfcats can be rented for one hour, or for several. Group discounts are available and a steeply reduced rate may soon be available to holiday-makers who go sailing on mid-week mornings.

FUN FOR ALL

Cat hirers range in age from 8 to almost 80, with lots of people in their middle years among them. Surfscats are fairly stable and easy to handle, youngsters around 9 or 10 who can handle a sailing dinghy, have no trouble sailing the type of cat that is used on the Swan.

Newcomers to sailing are welcome at Coode Street, free tuition is offered and a 10-minute lesson usually equips the tyro

Perth skyline from Perth Water.



with enough knowledge to cast off on his own.

Practise and a few capsize quickly develop techniques, and the keen beginner soon becomes adept in the skills needed to have fun on the water. For many the first tentative voyage out on to the Swan, is a wonderful introduction to a whole new world of pleasure — the world of sailing.

As with all sports that offer thrills, there are dangers, but in catting on the Swan they are minimal. Chief among them for the unwary, is a smack in the face from the boom. However in all the hours that have been sailed by the hire cat fleet, there have only been a dozen or so instances of bruised noses or split lips.

There is the risk of capsize of course, in blustery conditions a fairly regular occurrence. Lifejackets although not compulsory are available for any who want to use them, and the stretch of water in Perth used by the cats is, apart from a couple of channels, not much more than a metre deep. Minimising any slight dangers still further, is the fact that three trouble shooting motor boats patrol the fleet and assist sailers having seamanship problems.

SPECTACULAR FLEET

In a stiff breeze the cats can skim across Perth Water at a good 15 knots. Direction and to a certain extent speed, are governed by the use of a simple set of controls. There is a tiller attached to twin rudders, and a main sheet. In landlubber's terms a main sheet is the piece of rope attached through blocks to the boom, with which the position of the boom and thus the set of the sail is controlled.

The cats are doing more than give pleasure to the hundreds of fun seekers who use them each week. They are a spectator delight for a huge number of car borne families who line the river's edge, particularly at weekends. With their brightly coloured sails they have brought life and vibrant action to an attractive stretch of water.

The surfcat fleet has given the capital of the State of Excitement yet another great tourist attraction. In the friendly Western climate, sailing on the Swan, has become a year round fun activity in which all can join. □

Gardening Notes for May

By Mrs. C.G. Crowe, Berrima Nurseries.

FLOWERS

SOW: Antirrhinum, Candytuft, Godetia, Linaria, Lupin, Nemophila.

PLANT: Carnation, Dianthus, Pansy, Iceland poppy, Stock, Viola.

VEGETABLES

SOW: Broad Beans, Onion, Parsley, Peas.

PLANT: Asparagus, Eschalots, Artichokes, Rhubarb.

March brought bounteous rain and warm weather, which meant pastures recovered and greened once more and trees and shrubs continued growing even after a light frost in the middle of the month.

Now, Winter temperatures are gradually creeping on and many of the deciduous trees are already leafless.

Lift the dahlia tubers when the leaves and stems have turned yellow, leaving about 30.5cm of stem, marking colours and varieties on the clumps as they are lifted. Dust with Bordeaux powder and store in dry sand away from frost. Check the tubers occasionally during the Winter to see that they are not being attacked by rot or insects.

Cut the *old stems* of perennial plants such as Shasta Daisies, Perennial Phlox, etc., down to the ground, if new growths are showing at ground level. If not, cut off only the old flower heads.

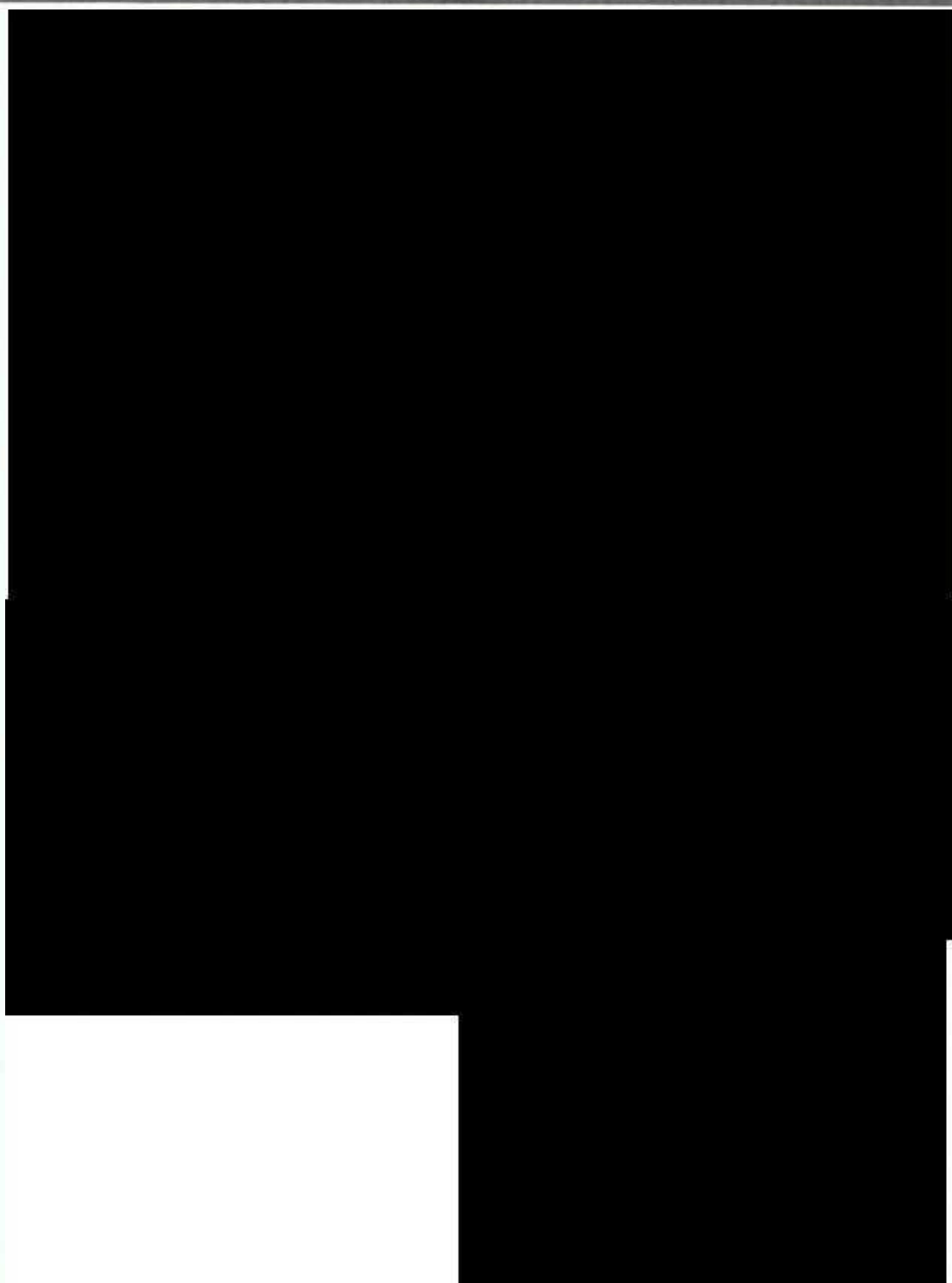
Plant evergreen trees and shrubs now and prepare the holes for planting deciduous trees and shrubs during June and July.

Order Roses *now* for planting next month, also fruit trees and bush fruits.

Dig over any beds not in use in the vegetable garden and leave in a rough condition for some time to sweeten the soil.

In the cooler climates slugs and snails are not very active this month, but bait should still be put out for these pests in the coastal areas.

CHARBON'S STAFF PARTY



Transfer to Portland

Shift foreman Ron Ford was farewelled at Charbon office during March on the occasion of his transfer to Portland. He had spent 22 years at Charbon works, which he joined at the age of 20.

Ron, a lifelong resident of the district is married with six children. He was an athlete of note in his younger days, but now prefers to spend his spare time fishing.

Two of his three boys, Graham, 16 and Michael 14, are keen boxers and have won numerous trophies at A.B.A. and Police Boys' Tournaments throughout the State.

He was presented with a crock pot as a parting gift from fellow staff, and with a handsome pewter tankard by the men in the plant.

Ron's parting comment: "Charbon's loss is Portland's gain"!

VALE ALF MOSS

FORMER Charbon residents will be sorry to hear of the death of Alf Moss, aged 71 years.

Alf retired from the powerhouse at A. & K's Kandos Works some years ago. He was extremely well known in golfing circles, both as a player and as a teacher of the game. A life member of both Henbury and Mudjee Golf clubs, he will be long remembered for his service to the sport and for the encouragement he gave to younger players.

Alf died in a car accident near Mudjee in March while returning from a golfing outing with his old friend Les Pottinger, who retired from the position of electrical engineer at Charbon some years ago. Fortunately Les was only slightly injured.

THE OTHER FELLOW'S JOB

*The man behind the barrow,
With his jersey full of dirt,
Looks with ever-growing envy
At the merchant's laundered shirt;
But the man behind the counter
Feels the nagging of the trade
And would swap his polished scissors
For the farmer's rusty spade;
In the night the sleeping doctor
Hears the clanging of the 'phone,
And "I wish I were a lawyer,"
Is his aggravated groan;
But the lawyer in his nightie
Hears the doctor's car go past,
And he says, "That lucky fellow
Must be making money fast";
The man upon the vessel
Sees the coastline slowly dwarf,
And he longs for terra firma,
With the man upon the wharf;
While the other marks the vessel
Moving out alone and free
And he longs for the boundless freedom
With the man upon the sea;
The little boy in rompers
Thinks his daddy first in grace,
And he wishes he were grown up
With some whiskers on his face;*

*And his daddy feels the burden
Of the mortgage and his debts,
And he wishes he were Willie,
In his little pantelettes.
The young man sees his sister,
With her money-spending beau,
And he says, "If I were sister
I could save a heap of dough";
But the young girl sees her brother
With his volatile finance,
And she longs to be the owner
Of the ballot and the pants;
Says the peasant in the cottage,
"What a grand and happy thing,
To have the mighty sceptre
and the station of the king."
Yet I have heard it whispered
That the man upon the throne
Would rather be the peasant,
With a spirit of his own.
So if your lot is irksome,
You can get your pulse a-throb,
Just by musing on the virtues
Of the other fellow's job.*

MORAL: By diverting and devoting as much thought to your own job as you do to the other fellow's, you will make your own job as attractive to you as the other fellow's appears.

BERRIMA'S BOWLERS

IF the Berrima Recreation Club decides to build its own bowling green it will not be short of experienced administrators and experienced bowlers who are at present working at Berrima and the Medway Colliery. They number two club secretaries, six vice presidents, two committee members and one selector belonging to the local clubs, and many good bowlers.



Alby Limond, vice president, Robertson.



Ian Gilbey, (fitter) Robertson Club.



Above: John Wills former selector, Bowral Club. Keith Caxey (miner) selector Mittagong Club. Below, left: Harold McDonald (miner)

former vice president Moss Vale. Centre: Fred Williams (colliery) former selector Bowral. Right: John D'Adam, Moss Vale Club.



BERRIMA BRIEFS

WEDDING BELLS

CONGRATULATIONS to Gerrard Rowley, Berrima shift fitter and Miss Diane Delahunty on the announcement of their engagement on March 17.

AND congratulations, too, to Barry George, electrical fitter, and Carmel Fitzpatrick on their marriage on March 12.

SOCCER DEBACLE

THE Berrima soccer team was engaged in a friendly inauguration match against Berrima Jail on March 19 to open the new soccer field.

The unfortunate score was Berrima 0, Berrima Jail 15.

I can assure you the game was soccer not Rugby League.

We are looking forward to a higher league position this year with former Arsenal star player Norman Dodds from our General Office, coaching.

Everything he knows, he says was taught to him by Derby County's B. Clough.

Say no more!

STAR CRICKETER

DARREN Tickner (pictured right), 14-year-old son of Tim Tickner, assistant services foreman and brother of Wendy who works in the Works office is one of the outstanding cricketers in the district.

Darren has had a very successful season captaining the districts under-14 competition which defeated the South Coast and Shoalhaven districts.

He was also captain of the Moss Vale under-14 team which won the district competition.

Darren plays 3rd grade for Moss Vale and won the batting average for 76/77 season.



TRAGIC PASSING

ALL Berrima employees were shocked to hear the sad news that Mrs. Weeks, wife of fitters labourer Peter, had died suddenly on March 20 from an attack of asthma at the age of 25.

Peter requested no flowers for the funeral but a donation instead to the Asthma Foundation.

After a hurried conference by the union delegates a collection was taken up on the following pay day and the sum of \$161 was collected and forwarded to the Foundation.

IF at first you don't succeed, try, try and try again. Then give up.
There's no use being a darn fool about it.

Berrima

CRICKET NEWS

Berrima cricket club has gone from strength to strength in the past few months. We succeeded in wresting the Charker Shield from Portland and it is now firmly nailed up on John Burnell's office wall.

In the local competition, the second grade team, lead by Wayne Roderick, took out the premiership for the season.

Finishing second on the points table they played Moss Vale in the semi-finals and amassed the fine total of 371 runs in 300 minutes, including a magnificent knock of 195 runs by Terry Newey. Terry put this score together in 200 minutes and included 21 fours and 3 towering sixes.

This left Moss Vale little chance of overtaking this score and Berrima ran out the winners to go on to play the minor premiers, Chevalier.

In the final the following week, Wayne won the toss and sent Chevalier in to bat. Berrima's bowlers quickly got on top and bundled them out for 46 runs, Ray Downes, David Easter and Terry Newey being the chief destroyers.

Berrima had a fit of the butterflies when they took the crease and were all back in the pavilion for 91 runs giving them a small but comfortable lead.

In the second innings Chevalier fared a little better and scored 113 leaving Berrima 69 to get to win. This they proceeded to do for the loss of only one wicket, and appropriately enough Wayne Roderick hit the winning run with a fine six.

The third grade were not as successful as their seniors but still managed to finish a creditable seventh in a field of 15 teams, which, for a first effort, shows promise of better things to come.

The next event, of course, will be the presentation of trophies at a function to be held in the near future and these could bring out a few surprises.

Mult-O-Ring Saves Money

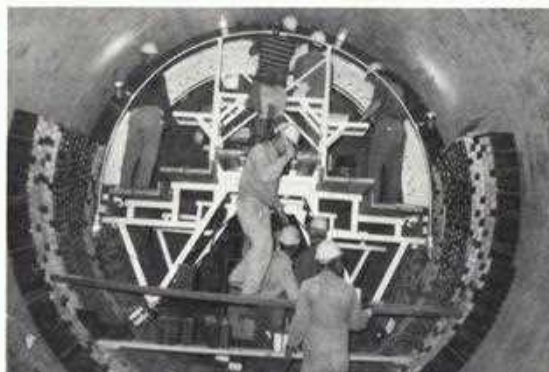
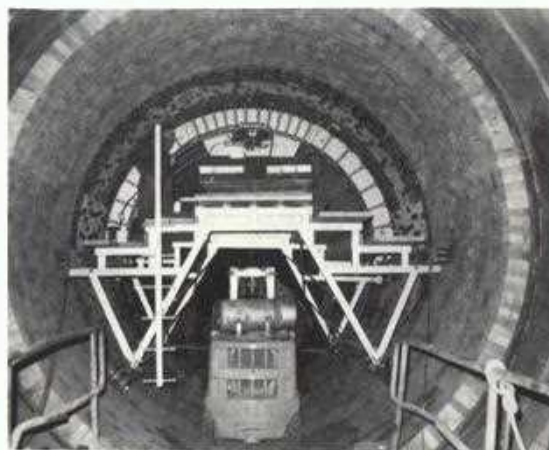
Kiln downtimes cost money and to reduce time lost during rebricking, Berrima tried out a new type of brick ring for the February overhaul of No.5 kiln. This proved successful in reducing the time involved in bricking the kiln.

The ring consists of two arches which can be adjusted to the centre line of two rows of bricks. On each arch there are pneumatic rams which hold the bricks in place until the key bricks are installed to make the row of bricks self supporting. This allows one row to be keyed up whilst the next row is being laid to the keying position and this reduces the time involved in bricking the kiln.

It can be seen in the accompanying photographs that the rig is designed to allow a fork lift to travel under the rig to transport bricks to other areas further up the kiln.

The picture on the top right shows the fork lift moving under the Multi-o-Ring during the recent overhaul.

Right: The ring in action with lower halves of the rows laid and the top about to be keyed.



SAFETY WITH HAND TOOLS

Hand tools may appear to be infinitely safer than power tools, but careless use can cause nasty accidents. They demand care and attention on every job to avoid personal injury.

This check list is a useful safety guide.

1. Do you caution workers not to use shovels to pry or hammer? ☐
2. Are all shovel edges sharp? Are handles tight and free from splinters? ☐
3. Are pick handles firmly anchored? ☐
4. Have workers been cautioned to allow sufficient pick-swing clearance behind them and overhead? ☐
5. Have you checked axe or hatchet cutting edges for sharpness? Handles for tightness, or the presence of cracks or splinters? ☐

COMMON HAND TOOLS

1. Are screwdrivers, punches, and files used only for their intended purpose? ☐
2. Are proper sizes of such tools used for specific jobs? ☐
3. Are the tips of these tools ground and correctly shaped? ☐
4. Are their handles or grips maintained in good condition? ☐
5. Do the screwdrivers used by electricians have insulated handles? ☐
6. Are employees cautioned against using pliers as wrenches, nail pullers, or hard metal cutters? ☐
7. Do you keep a supply of insulated pliers for electrical work on hand? ☐

SAWS

1. Are hand saws selected, by size and shape, to match the job at hand? ☐
2. Are teeth and blades properly set? ☐
3. Have you developed a method for protecting saw teeth when not in use? ☐
4. Are hacksaw blade teeth pointed forward on each task? ☐
5. Are hacksaw blades rigidly mounted to the frame and properly aligned? ☐
6. Do you instruct workers to use strong, steady strokes, directed away from the operator, when hacksawing; and to utilize the full blade length? ☐

CHISELS

1. Have your workers been instructed to use adequately sized chisels, and to hold these with a steady, but relaxed grip? ☐
2. Do you regularly check chisels for burrs or other defects? ☐
3. Are workers supplied with special holding devices when one man holds a chisel while a second drives it? ☐
4. Do you maintain original metal shape and angle when sharpening? ☐
5. Do you provide eye protection for all members of crews engaged in chipping? ☐

PIPING TOOLS

1. Are pipe wrenches selected for proper size and application? ☐
2. Have you cautioned workers against using a pipe extension on wrenches? ☐
3. Are all wrench jaws sharp, insuring a secure bite thereby? ☐
4. Are workers careful to place pipe in a vice using a locking chuck? ☐
5. Have you provided, in pipe cutting and threading areas, pans to collect excess oil and metal shavings? ☐
6. Are workers directed to use cutting oil as a lubricant during pipe threading? ☐

CROSS AND PINCH BARS

1. Is each unit carefully inspected for nicks and burrs? ☐
2. Is each maintained in a safe working position to avoid falls or other dangerous slips during operation? ☐

JACKS

1. Are you careful never to exceed the rated capacity of any jack? ☐
2. Do your jacks have a positioned stop to prevent overtravel? ☐
3. During operation, are you sure that jacks are set on a firm, level base with overall load spread on timbers or other weight diffusion systems so that the allowable load on the foundation is not exceeded? ☐
4. Do you shore up the load before working under it, and forbid work beneath loads supported only by jacks? ☐
5. Do you have an operative program of jack inspection and moving-parts lubrication? ☐

20 YEARS SERVICE AT MALDON



HARRY DAVIS:

Shortly after commencing as Construction Worker at Maldon in 1948, Harry (pictured left) unloaded the first shipment of kiln parts to arrive from U.S.A. During the war he served in New Guinea and Borneo in the artillery with 25 pounders.

Harry has two daughters and his two grandchildren occupy most of his spare time. Gardening is his favourite form of relaxation. For the past 30 years he has lived in the Tahmoor area.

FRED HANGER:

Fred's initial position at Maldon was sample boy for approximately seven months from February, 1952.

After three years in the laboratory as a mechanical tester, Fred was transferred to his present position in the Stockhouse.

He has excelled at many sports, particularly golf, where he was the first player to win three championships at Antill Park Golf Course — A. Grade, Men's Foursomes and Mixed Foursomes. He played off a handicap of 6 in 1969, and still plays A. Grade golf.

His tennis prowess includes having been District A. Grade champion for four years in a row — from 1951 to 1954. From 1957 to 1960 Fred was in the Rugby League reserve grade for Picton.



BOB TUCKER:

In October 1956 Bob (pictured left) commenced at Maldon as a calcinator operator. He was a burner from 1958 until 1966, when he took up his present position as contract loader in the stockhouse.

Two of Bob's four children are still living at home, and he and his wife do not have far to travel to Glenfield to visit his married daughter and two grandchildren.

However, son Robert, having completed his fitter and turner apprenticeship at Maldon, is now employed as maintenance fitter for Penfold Wines at Griffith. Bob has lived at Picton for the past 24 years, and his favourite leisure pastime is a round or two of golf.

MALDON'S SAFETY RECORD



Top left: Jack Axougas (left) and Dennis Hambrecht being congratulated by Bill Purvis. Centre: George Poulos left, supervises the tables, whilst Jim Crawford (right) and Vince Moggridge sample the delicacies. Right: Enjoying a quiet joke are L to R Ron Robson, Alec Mooney and George Parker.



Centre left: Lloyd Atkins has a quiet puff with Bruce Lowe.

Above: Bob McMahon (right) presents Mick Burns with a National Safety Council plaque in recognition of three years successful safe working by the mechanical section apprentice and tradesmen's assistants. Roger Elsworthy looks on.

Centre right: In a pensive mood are Anton Gramman (left) and Lloyd Turner.

Right: Getting in for their chop are Terry Digger and Frank Jackson.



MALDON SOCIAL CLUB COMMITTEE



LEFT TO RIGHT:

*There's Len, our leading hand fitter
And Mick, who makes young hearts twitter,
Our paymaster, Bob,
And Vern's on the job,
While Des keeps us all in a flitter.*

*There's Sandra, and Lee, and "Bird Shirley"
And Joyce, our Manager's "Girlee"
Works Foreman, Alf Slade,
Young Steve has it made,
Where's Val?
She's gone! Absentee!*

Circus Thrills

The greatest show on earth.

Our switchboard operator, Lee Huxley, (pictured right), and family were among the happy Maldon Social Club members and friends who attended the circus on Sunday, March 20.

"We arrived with only moments to spare, and hurried to our ring side seats for our birds eye view. Amid a cloud of smoke, Bronley's wonder rocket blasted in, complete with two 'space men' who held us in suspense by their trapeze act.

"It was difficult to choose a favourite from the international acts that followed — balancing with knives and swords, acrobats, lion taming, tightwire skill, balancing acts and highwire.

"But we were most awed by Daisy Bentos performing aerial wonders whilst hanging by her hair from a great height, and Lilly Yokoi performing on her golden bicycle as though it were part of her.

"A clever troupe of dalmations, accompanied by monkeys, was the children's favourite. And then there were the hilarious clowns, horses and elephants that held the attention of us all.

"We were so enthralled that we just ignored the light shower of rain during the day as we sat through one spectacular after another."

(Lee Huxley)



HOW NOT TO STRAIN YOUR BACK



After discussions and films, groups were involved in practical demonstrations.

THE National Safety Council conducted a course on manual handling at Maldon Works recently as part of a campaign to educate workers in the correct method of lifting and manual handling.

Instruction was given on up to date techniques in order to reduce the increasing incidence of injury caused by using incorrect methods.



Terry Digger makes short work of upending an oxygen bottle.



Mark Eagles demonstrates his newly acquired techniques.

STUDENTS TOUR

Interact exchange students from Blakehurst High School, — Sue and Bill, (extreme right) were given a conducted tour of Maldon Works during their week's stay in Picton.

With them are Interact president, Kathryn, and secretary, Gail.

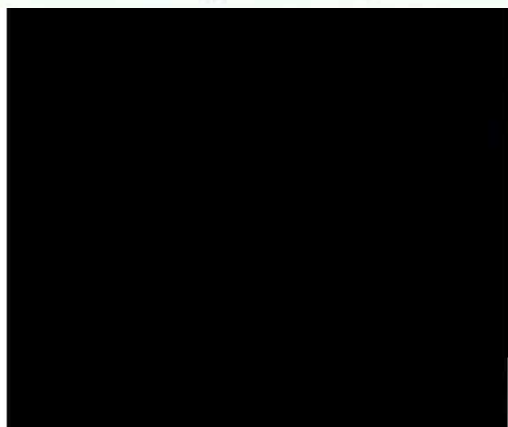
So that the men would not be outnumbered, Michael, on left, came to keep Bill company.

After the tour they were served afternoon tea in the boardroom, where Works Manager, John Morphew, answered their numerous questions regarding the cement manufacture.



PORTLAND

PICTURED is Ron Hann who joined us recently as a labourer in production. Ron has just returned to the district. He is married to a local girl.



THE BLUE CIRCLE BOYS



4.3.77

FENTON

"We suggest you use less fertilizer on the indoor plants".

WE WUZ ROBBED

SUNDAY March 13 saw a happy band of Portland cricketers head off for Leppington to play Berrima, to decide who would hold the Charker Shield.

This magnificent shield was at that time rightfully held by Portland, whose cricketing prowess is known throughout Australia.

Berrima went in to bat first and of course had the advantage of good light and clear-eyed umpires, and amassed a fairly tidy score as a consequence.

Unfortunately for Portland their batsman went to the crease in visibility that was somewhat akin to a foggy day in London Town.

It was an enjoyable day, however, especially when at first it was thought that the result was a tie, with Portland winning on a countback.

This was not to be, however, and although this writer has a vivid recollection of the day's events, as can be seen by reading above, the final score completely evades me.

Congratulations go to Berrima on their victory, which we expect, hopefully, to be shortlived and our thanks to the transport department for the supply of umpires, ale and to their ladies for the goodies.

Peter McDiarmid (above), our new apprentice fitter, started in February and is carrying on a long line of association with our Company.

His father Reg works in the power house and joined us in September, 1948. Peter's grandfather was also an employee we are told that his great-grandfather was also employed here once.

We intend delving into the past. Reg himself is curious to know how many of his forbears did work here.

PROFILE

F. H. (Eric) MATHLIN

Manager, Victoria

When Eric Mathlin left Randwick Boys High School in 1935 he was 15 years of age, had passed his Intermediate Certificate examinations but had not any definite ideas about what he wanted to do in life.

He successfully applied for a job as a junior clerk with the Permanent Trustee company and started the routine of a 9 am to 5 pm clerical job. Tall and well-developed for his age, he was determined to make every post a winning post. After settling into the new environment he looked ahead at the prospects of advancement. A knowledge of accountancy he was advised, would be a distinct asset. So he enrolled at the Sydney Technical College and studied at night for the next four years.

He lived at Vaucluse on the harbour and sailing and surfing filled his spare time. It was a pleasant if uneventful life.

Then war broke out. In April 1940 when he was 19 years old, he enlisted and spent the next five years as a gunner with the 2/1 Australian Medium Regiment.

"We lived a charmed life," he reflected with a smile. "We never fired a shot in anger. We were never in action. We went to the Middle East, to Darwin, to New Guinea, and back to Ravenshoe. At the time it was a continuing period of frustration. I tried to transfer to the RAAF, but they found I was colour blind so I was stuck with the artillery."

For months before he was demobilised he debated with himself what he would do after the war. One thing was certain. He had no intention of spending all his days indoors in an office. His years in the army had inured

him to outdoors living and he was determined to find some sort of occupation that would not tie him always to a desk.

He considered going into business on his own but then found there was a desperate postwar shortage of goods. For a time he tossed around the idea of insurance broking. It was a period of indecision.

But after all there was plenty of time. His brother meanwhile had been discharged from the navy and they decided it was opportune to forget the problem of what to do and give themselves a holiday. So they built themselves a Vaucluse Senior and spent the summer of 1946 sailing on the harbour.

Training in Sales

Then Shell advertised for country representatives. Eric had had exactly no experience in selling but he convinced the personnel officer that he had all the inherent attributes and was appointed to the job. Then followed an intensive three months indoctrination and sales course at the end of which, in July 1946, he was appointed a country sales representative with headquarters in Casino.

Those were the days when Shell had the lion's share of the market and distributed its products, not only in the cities, but throughout the hinterland of Australia. It was the undisputed giant in the oil industry. But its very size made it vulnerable to attack and inroads by other multinationals that sought to increase their share of the Australian market and also by the then two Australian companies that had entered the



field in the 1930's but whose expansion had ceased during the war years, when the pool system had been in operation.

The industry became fiercely competitive as each company sought to increase its share of the market. Any inroads they achieved could be only at the expense of the majors, and primarily Shell.

The biggest market was of course in the cities where profits, too, were relatively higher, and it was here that initial competition was at its fiercest.

In 1948 he married and set up house with his wife, Mary, in Casino. Two years later he was transferred to the Moree territory. It was impossible to find a house in the town, so he would spend six weeks on his territory and then drive back home to Casino to spend a week with his wife and infant son David. This was unfair to Mary of course, but people seemed to put up with difficulties in those days. Life wasn't meant to be easy!

Wool was booming in 1950 and realised up to £1 a lb. at the Sydney wool sales. New wheat areas were being opened up. The

demand for fuel soared and Eric was selling it by the truck load.

After the stint in Moree, Eric spent three months of 1951 in Sydney in the thick of the battle for service stations. Shell had counter-attacked. The opposition was in temporary disarray and all Shell's retail representatives were endeavouring to consolidate their newly won position.

Off to Queensland

He was transferred next to Maryborough as district manager with eight salesmen on his staff and an area stretching from Caboolture to Bundaberg on the coast and out west to Kingaroy, to control. He was rarely home. His average mileage each month was never less than 2,500. But his enthusiasm never faltered. But it was a tough and wearing time. This was the period when one brand service stations were being introduced. Co-incidentally the market was expanding during these boom years and he endeavoured to secure his rightful share of the new business.

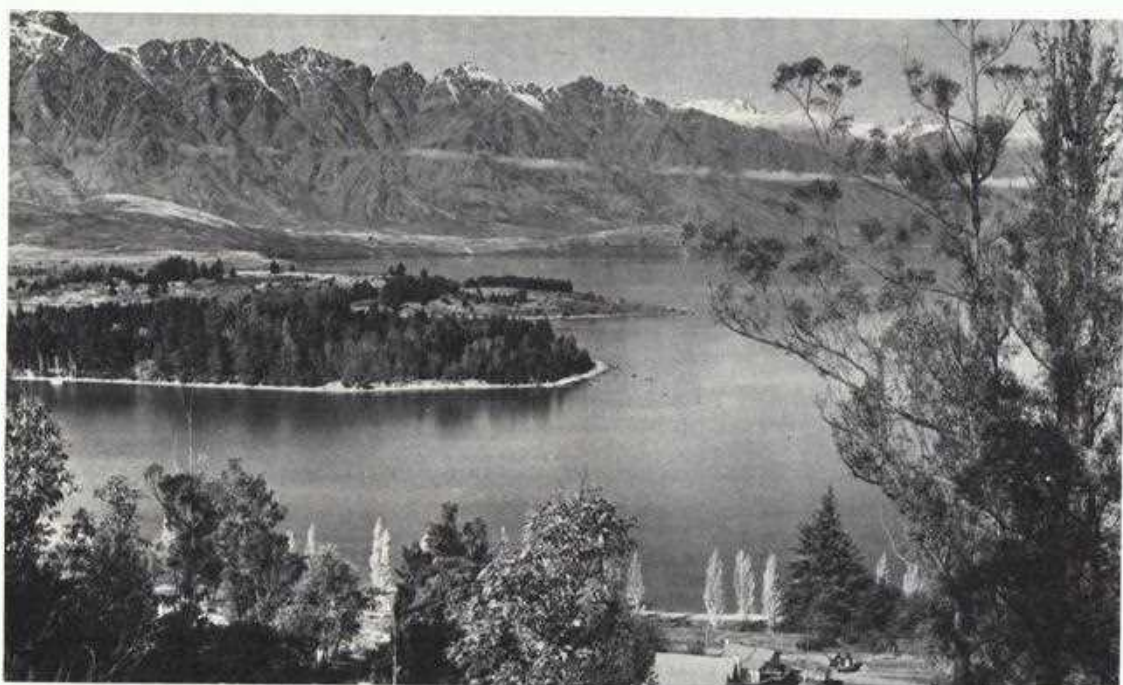
His incredible energy and determin-

Enthusiating representatives during a sales drive.

NEPTUNE MOTOR OIL PRICES AND PROFIT
BULK - ADELAIDE

	STANDARD	MULTI-LUBE	SUPER-LUBE
CONT TO DEALER	0.5	15-	15.7
SALES PRICE	13-	18-	20.8
GROSS PROFIT	3.6	3.8	7.1
	= 32% OF COST	38% OF COST	52% OF COST

NEPTUNE SUPER-LUBE
...the oil that amazed...



N.Z. scenic wonderland. Queenstown and Lake Wakatipu.

ation proved eminently successful and his soaring sales figures showed that he had more than "held the line" in the face of the opposition.

His efforts had not passed unnoticed. In 1952 he was appointed Sales Manager for North Queensland with headquarters at Townsville. His sales area now stretched from Proserpine in the south to Thursday Island in the north, in the west to the Barkley Tablelands in the Northern Territory, and to Normanton on the Gulf.

He spent the following three years in the north regularly on the road or flying to the extremes of this huge territory. It was in Townsville that Eric had his first contact with the cement industry when he secured North Australian Cement as a Shell account.

Then he was transferred to Brisbane as Retail Marketing Manager for Queensland, a big step up the ladder. His second child, Rosemary was born during his four years sojourn there.

At that stage having lived in Queensland for eight years it had become the Mathlin's adopted State. Life in Brisbane was enjoyable. They had a wide circle of friends and lived within easy reach of the Gold Coast and relatives in Northern N.S.W. These, too were busy times — with active involvement in local affairs, school and

cubs. Eric also became active in the Australian Institute of Management and served on its marketing panel.

At this point he received an offer that was too good to refuse. He was seconded to Shell Oil (N.Z.) Ltd. as Retail Marketing Manager. For the next two years he was out of the hurly-burly of petrol wars and price cutting.

N.Z. Sojourn

"It was a sensible place to work after the continuous cut-throat marketing in Australia", he said. "I was sent over for a two year term only, but I enjoyed every minute of it. You knew you were making a profit on every gallon you sold. The opposition was keen but fair. There were no hidden rebates offered. The industry was stable."

Eric was located at head office, Wellington. His impression of N.Z. was that it was a very prosperous country, despite the concern over export earnings.

The New Zealanders proved to be extremely friendly and most helpful in every way both in business and socially. His job responsibilities took him to all parts of N.Z., and he and his family utilised every long weekend and leave period to travel extensively throughout the North and South Islands.

At the end of those halcyon years he was recalled to head office in Melbourne, having sold his home in Brisbane. Another reorganisation had occurred. The oil industry never seemed to enjoy a static period for any length of time. The battle for extra gallons never ceased.

Next to Adelaide

In 1961 he was sent to Adelaide as Retail Sales Manager. He bought a house and went back into the selling arena of parry-and-thrust in which he had taken part for so long. But now he was becoming disenchanted with the continuous internecine warfare that characterised the oil industry.

Nevertheless the Mathlins had developed a strong attachment for Adelaide and South Australia. Their interests were varied, ranging from motor racing to antiques. Eric also developed an interest in the grape and vintages. David and Rosemary were well settled at school.

Following a company reorganisation in 1966 which involved moving to Melbourne he decided it was time to seek a stable industry and if possible return to N.S.W. No sooner had he reached this decision than APCM in Sydney advertised for a marketing manager. Eric applied and was appointed to the job.

While he had spent so many years selling oil, he does not regret severing his connections with the industry, and still retains many long standing personal

friendships.

"If you are a market leader you have to be strong. You must hold that position and improve on it by hard work. You don't take the easy way of meeting competition by juggling prices", he says.

The principles of selling cement and selling oil or any other commodity are much the same, Eric avers. Competition in the cement industry has been very strong, particularly so for Blue Circle in its position as market leader.

The Mathlins bought a house in St Ives and settled down happily in Sydney. But Eric's many moves around Australia had not ended. Early last year he was asked to transfer to Melbourne as Victorian Manager.

After 10 years in sales he enjoys being involved in the wider aspects of our operations, particularly the close liaison with the Works, while retaining strong links with the Victorian sales team. It's to our mutual benefit when the works team is aware of what happens to their product after despatch. And this involvement assists us in marketing our product to best advantage, he says.

There's been no diminution in the enthusiasm for which he was so well known in the oil industry. He is still the driving force in expanding sales to districts in which we had not previously sold. Now he is looking ahead to assisting in disposing of the additional production from Berrima in a few years time. □

POOL CONTEST

A LOT of fun and interest is taken in the weekly pool competition held at the Waurin Ponds and Moriac hotels. Blue Circle have two sides in the comp. which involves four other teams namely "The Friars" and the "Monks" from the Moriac Hotel, the "Golfers" from Anglesea and the "Braves" from the Waurin Ponds Hotel. These teams are evenly matched.

The keen social atmosphere is always present as some of the Blue Circle boys will tell you the next morning.

The two Circle sides are captained by Ron Smith (Assistant Electrical Engineer) and Neville Baum (Maintenance T/A). Ron is a keen skipper but is not playing well at

present probably because of his over-inflated stomach which causes severe gastritis.

Neville on the other hand is a very stern skipper but a master tactician who handles his side very cunningly. This competition runs for 20 weeks so anyone who can get away from Mum any Wednesday evening should call out and see the stars in action.

RULES ARE RULES

THE headwaiter at a plush restaurant was asked what he would do if a streaker showed up. "First," he said, "I'd give him a tie. No one is allowed in without a tie."

WAURN PONDS ROUND-UP

THE BUSY STORK

CONGRATULATIONS to Margaret and Ron Vicary (Packing Plant) on the arrival of 4 lb. 12 oz. Joy Elizabeth. Now Roy (6) and Evan (3) have a little baby sister to keep them in order.

MORE WEDDING BELLS

IRENE Helweg, one of our office girls, was married to Trevor Long on February 26. The following day they flew to New Zealand for their honeymoon, a 16-day tour of both north and south islands.

"IT'S A BOY!"

AT LAST!! says Mick Hickey, our jolly Storeman. And it's a boy, Damian Leslie Keys (8 lbs) born to Mick's daughter Sharon and hubby Graham. Mick and Shiela have five grown-up children and Damian is their first grand child.

Congratulations from all.

Incidentally, Mick is rather an authority on our Aussie rules. There's a whisper that he's played and coached over a period of 40 years. Quite a record.

Back in 1945 he captained and coached a team in Port Moresby known as the "Fisheaters".

He played for Melbourne in 1946 and for Melbourne seconds. He coached Colac in the Hampden League and also a team in the Gippsland League.

Teams he coached in his 16 years in the Geelong District included Torquay, East Belmont and Barwon. To top his fine achievements he coached the inter-league to victory in 1973.

DIAMOND DRILLER

DENNIS Bates with 3½ years service on the scrapers at the quarry is now a workshop serviceman and John Blamires with three years service, also on the scrapers, is now a diamond drill assistant.

PEOPLE who live in glass houses make interesting neighbours.

A person has two ears and one mouth, and should use them in that proportion.



John Yates presents Irene Helweg with a gift from her workmates on the eve of her marriage.

NEW ARRIVALS

WE welcome two new plant operators, Laurie Hill and Des Larkins, to the quarry team.

Into the Silence

Bill Karras died on Saturday, March 19, after a long illness.

Bill joined the company in November 1974 as a material handling operator and from February 1976 was employed as a cement burner.

Bill's sincerity and out-going personality earned him the close friendship and respect of all his work-mates and he will be sadly missed.

Management and employees of Waurn Ponds extend to Nellie and their children Suzette, Suzanne, Ronald and Fiona their deepest sympathy.

on February 23. Betty and Ivan have two married daughters, Lorraine and Jennifer, son Greg who is in the 3rd form at Geelong College and a little three-year-old granddaughter Amy.



LES and Margaret Wilkinson celebrated their 20th wedding anniversary on March 2 at a quiet dinner party with their children Rosemary (12), Maurice (11) and Helen (8).

Peter Shanahan, Jack Parry, Peter Masterman, Dennis Bates, Ray Hodges, Trevor Anderson, Peter Henderson, Phillip Donohue, and Ron Smith were all among these 10,000. All managed to come away with full bags.

Roland Cantwell chose Winton near Benalla and bagged 8 ducks while John Russell managed a full bag down Colac way.

The experiences of Bugs Bunny are nothing compared with the misfortune experienced by Ron Smith at the shoot.

Ron and his brother had stripped and were drying themselves after wading in for their catch. He was bending over drying his legs when from far off a gun discharged and a few stray pellets lodged painfully in his posterior!

He had his meals from the mantelpiece for the following week.

OPEN ROAD

BRIAN Hollis, Laboratory Shift Tester recently put aside his car for a two wheeler to further his fitness campaign. But after experiencing the Sunday drivers on the Anglesea Road, he felt it much safer to go back to driving his car.

He is still eager to beat inflation so keep a watchful eye out for him as he may try it again soon.



The new Terex twin power scraper arrives at the Waurm Ponds quarry. The scraper powered by two 8V 71 Series GM diesel engines is being unloaded by L to R — G. Carey (in driver's seat), Semi-driver; D. Love and G. Sharp.

SING ME A SONG-OH

OUR talented tenor/purchasing officer George Clarke is currently in training for his role as Camille in the Geelong Gilbert and Sullivan and Light Opera Company's production of *The Merry Widow*.

This production will be a memorable one particularly for the cast as it will be the last light opera at the Plaza Theatre before its demolition later in the year.

George has been associated with two companies in the Plaza Theatre over the past 15 years. Their recent productions include *Maid of the Mountains*, *Yeoman of the Guard*, *Gypsy Baron* and many others.

George's ability as an accomplished tenor is well known to all of us down here at Waurm Ponds and we wish him well for this production on June 16-17-18.

The leading role of Danilo is played by three times Sun Aria winner Roger Kirtley and his leading lady is Karen Boer who sang at our staff Christmas Party in 1975.

We won't tell you any more as your support is needed for this amateur group which is of professional standard. Make up a party and go Theatre for a night.

Tickets?? So glad you thought of it. See George now.

GONE FISHIN!

LAKE Purrambeet down near Camperdown over the past year, has proved a real paradise for the fishing enthusiast. Excellent catches have been reported from time to time bringing fishermen from near

and far to share in the good fortune.

That was up until our two hopefuls, Clarrie Drayton and Ron McDonald decided to have a five day fishing vacation there.

Ron claims that Clarrie guaranteed him a continuous abundance of fish. But they never materialised. However, we are assured they did have a rest. And they did have a feed of fish-n-chips. But this was using silver bait.

Then there was the episode of the tent falling over. This part of the story is not altogether clear as each blames the other.

We'll probably never know the truth and as there was no catch and no photographs were taken, obviously there is no evidence to support this story anyway.

ANOTHER FISH STORY

CHARLIE Cromer our Works handyman also likes fishing, as do many others around our Waurm Ponds works but I think this story beats all to date.

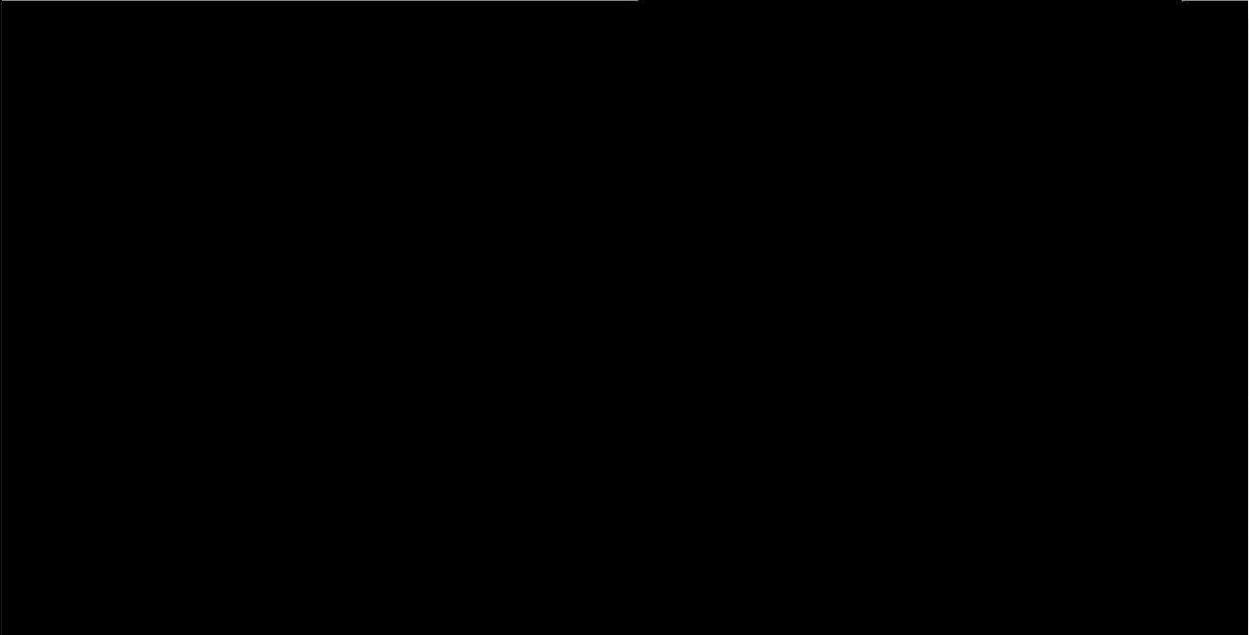
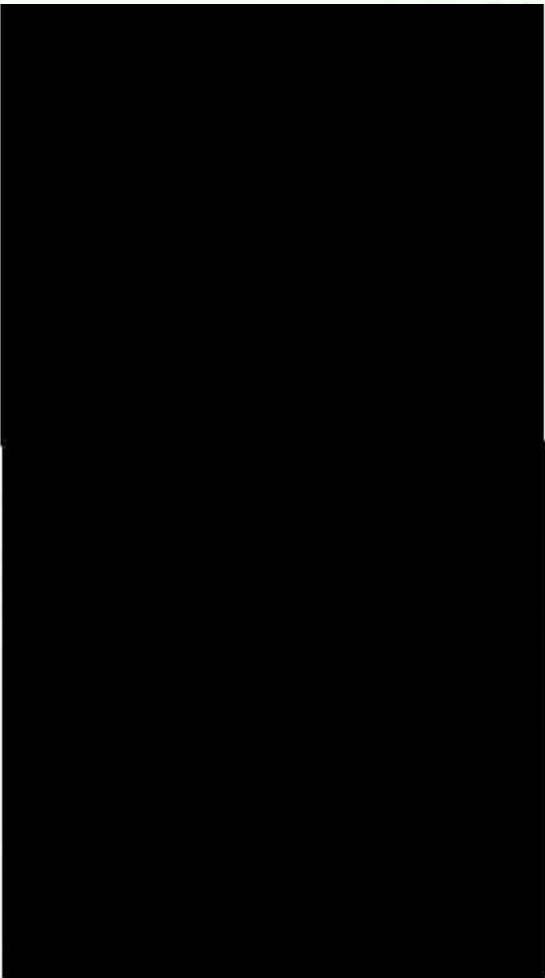
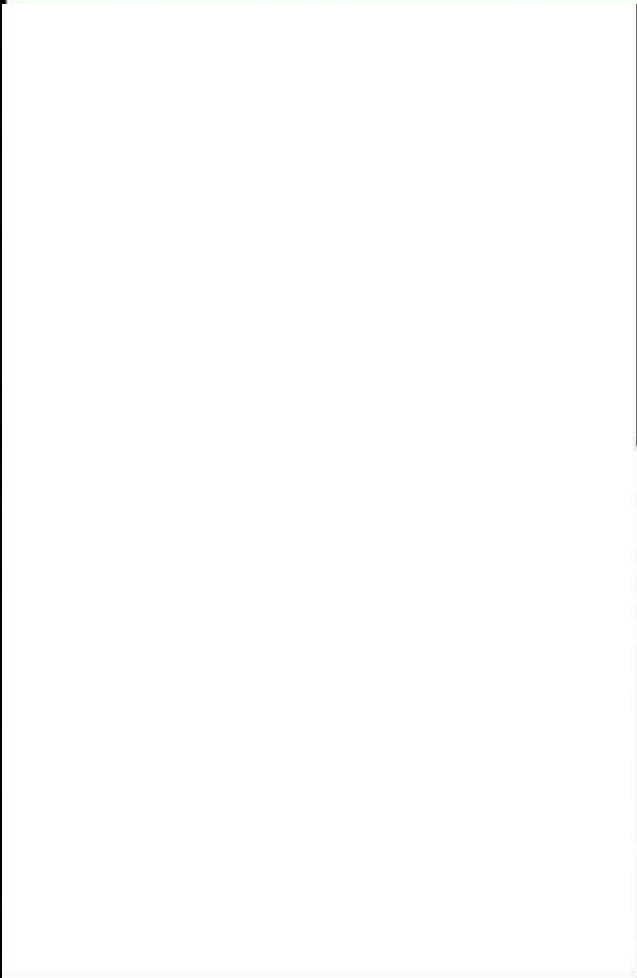
He said he was fishing from a pier and for bait was using live white bait.

Suddenly, he felt a tug, and pulling in his line he could just see the outline of a lovely Silver when a snapper grabbed the Silver.

In a struggling frenzy he was just about to lever his combination catch from the water when a large salmon grabbed at the snapper.

But, alas, Charlie had to seek his dinner elsewhere for the little live white bait let go the hook.

If you don't believe this story you're not a true fisherman!!



*Top Right: Ben Bennett picks the spot.
Above: Jack Stack reels them in.*

*Above: Irene and Dave Patch at the bowling
club (story previous page).*

BERRIMA WINS CHARKER SHIELD

The victorious Berrima team.

Frank Charker, centre, with the rival captains.

TO GREENER PASTURES

DAVE Patch, our engineer, recently left our employ and our farewells to him were spent in various watering holes around Portland.

Dave had been at Portland since November 1974 and he and his wife Irene had fitted in well. Irene was originally a country lass.

A keen golfer, Dave was farewelled until the early hours at the golf club, with a similar set up another night at the bowling club with the staff.

WARD NEWS

HOSPITALISED at present is Dick Menchin who had his appendix removed. He had put up with the nagging pain for some period of time, thinking it would go away. It did eventually with the aid of the surgeon's knife.

Jack Hinchliffe also spent a period of time under the care of those charming nurses, after he and his wife were injured in a car accident.



Dave Patch, right, being farewelled by Works Manager Ken Huionce.

* * * *

PUNCTUALITY is wasting your time waiting for other people.

Travelling through the Netherlands with Les Humphries

(Welfare and Employment Officer, Berrima)

Our K.L.M. "Orinoco" was only 10 minutes late in leaving Kingsford Smith Airport with some 380 passengers plus crew bound for Europe, many of them looking forward to re-unions with families and relatives at Christmas time.

Four and a half hours later we left Australia behind and duly arrived in Singapore, where we were to encounter our first delay of more than an hour while a special stretcher was made up to accommodate a young man suffering from a fractured neck. He was being transported to Frankfurt and thence to his native Switzerland.



Les Humphries with his wife Thea and daughter Maria before leaving for Holland. Their son Vincent also accompanied them.

Our next stop was listed as Dubai in the Persian Gulf, some six hours away. When we approached Dubai, the Captain was advised to fly on to Abu Dhabi, about 20 minutes flying time away, because of fog. Arriving in the early hours of the morning we were confined to the aircraft because K.L.M. had no normal landing rights there.

The fog then settled over Abu Dhabi,

which meant we were not able to take off. So 380 passengers waited quietly while the crew attended their needs. In the meantime the relieving crew back in Dubai had to travel by car over the desert for several hours to relieve our crew at Abu Dhabi.

At last the fog lifted and then to the cheers of the passengers, the relieving crew arrived. After about nine hours waiting in the plane on the tarmac we took off for Dubai to pick up more food for all food on the plane had been completely used up. We left our former crew. By now they really needed a well earned rest. We headed for Frankfurt, where further delay occurred in refuelling and taking the injured passenger from the plane.

Another hour's flight, and the bright lights of Amsterdam appeared and then touchdown at Schiphol Airport. Fortunately there was no delay here with custom formalities and we were soon speeding along the expressway on our way to Wageningen in the centre of Holland. A cosy home and cheerful fire burning was a wonderful welcome. Here we realised that 36 hours after leaving Australia we were on the other side of the world, with — for us — two months of winter ahead.

WHITE CHRISTMAS

What could we expect? The mild winter of the last few years, or would this be one of snow, ice and blizzards? And would we have a white Christmas?

Well, for the first days the sun shone pleasantly. Then the snow came, transforming the whole countryside into a fairylad.

We spent Christmas with my wife's relatives in North Holland, at a small village called Hem. The weather was beautiful, sunny and a clear sky, but there was ice on the roads which called for caution, whether walking or travelling by car.

New Year was spent in Venlo, a short walking distance from the German border, in the south east of Holland. Here there was snow and ice and this seemed to put

RIVERVALE

The executive office of the Home Division of the National Council of W.A. recently gave two lectures to the Swan staff emphasising the dangers that can arise within the confines of the home.

These home safety lectures aroused considerable interest as is shown in the accompanying photographs.

The theme was: "Safety is a 24-hour a day, 365 days a year occupation".



The new transportable shift testers laboratory being moved to allow the construction of feed bins to service two new cement mills. The new lab. is located on the west side of the factory.



everyone more into a festive mood. New Year is really celebrated to the full by young and old with greetings, toasts and firework displays.

No matter where one travels in Holland there is always a museum to see, an art gallery where you can see famous paintings of the old masters. Or it may be a beautiful church centuries old, housing some of the finest art treasures, such as St. Martins

Church, Venlo, where behind each painting is an alarm system.

A museum with a difference is the Evoluon at Eindhoven, the home of Philips. This modern museum is built in the shape of a flying saucer, and is full of interest with exhibits affecting all of humanity.

It must cause every visitor coming away to ask the question: "Where is Mankind heading?"

(Les Humphries will continue his travels next month.)

PEOPLE with complaints should remember that the kettle sings even though its up to its neck in boiling water.

Let's look at...

JIMMY CARTER, 39th U.S. PRESIDENT

Jimmy Carter, peanut farmer, 39th President of the United States is one of the two most powerful men in the world today. During the next four years his decisions will affect the lives of people of all nations. The time is opportune to examine this man, who only a few years ago was unheard of in Australia but who will play a large part in our future and perhaps, in shaping our destiny.

"I am a Southerner and an American. I am a farmer and an engineer, a father and husband, a Christian, a politician and former governor, a planner, a businessman, a nuclear physicist, a naval officer, a canoeist and, among other things a lover of Bob Dylan's songs and Dylan Thomas' poetry." That's how he describes himself and it is indeed a rather formidable potted autobiography.

People call him Jimmy. He says he prefers it that way. He likes informality. While he grew up in a generation that took part in incredible changes, Jimmy Carter came from rural America where traditional values are still cherished. And he's a man of high principles, stubborn determination with a reputation of scrupulous honesty.

His home is in Plains, Georgia, where he was born on October 1, 1924 the oldest of five children. He grew up in the little community of Archery five kilometers from Plains, in a township of 30 families, all except two of which were black. His father owned a farm and a small general store.

Jimmy, like every boy in the South then, would get out of bed at four in the morning, light a lantern and bring in the mules. On weekends he would go into Plains to sell small sacks of boiled peanuts.

NAVAL OFFICER

He was the first in five generations of Carters to finish secondary school and then attend a university. He entered the U.S. Naval Academy at Annapolis Maryland, in 1943 and spent the next 10 years in the navy. He graduated in 1946 and later served four years in submarines. In 1952 he was



accepted into the navy's courses in reactor technology and nuclear physics.

The following year his father died and Jimmy Carter resigned from the navy to return to Plains where he assumed responsibility for the 1,255 hectare family farm. For the next 10 years he devoted himself to building up the family's fertilizer and peanut warehouse business. Nowadays the business processes some 10 million kilograms of peanuts a year.

He first tried to enter politics when he was 37 and stood for election as a senator to the Georgia legislature. He lost by a handful of votes. Suspecting fraud, he got a court order for a new election and won. In 1970 he was elected governor.

In the preceding four years he became more deeply involved with his church life. He was raised as a southern Baptist and had taught Sunday school off and on from the

age of 18, and he eventually became a deacon. He is deeply religious. As a youngster all his playmates had been black. He was opposed to segregation indubitably because of his association with blacks throughout his childhood.

Jimmy estimates that he made 18,000 speeches during the four years he campaigned for the governorship and with his wife Rosalynn, whom he married while he was in the navy, shook 600,000 hands.

In his inaugural address at the state capitol in Atlanta he startled Georgians and gained nationwide recognition when he said: "I believe... that the time for racial discrimination is over". He gained a reputation as a tough and stubborn governor and while in office reorganised the state government.

In 1972 he decided he was ready to seek the presidency as a Democrat. He was largely unknown outside his home state. He decided to seek grass roots support, to take his campaign to American homes and shopping centres, to factory shift lines and colleges, to farmers markets and to the unions.

His growth into a political force startled the pundits. His was a carefully planned and doggedly executed campaign that started to roll in 1973.

TIME FOR CHANGE

After the Watergate scandals the Republicans' reputation had touched rock bottom and the Democrats won major increases in both houses of Congress. A Democratic victory was in the air.

Carter formally announced his presidential intentions at the National Press Club in 1974, introducing himself to journalists simply:

"My name is Jimmy Carter and I'm running for President."

In January 1975 Carter devoted himself fully to his campaign to win his party's nomination as the first step to the White House. Day by day, criss-crossing the country, Carter and his helpers worked tirelessly to project an image of a serious and viable presidential contender. His flashing toothy smile became nationally famous. Gradually eliminating the other half dozen candidates for selection by the Democratic National Convention, he finally emerged the victor.

That was the prologue to his defeat of the Republican incumbent, President Gerald Ford and so to become the first President in America's third century.

He is the first southerner ever to have been elected President. As one of his supporters said after the election: "Now we can be certain that the Civil War is really over." Jimmy had become the national unifying influence after the divisiveness wrought by Watergate.

His homespun philosophy and image, his emphasis on the essential qualities of honesty and integrity as the fundamentals in government had swept him into the highest office in the United States. He had become the symbol of clean-living rectitude.

"It's time for us to get together to correct our mistakes, to answer difficult questions and to make our nation great", he said after his election.

The next four years will reveal if he can accomplish that purpose. □

SUCH IS LIFE

Yesterday has gone, it is no more than a memory.

Tomorrow is in the future, for which you plan and hope.

Today is life.

Make the most of this day, for in it is all the truth and reality of your existence:

- * *the heartache and happiness of learning and experiencing new things.*
- * *the joy and glory of action.*
- * *the splendour of beauty.*

Today well lived makes every yesterday a dream of happiness and every tomorrow a vision of hope.

Such is life.

The above is a free translation of a poem by an oriental mystic, Kalidasa, who lived in the third century A.D. Worldly wisdom is there for each new generation to rediscover again and again — if they can.

STOICISM

THE hillbilly was watching his bare-footed wife cooking breakfast.

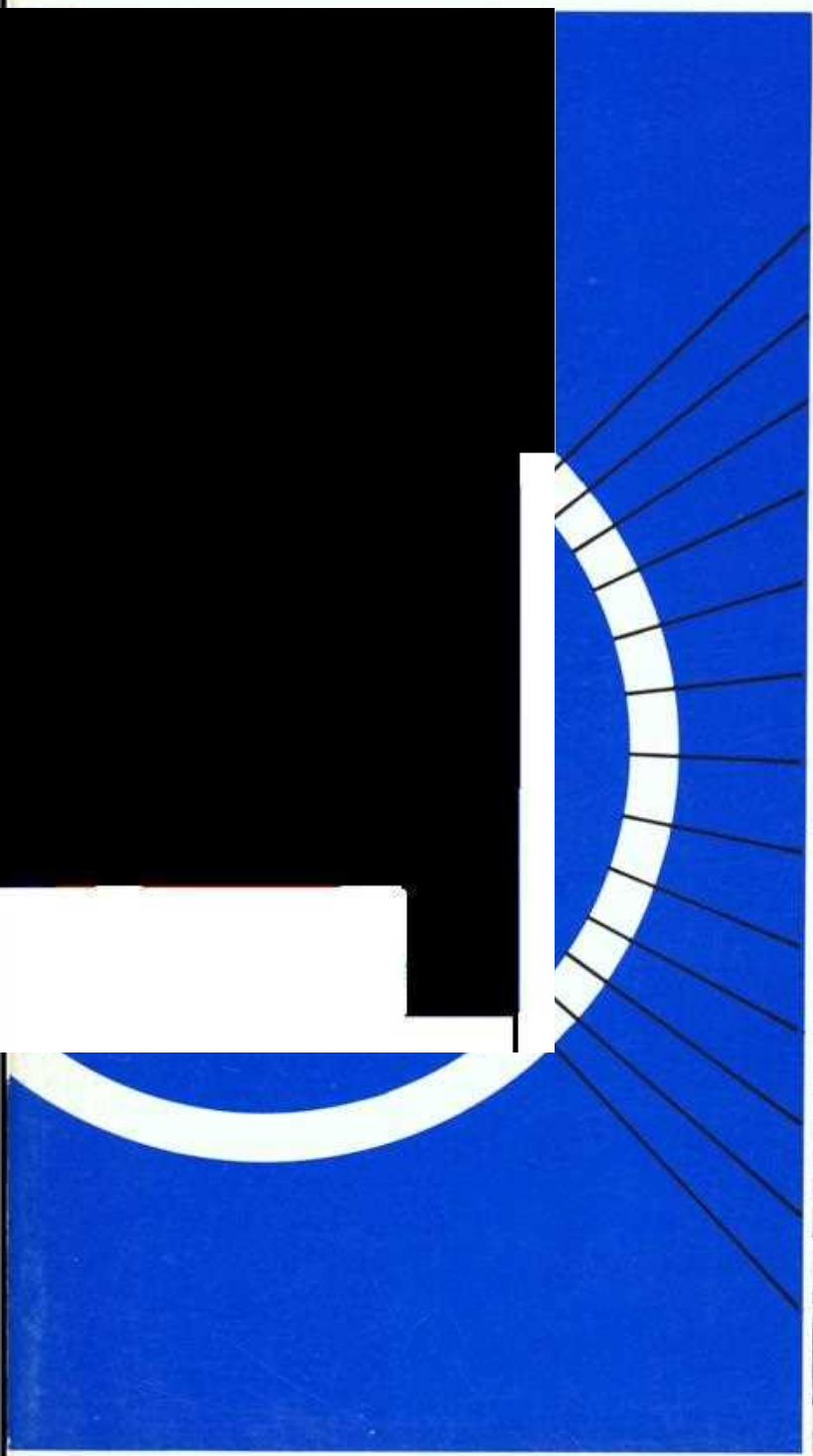
"Better move a mite, ma," he said. "You be standing on a live coal."

"Do tell", said ma. "Which foot?"



PS

BLUE CIRCLE SOUTHERN



ABBA AT PERTH'S ENTERTAINMENT CENTRE

Recently ABBA gave a performance in Australia's biggest theatre, the Entertainment Centre, Perth.

Officially opened in December, 1974 at a cost of \$8 million the auditorium is capable of seating 8,000 people under one roof.

It is no wonder that Western Australians are intensely proud of this unique structure which houses the auditorium, two film theatres, and a fully licensed tavern and restaurant.

The seating of the centre is similar to the Colosseum of Rome.

This is where "Swan Cement" was used in huge pre-cast curved beams up to 52' in length and weighing 8.5 tonnes each.



BLUE CIRCLE SOUTHERN LINK

JUNE, 1977
Vol. 3, No. 12

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and Kevin Richards

CHARBON:

Janine Keech and
Owain James

MARULAN:

Dave Perry

MALDON:

Barney Carroll, Val Tranter and
Bill Featon

WAURN PONDS:

Les Wilkinson and Rob Mawson

RIVERVALE:

Bill Wilson

PORTLAND:

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BIRD OF THE MONTH



Meet Kerry Bellamy, one of our Portland lovelies who joined us four years ago and is employed in the Stores office.

She is 20 years of age, single, and attends Lithgow Technical School in the evenings studying dressmaking.

She was an entrant in the Miss Australia Quest of 1975 and at present is the proud owner of a new Datsun car.

Kerry's father, Col, is employed in the Quarry at Portland and she has inherited his friendly smile and good nature.

THE DAY MY SHORTS BECAME "INDECENT"

In this final instalment of his description of the "Rise and Fall of Wazo Hill", the cement works in Tanzania, ROWLAND STEED, Manager, Purchasing and Inventory Control at Head Office in Sydney, who occupied a similar position at Wazo Hill, continues his tale of the hazards and frustrations that followed the nationalisation of the works by the newly independent State under President Nyerere.

We already had a Workers' Committee at Wazo Hill. This consisted of members elected from the ranks of NUTA, the National Union of Tanganyika Workers, a Government-created trade union which had replaced the old free trade unions.

The responsibilities of the Committee were generally to safeguard the interests of their fellow workers, particularly those relating to the new Security of Employment Act under which it had become difficult to discipline and virtually impossible to dismiss unsatisfactory workers except after a tedious succession of appeals which could go as high as the Minister for Labour himself.

As the General Secretary of the union was also the Minister for Labour, decisions in favour of the employer were somewhat exceptional!

Before long the Workers' Committee was joined by the Workers' Council consisting of one member from each section of the plant and offices. From this council, two or three members were appointed to sit on the Board of Directors, a not-very-successful attempt at worker-participation-in-management since the elected workers were insufficiently literate properly to participate, however good the intentions.

By this time also we had a TANU (the ruling political party) committee under a chairman who had to be consulted on almost all matters. All these committees met frequently and regularly and their membership represented a considerable chunk of tied-up labour.

Compulsory political education classes

were introduced and 30 or more workers were thus engaged for at least one hour every day. In the beginning the expatriates were also required to attend these classes but were later excused.

The activities of certain political dissidents, culminating in bomb explosions in Dar-es-Salaam and leaflet raids from aircraft during independence anniversary celebrations resulted in the formation of militia units, one of which took over the security of the factory, subjecting all and sundry to checks and searches and crying "sabotage!" with every machinery breakdown.

This unit was originally formed as a part-time one but speedily became fulltime, its 30-or-so members being paid, clothed and often housed by the company.

One of the Unit's duties was to enforce a ban on "indecent" clothing and one morning I found that the style of shorts I had worn since first going to Tanzania had become indecent as they exposed the knees, and I was denied entrance. Thus I was forced, against my will, to go fishing when I should have been working!

The stores supervisor, who had somehow been overlooked on his way into the Works was dobbed-in by his staff and marched back out under armed guard! Many of the fashionably mini-skirted girls were subjected to rough handling by militia units.

In certain areas the militia was an improvement, particularly on night security duties where they replaced the traditional watchmen. One old watchman once came to me for a replacement bulb for his torch.

* * * *

BY the time most men have money to burn, the fire has gone out.



PRESIDENT Julius Nyerere with Dr. Felix Mandl, managing director of TPCC Ltd arriving for the official opening of the works at which he dropped his nationalisation bombshell.

When it was suggested that perhaps the batteries were at fault he said, "Oh, No, Bwana! It can't be the batteries... I've taken them out and it still won't light!"

The demands of development, assisted by the major civil engineering works arising from Rhodesia's unilateral declaration of independence — notably the Tanzania-Zambia road built by the Americans, the Tanzania-Zambia petrol pipeline, built by the Italians and the Tanzania-Zambia Railway built by the Chinese — resulted in increased demand for cement.

The existing KHD kiln produced not much more than half of the country's requirements but a successful approach to the Danish Government resulted in a loan to increase the capacity from 150,000 to 330,000 tonnes per annum. A new F.L. Smidth kiln, raw mill and cement mill together with ancillary plant, which increased silo capacities and greatly enlarged bagging facilities were put in hand.

Around about this time one of the Middle East wars closed the Suez Canal and, at a stroke, added months to an already over-stretched delivery programme.

From this time onwards, Tanzania began to run into very severe foreign exchange shortages which resulted in increasingly stringent regulations governing imports. All importation was restricted to the State Trading Corporation from which even the para-statal organisations, such as the Cement Company, had to obtain import licences. The foreign currency necessary to pay for the imports had to be applied for in advance from the Bank of Tanzania but this

did not necessarily ensure that it would be available when required.

Another requirement introduced at a moment's notice was pre-shipment inspection by the Government's agents overseas of all consignments at the port of loading to ensure that the goods complied with the documents in description and value.

Additionally, the handling of cargoes for landlocked Zambia, cut off from its usual maritime outlets by the Smith regime in Rhodesia, caused unbelievable congestion in Dar-es-Salaam's harbour.

The President himself, seeing 30 ships lying offshore awaiting berths, personally toured the port and sacked half-a-dozen or more of the top officials.

Since the volume of cargo handled was absolutely beyond the port's capacity this only added to the problem as the sacked men were the only ones capable even of attempting to sort it out.

In spite of all the difficulties, however, work on the expansion proceeded. Ways round regulations were found although the mind now boggles at some of the things we were forced to do, such as smuggling in by light aircraft spare parts and urgently needed items for which we could not afford to wait.

With the now almost-total nationalisation of agriculture, distribution and importation, severe shortages of food and other essentials were experienced.

We were without bread for days at a time,

the longest period I personally experienced was 10 days. Meat became virtually unobtainable and such luxuries as chocolate became mere memories. Dar-es-Salaam became a city of long, patient queues.

The approaching end of Portuguese rule in much of Africa, the overthrow of President Milton Obote in Uganda and the irritating prolongation of the Rhodesian affair, coupled with China's entry into East Africa combined to cause a strong upsurge in military activity.

Summary arrest by the military coupled with a tendency to trigger-happiness lent a somewhat uncertain prospect to the future. A whole chunk of Wazo Hill was suddenly appropriated for a Chinese-built military radar installation. No notice whatsoever was taken of the Company's justifiable protestations that it bestrode not only the main quarry haul-road but also took in the best limestone deposits!

Several members of the Company's staff were forcibly deported, some after detention in abominable circumstances.

The General Manager, piloting a light aircraft, was forced by bad weather to land on an emergency airstrip; six-foot-high elephant grass, undetectable from the air, somewhat shortened his landing run but the aircraft came to a safe standstill and the relieved GM climbed out only to be greeted by machinegun fire. He was taken into custody by the troops, held incommunicado for 24 hours and subjected to considerable discomfort before being released. He then had to pay for a labour-force of soldiers to

cut down the grass so he could take off again!

Income tax became a bone of contention when the rate for those earning more than the equivalent of Aust\$400 per month was increased to 95% of taxable income while, at the same time, those housed by their employers were required to pay tax at the rate of 15% of gross income over and above the 95%.

For very many this would have meant that they would be forced to import money for the privilege of working in Tanzania. Faced by a wholesale resignation of its entire expatriate staff, the Company itself assumed their tax liabilities.

As the expansion project was completed and the new plant began to show a return on capital, those staff members still capable of surprise were astonished to read in the Government-owned newspaper that the State had taken over the remaining equity in the Company and it was now a wholly-owned subsidiary of the newly-created State Mining Corporation. This was the first intimation received by the management that the Company had been taken over.

It was eight months before it became reality and we all left Tanzania.

Just eight months later the works was at a virtual standstill and Tanzania was again importing cement... from the very self same shareholders from whom they had taken over the Company!

By that time I had been transferred to Australia and had joined Blue Circle and Portland Works. □

THE offices were gay with national flags on opening days to welcome distinguished guests. Cheery smiles changed to gloom when the President announced nationalisation of the plant.



After more than three years in Australia I still feel nostalgic for the taste of real French bread — not garlic bread, that's almost unheard of in France — but those long tasty loaves that only the French can make. And I long, too, for real French wine — though I'll concede that Australian wine is excellent. So my husband and I decided that the time had arrived for a visit back to the land of my birth.

"I just long for

We're flying first to the United States in June to spend a few days with my husband's brother in Los Angeles.

On the way I'll be able to make my girlhood dream come true. To visit Tahiti!

That's the dream of every French person, but only a few are able to make it come true... unless they happen to be sent there by the Army.

the taste of good

The stopover in Tahiti won't be very long. But it'll be long enough for me to boast back home... "I have been to Tahiti"!

We'll arrive in France in July and land at the new 'Charles de Gaulle' airport in Paris which I haven't seen yet.

Then we'll stay for a fortnight with my parents in Anjou, my native province in western France. It's a beautiful part of the country and we are determined to see as

French bread!"

much of it as we can. And there are numerous historic chateaux along the River Loire that we haven't seen yet.

We might even go to the Cointreau factory in Anger. It's very near my home town. And we'll certainly bring back a few bottles of Muscadet and Epernay which have helped to make the region famous!

Unfortunately we won't be in France for Bastille Day. By then we'll be in England.

Dominique Mitchell, Head office computer programmer tells why she's going home to France for a holiday.



We'll stay in Gloucestershire which is almost as beautiful as Anjou. The Romans appreciated the area and Cheltenham, where we'll spend most of our stay, attracts a lot of tourists, thanks to the Roman baths.

We won't leave Gloucestershire before paying another visit to Gloucester Cathedral and to Sudeley Castle where the BBC television series "The Pallisers" was filmed. We hope to spend some time in Wales and perhaps tour a bit further north.

Then there are some Australian friends we hope to visit, including some old friends from Blue Circle. By that time it'll be back to Paris for us.

I'll spend another month in France, but my husband meanwhile will have to fly back home to Sydney. (Dominique Mitchell) □

NEW CANUTE

NEWLYWEDS were honeymooning at the seashore. As they walked arm in arm along the beach, the young groom looked poetically out to sea and cried, "Roll on, thou deep and dark blue ocean, roll...."

His bride gazed at the water for a moment, then in hushed tones gasped...

"Oh Fred, you wonderful man... it's doing it...."

This is our
HEAD OFFICE
in
MELBOURNE

Set well back in its own garden, the attractive building is shrouded behind its own trees.

The office is only three miles from the heart of Melbourne in St. Kilda Road, a glorious tree lined avenue.



The total number of staff in Melbourne, including three representatives, is 16 and naturally a total effort is required, and given, to administer this busy section of the Group.

We would like to introduce our staff through the medium of "Link" and the first is our longest serving member of Melbourne Office, Allan Billings.

Allan is one of the pioneers of our Melbourne operation having started duties as a sales representative on March 10, 1964.

He has had experience in most departments including depots and distribution and is now responsible for the sales of bulk cement throughout the metropolitan area, as well as specialist product sales such as Asano, Off White, etc.

His main interests apart from his family — wife Pam and children Sandee and Scott — include an occasional game of golf and enjoying a glass of amber with the fellas.



Franks Farrajota, the site engineer for the Maldon Works expansion programme is Portuguese both by birth and by parentage and typifies what first generation migrants can achieve in the country of their adoption.

Frank arrived in Australia with his parents when he was six years of age. The family settled in Port Kembla and has remained in the area for the past 24 years. He was educated in the district and gained his Leaving Certificate.

He was athletics champion at school and played both rugby league and soccer.



MALDON'S NEW PROJECT ENGINEER IS ON THE JOB

Not approving of his participation in rugby league, his parents were somewhat relieved when at the age of 14 Frank suffered a broken leg which put him out of action for some time!

In 1964 he started work part-time at A.I. & S., and enrolled for a mechanical engineering course at Wollongong University. He graduated B.Sc. Eng. in 1970.

He also took the matrimonial plunge in 1970 when he married Florina, a charming Portuguese, and they are now the proud parents of Annette, 4½, and Jeff, 3.

Frank was involved in the administration of Kemblawarra Soccer Club, both as president and as a member of the committee. He also served as official Government interpreter for the Portuguese community, before he left the district for Geelong, Victoria in 1975. He also gained his Commerce degree after three years of study.

Frank was appointed Site Engineer on the mechanical and structural erection and commissioning of the B.H.P. Geelong rod mill.

On completion of the rod mill in September, 1976, he was seconded to Blue Circle for the current Maldon expansion project, which is expected to be completed

before mid-1978.

His position at A.I. & S. as Site Engineer included flat products, the raw materials handling and No. 3 sinter plant. The latter was a two-year project involving some \$50M. It gave him the opportunity of supervising a very large and technically complicated construction project, in a confined "green field" site.

After having been involved in construction work for seven years, Frank still finds the work extremely interesting. In a project starting from bare ground, or, as it's called a "green field" site, one can see a project take shape to the planned design to reach completion.

There is a great sense and feeling of achievement and satisfaction of reaching the desired end result, he says, apart from the involvement of many different personalities, and often people of different nationalities. It is both challenging and satisfying to co-ordinate these factors to reach a programmed project completion.

At Maldon Frank enjoys playing squash, snooker and darts and attending many and varied social functions with Maldon Works staff.

He is looking forward to touring the Northern Territory and Western Australia in the not too distant future. He has already visited the remainder of Australia.

The Maldon project, to quote Frank, like any other, depends on the co-operation of those persons involved.

The ready assistance and co-operation of Maldon Works management and staff, have already convinced him that other things being equal, the project will be completed on schedule. □

JACK BRADBURY CHECKS OUT

After 10 years with the company Vernon "Jack" Bradbury (pictured), has decided to call it a day.

At a function held in the works amenities block, Jack was presented with a reclining arm chair and other mementoes of his work at Maldon.

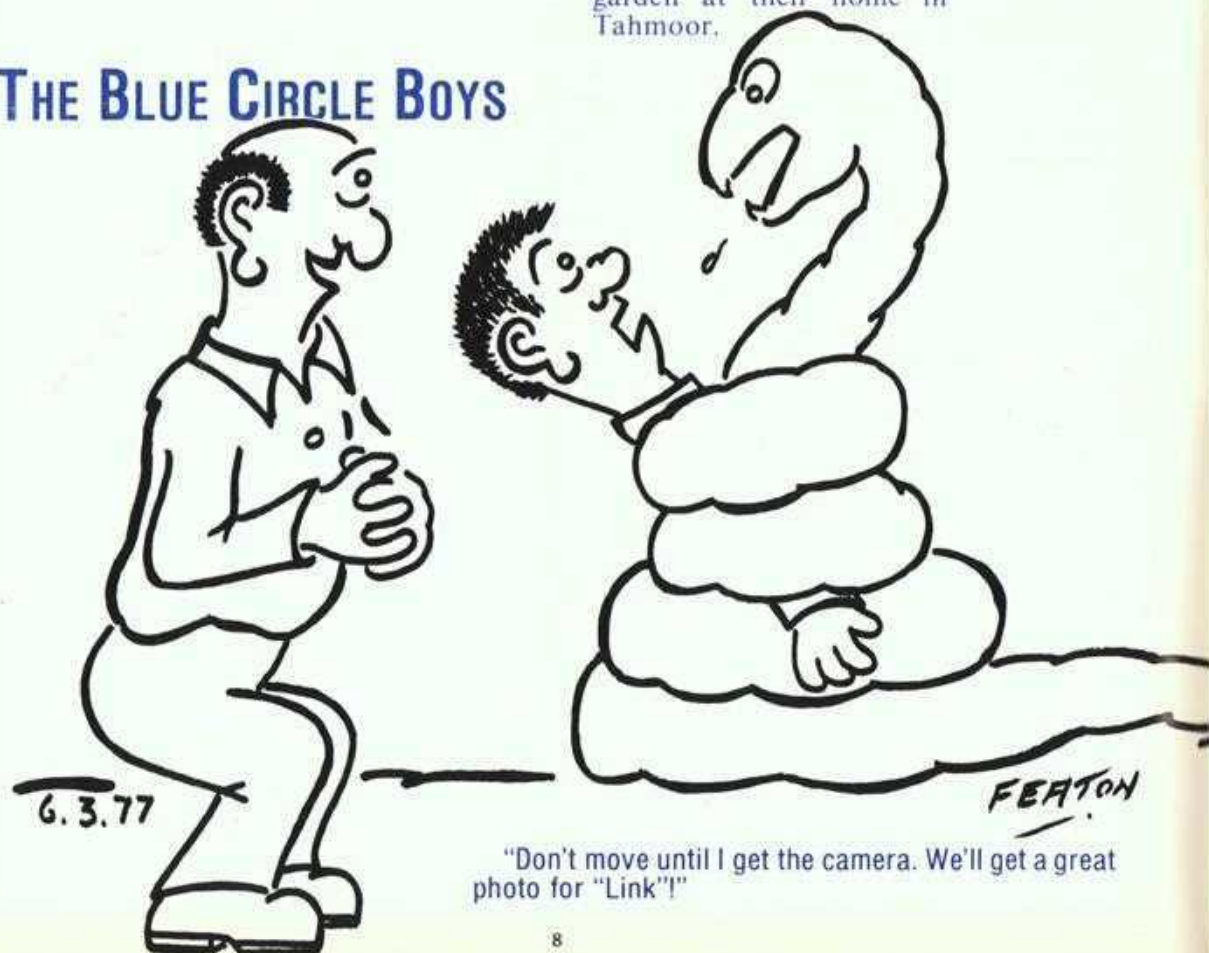
Except for a period when he tried it on his own, in the trucking business, Jack has been in cement all his working life.

He often refers to the time when, as shift foreman at Berrima Works, he had a young fellow by the name of Bill Purvis on his shift.



He has now decided to live the quiet life with his wife, who hasn't been in the best of health lately, with lots of pipe, slippers and garden at their home in Tahmoor.

THE BLUE CIRCLE BOYS



"Don't move until I get the camera. We'll get a great photo for 'Link'!"

JUNE IN THE GARDEN

Now is the Time for Pruning

By MRS. C. G. CROWE
Berrima Bridge Nurseries, Old Berrima

FLOWERS

SOW: Antirrhinum, Calendula, Larkspur, Linaria, Lupin, Nemophila.

PLANT: Roses, Evergreen and Deciduous Shrubs, Ornamental and shade trees, and Climbing plants.

VEGETABLES

SOW: Broad Beans, Peas, White Turnip.

PLANT: Asparagus Roots, Eschalots, Garlic, Rhubarb, Strawberries, also Bush Fruits such as Gooseberries, Currants, etc.

* * * *

DON'T CUT BACK ROSES YET

We had glorious, sunny weather during April and although the month was fairly dry, the autumn colours were magnificent, the Oaks and Claret and Golden Ash and Golden Elms being particularly brilliant.

This month brings us to the beginning of winter, and the pruning of shrubs and trees, including fruit trees, should be commenced.

Do not prune roses until towards the end of July.

Before commencing pruning see that all tools are sharp and clean and have some disinfectant solution handy to dip the tools in occasionally, particularly after pruning diseased or dead wood.

As a general rule it is best to prune ornamental shrubs and trees immediately **after flowering**, as some plants such as Lilacs, Viburnums, Rhododendrons, Camellias, form the flower buds some months before flowering, whilst others such as Diervillas, Abelias, Escallonias, Buddleias, flower on new growths.

Remove dead and decaying wood and prune to keep the natural shape of ornamental plants. Burn all diseased prunings.

Large pruning cuts should be covered with a paste made of Bordeaux powder, mixed with water, and when this is dry cover with ordinary paint or grafting wax.

Dig over any empty garden beds or spare ground, leaving it in the rough state. If using lime on these areas, keep it away from "lime-haters" such as Rhododendrons, Azaleas, and Ericas. Remember that lime will turn Blue Hydrangeas pink!

Check the tools, stakes and labels now, so that they are ready for the next season.

Keep baiting for slugs and snails, as these pests are fond of the new foliage of hyacinths, particularly. Keep watch for the first infestations of aphids in coastal areas and spray with an all-purpose spray.

* * * *

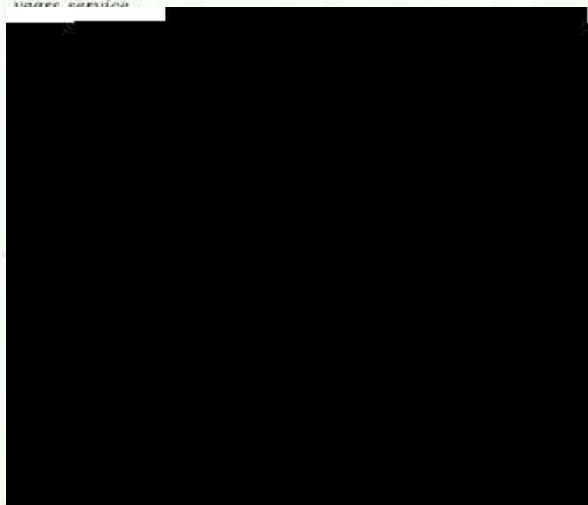
THE fellow who burns the candle at both ends probably has two flames.



ANGUS MURPHY, clerk, has had 22 years service with the Company.

MARULAN MEN

BRIEN FLETCHER, below, is stores officer, with 18 years service.



DAVID BYRNE, general foreman, has now clocked up 14 years service.



Above: BARRY BARNFIELD, painter, has been with the company for 18 years, while STEPHEN O'CONNOR, below, is a painter.



INTO THE SILENCE

Bernard Millen took over the editorial chair of "Link" in June 1975 and in the months that followed, his warm and friendly approach made him many friends throughout the Group.

Bernard had an infectious enthusiasm for helping "Link" to sustain its appeal to everyone in the Group. He developed a very keen interest in Blue Circle — close almost to a deep affection for the company, and just before his illness in April 1976, plans were made to use his varied experience on a wider scale.

Throughout his life, both in business and personal affairs he concentrated in developing to a high degree his journalistic skills. He was the author of two books. One book, the result of much research since he migrated from England, was on Australia and was published by a London publisher. A third book, in course of preparation, was a history of the second World War. He also had a number of articles accepted for publication in various encyclopaedias.

On behalf of all at Blue Circle I kept contact with him during the past 12 months whilst he was very ill.

Bernard died on May 3, 1977. We all offer to his wife, daughter and relatives, our very deep sympathy. (Dennis Dalgliesh)

Proud parents of Marulan

On April 20, Mulwaree High School held its annual athletics carnival at the Goulburn C.A.E. oval. By the end of the day a total of 36 records had been broken.

Ross Cosgrove, Year 9, son of Geoff Cosgrove, our 6-ton lorry driver broke the 14-year's javelin record by 25 metres — a mammoth achievement.

The second round of the Tasman Cup soccer between Mulwaree High and Bega High resulted in Mulwaree winning by 4 goals to 1.

Included in the team were the sons of three of our employees, Phillip, son of Tony Cosgrove, general maintenance foreman; Trevor, son of Alan Chaplin, shift foreman, and Peter, son of Len Sieler, Euclid driver.

JUNE BRIDE

Tuesday June 10 is Colleen Bennett's big day.

Colleen, who is a punch card operator at Head Office, has selected that day for her wedding when she will marry Geoff Athorn at St. Charles Church, Ryde.

After the service the newlyweds will have a reception at Windsor Gardens, Chatswood. They will go north for their honeymoon and will move into their new house at Winston Hills on their return.

Geoff is in the Taxation department and is an assessor at the Parramatta office.





THE McDIARMID TRADITION

The McDiarmid family at Portland has had an extraordinary association with the cement industry which probably is unique in Australia.

Starting from the latter part of last century, three successive generations devoted their working lives to the Portland Works, and the fourth generation in the person of young Peter followed in his forbears footsteps when he signed on as an apprentice a few months ago.

His great-grandfather Duncan, the first of this line, is shown at the left. The family story is told on the following page.

The adjoining picture, taken about 30 years ago, shows, from left to right, Alf, Syd, their father Jerry (James) and Reg McDiarmid.



Above: Reg McDiarmid today, with his wife Esme and his grand-daughter Tamara.



Above: The fourth generation at the Works, our new apprentice Peter McDiarmid.

Portland would not be the same without McDiarmids

Duncan McDiarmid was employed in the Cement Works at Portland in the late 19th century, probably in the time of the Cullen Bullen Company, when the plant consisted of eight stationary bottle kilns, a limestone grinding plant and a steam plant.

Two of the original Cullen Bullen bottle kilns are still standing at Portland today.

Duncan had two sons who were also employed at the Cement Works. They were Duncan, Jnr. and James.

Duncan, Jnr. started in 1899 at the Works and was employed here all his working life as a fitter and then as Quarry engineer.

Descendants of Duncan, Jnr. who are still employed here are Don and Ken Smith, both fitters, and motor mechanic Gary McDiarmid.

Duncan, Snr's. other son James, joined the Works around 1900 to 1901. Our sources inform us that he was born in 1886. We know that he was still working here in 1948 but he retired early. During his time at Portland he worked on the loco and tow motor.

James had three sons who also entered the Works employ. The oldest, Alf, who worked at the silos now resides in Kandos.

Sid was a blacksmith at the works who retired on an invalid pension.

Reg, who started in 1948 is still employed as an engine driver in the Powerhouse.

The line is still continuing. Peter, who is the son of Reg, joined us in February as an apprentice fitter.

Maybe we will also see Peter's children here, some day!

OUR NEW ANALYST

Here is Anne Strik who joined us recently at Portland as an analyst.

Anne, a charming 18-year old was born in Brisbane, but has lived in such places as Roma, Inverell, Temora, Mudgee and now Portland.



The reason for the many moves is that father Theo is with the Commonwealth Bank.

Anne still returns to Queensland on holidays to visit relatives. She also likes reading, sewing and, needless to say, watching T.V.

LIFE MEMBER

Mrs. Bonny Cooper, wife of Tex Cooper (tradesman's assistant, Marulan) was recently honoured with life membership of the Goulburn Poultry Fanciers Society at a ceremony held at the Poultry Pavilion in the Goulburn Showground.

Tex Cooper is already a life member so this makes it a full house.

Congratulations Bonny.

ARITHMETIC

THE teacher in a back country school asked the hillbilly scholar: "How much is seven and seven?"

"Ten", the youth promptly replied.

"I'll mark you as passing", said the teacher, "seeing as how you only missed it by one."

Above: John Rodwell, L/H brakesman and Ron Bielby, tradesman's assistant. Right: Keith Brooker, shunter.

Below: Malcolm Peden, L/H brakesman. right: Rodney Briggs, shunter.



MESS ROOM

Holidaying in Holland with Les Humphries

(Employment and Welfare Officer, Berrima)

Last month I mentioned the famous Philips museum at Eindhoven. School children from all over Holland are taken there to broaden their knowledge of the world as it is today, and shown what governments and planners must do now to provide for the increased population in the future.

Our two children, Vincent and Maria, who are both at high school, found the exhibition fascinating. There were so many buttons to press to make something move — perhaps the flow of traffic in a busy street, or the intricacies of a railway or tramway system. Or perhaps it was growing crops and transportation to markets, or the provision of housing, or electricity, gas and water.

All these facets of life are dramatically displayed with appropriate lighting and sound, such as water, even to the flushing of a toilet. Printed and recorded descriptions of all exhibits are given in several languages.

A fine restaurant with views over the frozen lake alongside allowed us to relax and watch the children skating on the ice.

In Utrecht we saw another very interesting museum which contains all types of all musical instruments of the 18th to 20th century, ranging from musical boxes to street organs and the big carnival type organs.

This collection of rare instruments has to be seen and heard to appreciate the music enjoyed by people over the past 200 years.

Utrecht is a very large and busy city, and has a long history. There are many fine examples of old architecture. The most imposing is the Dom, the great cathedral tower, which seems to dominate the city.

It had snowed the day before, but on our visit the sun shone brightly. It was very interesting walking along the narrow snow-clad streets. It is a fine shopping centre, and we made a few purchases.

VISIT TO THE HAGUE

One of many enjoyable trips we made was to Den Haag — The Hague. This is the seat of government, and we were fortunate to be shown over the Binnenhof, a famous building, with a magnificent interior roof of great oak beams. It dates back to the 11th century, and is used today for the opening of Parliament, which we saw in session. This aroused keen interest in Vincent who is interested in political affairs.

Then we visited the Peace Palace, the Court of International Justice. It is a magnificent building, and was built at the expense of the various countries who together formed the League of Nations after the first World War. The floors of beautiful tiles were donated by Italy, and took the tile layers years to complete. Each of the beautiful tapestries, donated by Japan, are said to have taken three years to make by hand.

A visit to The Hague would not be complete without seeing Panorama Mesdag. This is a huge painting on a canvas comprising 1700 square metres, and is arranged round a room with a diameter of 40 metres. It was painted by a famous sea artist named Mesdag with the aid of his wife. It depicts the fishing village of Scheveningen about the year 1880. It is viewed from a raised platform, and is so realistic that it seems possible to just walk away across the sands under a bright sun into the sea in one direction, or over the dunes to the village, where a woman is seen hanging washing on the clothes line. You have the sensation that she is actually moving in pegging out the washing, so lifelike the whole scene appears to be.

The final instalment will be published next month. □

* * * *

FROM middle-age everything of interest is either illegal, immoral or fattening.

AMONG KENYA'S TRIBESMEN

MIKE COLLINS, Chief Storeman at Maldon wrote the following fascinating article in collaboration with his wife Pat for presentation to the National Convention of the Country Women's Association at New England University. Pat actually delivered the address.

Both Mike and his wife lived all their lives in Kenya. Mike was Stores Superintendent at the BAMBURI Portland Cement Co. in Mombasa, Kenya until 1972 when they came to Maldon on transfer within the group.

I have been asked about "Family Life in Kenya" and would like to start by suggesting that this article should deal with country African life, glossing over the ordinary townfolk whose life, is, as you may well imagine, very similar to that of any low income wage earner in any large, or small town throughout the world.

I shall take three groups of peoples with different life styles from the many tribes of Kenya, ranging from the pastoral Kikuyu, the nomadic Rendile, and finally the coastal fishermen, all of whom speak individual languages.

Since Kenya attained independence the Government has been striving to upgrade the life in the country, whilst still retaining their "cultural heritage". Dress has been modernised, which in a way is unfortunate. Education in towns is compulsory, but there are insufficient schools to cover remote areas. These are the areas I propose to consider.

ONE ROOM HUTS

The Kikuyu are about the most advanced tribe. These people live in the Central Province and are in the main pastoral, working on their small holdings, called "shamba's" and living in villages of two or three rondavel huts made of mud and wattle wall construction, with thatched roofs and earth floors. These huts are usually 12 to 15 feet in diameter, with a wall height of seven feet and roof apex of approximately 12 feet.

The entire family live, cook and sleep in these one-roomed huts. Furniture is of the most basic type, consisting possibly of a wooden table, one or two chairs, and, if they can afford it, a wooden bed. The children sleep on skins on the floor.



Pat, son Bruce and Mike Collins.

Cooking is usually done over an open fire with three stones to hold the saucepan or sometimes over a brazier, using charcoal as fuel. There is no chimney and consequently the huts are usually smoke-blackened inside.

Clothing, what little there is of it, is usually stored away in either a tin or wooden box.

Their diet is simple and on the whole home grown. The staple is a stiff sort of bread made from ground maize meal which is cooked in the same manner as porridge, but until all the water is absorbed and it attains a breadlike stiffness. This is known as "posho" and is eaten with the fingers making a rough cup which is used to scoop up a soup. Their equivalent of porridge is made as such and is known as "ugali". Beans and a spinach-like vegetable make up their



KIKUYU HUTS & GRAIN STORE

main meal, whilst meat, potatoes both ordinary and sweet, and also bananas augment their menu. Eggs from scrub chickens would be regarded as "market produce" and wouldn't normally be eaten. Milk is used and they drink tea when they can get it. They have one main meal a day, usually in the evening, with the exception of young children who normally are stuffed with ugali during the day. Hence practically all children are pot bellied.

The small holdings or "shamba's" are tilled by hand. This is womans work, as are most of the manual jobs in daily life, and they usually grow, as a main crop, maize (corn) with potatoes of both varieties with other vegetables being grown in between the maize. Bananas are also grown and these, together with odd eggs, make up market produce. The more industrious grow European type vegetables in addition to their own as money earners.

POLYGAMY PRACTISED

Livestock usually consists of cattle, fat tailed sheep, goats and scrub chickens. The cattle and sheep are important, as "bride prices", still have to be paid. Farm produce, such as dried maize, is stored in miniature copies of the living quarters, which are built on stilts to prevent rats and mice getting at the grain.

The Kikuyu practice polygamy when they can afford it, which is not always popular with the first wife, and families tend to be fairly large. This solves the employment situation in so far as the running of the shamba is concerned.

In the family unit, the husband is very

much the lord and master. Not for him the tilling of land and tending of crops. That is womans work. Very often the man leaves his shamba and seeks work as a labourer in the towns or on European farms, visiting his home on his annual leave.

At other times the families may become market gardeners, in which case the husband becomes a wandering vendor.

The women have to contend with raising the children, running the shamba and in their spare time they weave beautiful mats and baskets from sisal fibre. It is not uncommon to see women bent under monstrous loads of firewood, or thatching grass carried on their backs and supported by a leather strap across the forehead. Even little girls are subject to this heavy labour. Young boys tend the livestock and have few bought toys, but show great imagination in making their own.

Upon attaining the age of puberty both boys and girls face the ordeal of circumcision, performed under the most primitive of conditions by the local witch doctors — either male or female — and without any anaesthetic, during which time they must show no emotion.

As the young men grow up they generally drift away from home and head for the towns where they become labourers. The girls remain within the family group until they are married at about the age of 13 to 14. Bride price used to be based on a number of head of cattle or sheep, 10 to 20 cows not being an uncommon price.

(The final instalment of this article will be published in our next issue.)

PORTLAND PERSONALITIES

30 YEARS SERVICE

Posing by the laboratory equipment with which he works so often is George Rowlands, who, by next September will have been employed at Portland for 30 years.

George always has a happy grin, even when life, which was never meant to be easy, is less rosy than usual.



YAMAHA EXPERT

Greg Woolmer, apprentice carpenter is pictured (right) having a short break between playing the organ at our Quarry Safety Dinner, in earnest conversation with his drummer Peter.

Self-taught organist Greg, recently won the Yamaha Lithgow district competition and ran a very close second at the Orange final.

He is much in demand at local functions and he somehow manages to even accompany singers of the calibre of Derek Brown!



Below: Apprentice Trevor Kearns at the bench.

Below right: Col Jones is almost obscured by pipes and tubes as he carries out one of those very necessary hourly tests in the laboratory.



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Below: Alan Jennings of the Lab. is a tireless worker for the Credit union.



ital
recently is now back on his feet — on the footplate of the loco.



Jim (Shady) Lane practising his deep breathing exercises.

SHIFT WORKERS CATCH UP

BY JANE M. HARRIS

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



THE STORY OF GEELONG

The Waurrn Ponds Works and Quarry is located eight miles south of the centre of Geelong, off the Anglesea Road.

The history of Geelong dates back further than Melbourne's. In 1802 Matthew Flinders gazed from the nearby You Yangs hill on the area where Victoria's second city was to rise. At that time Melbourne had yet to be discovered.

When the first overlanders, Hume and Hovell, reached the same area in 1824 and recorded the aboriginal names Jillong, later to be spelt Geelong, and Corayio, later Corio, the Yarra River had no more enterprising title than Freshwater River.

In 1835 when John Batman made his historic visit to Port Phillip, he landed

on the Bellarine peninsula and first explored the vicinity of Geelong before going on to choose the place for his "village" at Melbourne.

EARLY SETTLERS

At the same time as he "bought" the land around Melbourne, Batman also acquired 100,000 acres around Geelong.

Of the settlers, who then crowded into the pastoral paradise of Port Phillip, many entered by way of Geelong, unloading their sheep and stores at Point Henry.

Their ranks included men whose names are still remembered today in streets, districts and institutions bearing their names, such as the Manifolds, the Learmouths, George Russell, the Austins, George Armytage, the Murrays, Cowie and Stead, the Von Steiglitzes, David Fisher, Alexander Thomson and many others.

This growing presence soon demanded law and order which appeared in 1837 in the person of Foster Fyans, and a permanent township, which was gazetted in 1838.

Until 1851, wool provided the basis of Geelong's prosperity, but the discovery of gold changed the town into a bustling jumping off place for the diggings. Ships clustered around Point Henry, spilling ashore their hordes of eager gold seekers and trebling the population to 24,000.

The fertile agricultural lands around the town helped feed the miners at the diggings. Under the care of Swiss vigneron, the Barrabool Hills became the home of a vigorous wine industry, famous until destroyed by phylloxera in the 1880's.

THE GOLDEN YEARS

After the hectic excitement of the early golden years, Geelong settled down to diversifying its economy. Flour mills and tanneries, woollen manufacture and salt works laid the foundation of an industrial tradition, a tradition now continued in the manufacture of automobiles, farm machinery, aluminium, cement, petroleum products, woollen textiles, carpets and many others.

Today, progress has eliminated much of the evidence of Geelong's early history, but those who know where to look can examine the testimony in brick and stone of institutions which influenced the town's development and glimpse of a more elegant and leisured past.

Geelong and district offers many attractions to the tourist. Corio Bay is a playground for yachting enthusiasts, and the annual regatta at the end of January is an exciting and memorable event. On the bay, and located within the city is the Eastern Beach, nationally famed for its safe bathing pools and expansive shady lawns.

Immediately adjacent to Geelong is the Bellarine Peninsula. Along its shore line stretch a chain of beach and holiday resorts with gentle waters for swimming, boating and many are ideal for surfing.

BALD STATEMENT

"WHAT are you wearing to the Rotary club ball?" she asked.

"I think I shall wear black — to match my husband's hair," said one.

"In that case, I shall wear grey," said another.

"Under these circumstances," said the questioner, "I think I had better stay at home!"

DETERMINED BANDIT

The 727 had just taken off from Buenos Aires when the heavily armed highjacker entered the cockpit.

"Fly this plane to Miami", he ordered grimly.

"But this is the scheduled flight to Miami", the pilot protested.

"I know. But the last seven times I've caught it I've been landed in Cuba."

CHARBON

TWO STALWARTS RETIRE

There was a big roll up to farewell Vic Carter at Kandos R.S.L. club on April 7.

Vic had been in the Charbon machine shop for more than 24 years. He was compelled to hang up his safety helmet because of ill-health.

A large number of his workmates attended the occasion, when he was presented with a digital clock, and a pewter mug, together with a gold watch from his mates.

Kandos R.S.L. once again did a fine job in the catering arrangements.



Above, Albert Tildesley, right, who stood in for the Manager Ken Hulonce, presented Vic Carter with a digital clock.

During the month, too, we lost Bill Weekes, the green keeper from Charbon. He had been with the Company since 1960.

Following his retirement, he has decided to return to Cessnock to make his home there.

George Rozga presented Bill with an electric kettle on behalf of the rest of the staff.



For the first time on record Bill was lost for words when he was asked to make a speech after receiving the presentation.

We all extend our best wishes to both these fine men in their retirement.

FAREWELL TO DON RAY

Bowral Bowling Club was the venue for a farewell to Don Ray, under manager of our Berrima colliery, who left the Company on April 1 to take up the post of shift under manager at Oakdale colliery. He will live in the Camden district in the future.

Don came to Berrima colliery in 1964, having previously been employed at Nebo as assistant under manager.

He will still keep contact with the numerous friends both he and his wife Pam made over the years, when they come back to play bowls, which is Don's main hobby these days, and to visit their daughter, Robin, and two sons, Don Jnr. and Lloyd, both of whom are employed by the Company.

Don, Jnr. is in the electrical shop and Lloyd is a 2nd year apprentice boilermaker. The colliery engineer, Lew Wilson, made a presentation to Don at the Bowling Club on behalf of all his workmates. They all wished Don and Pam all the best for the future in their new venture.



FOCUS on BERRIMA

Gregory Moore, the 9-year old son of Jim Moore, has proved an outstanding prospect in track cycling. Gregory, who is very small in build, has won the South Coast championship and Southern Highlands championship in the mini section. He was invited to ride in the Shoalhaven championships at Nowra on May 14 and later in the State championships in Sydney.

Gregory has also represented Group Six in the Under-8 Rugby League competition.

Well known Peter Doyle, from the laboratory, was the winner of the 200 club jackpot prize, a 14-day trip for two to Fiji, with \$500 spending money.

The 200 club, which was organised by a small group at Berrima to supplement the funds of the recreation club and dinner dance funds, has proved very successful.

Tickets were sold at \$20 each. Only 200 tickets were sold. There were five draws of \$50 each.

Ernie Beveridge won second prize of \$250 and Peter Martin won third prize of \$100.

Peter and his wife, Lola have started planning for the holiday which they hope to take in June. Peter is shown below with his children after hearing the good news.



Shift foreman Bill Strong, started work at Berrima in February, 1957 as a painter. After a short period, he was promoted to leading hand painter, the position he held until April, 1976 when he became a production shift foreman.

Bill is a very hard worker for all social activities. He was the driving force in building the dinosaur for the recreation club.

SPORTING NOTES FROM BERRIMA

Brilliant sunshine greeted the 32 golfers — 30 men and two women — who participated in the annual Golf and Bowls day on Friday, April 22. This event is always held on Berrima Picnic Day.

The winner was one of the first to hit off, Norm Stokes, originally a No. 4 Kiln Burner, now retired. Norm suffers from a heart condition and was only released from hospital on the previous Wednesday so his effort in winning the main trophy was an outstanding achievement.

Other winners of golf trophies were Graham Drewe, B Grade winner, and young apprentice welder Peter Thorpe who won the A Grade trophy.

Runners-up trophies were presented to Geoff Pull, B Grade, and Brian Lainson, A Grade.

The trophy for the longest drive was won by John Burnell, and Ian Pope won the trophy for being closest to the pin. Lloyd Ray, apprentice welder and George Poll, contract bagger, were presented with golf balls as encouragement awards.

After lunch at the Country Club, every one proceeded to the Bowral Bowling Club where 48 players tried their hand at bowls. Many produced almost inexplicable form.

Before high tea, trophies were presented to all the winners. The winning teams were Darrell Wrightson, Vern Avent, Bill Gilroy, Bob Magnus, and Ray Pope, John burnell, Vince Maloney, Jim Moore.

The winners of the losers trophy were Lew Knight, Joe Bizjak, Kevin Whalan and Archie Betts.

At the presentation Kevin Moore, who was one of the organisers for the days activities, presented a small gift to Roma Hines and Dell Richardson, the two women who faced all the elements of the day and

played 14 holes of golf and 21 ends of bowls.

Norm Stokes, Bill Townsend and Jack King, all of whom have retired, received a big welcome.

Every one who participated had a very enjoyable day and they all look forward to another similar event next year.

HOCKEY NEWS

The annual general meeting of the Hockey Club was held at the Recreation Club Rooms on March 7, when the following office bearers were elected: Patron: Bill Purvis; President: Roger Goward; Secretary: Bronwyn Shierlaw; and Treasurer: John Miller.

The treasurer reported a net profit of \$621 for 1976 with the main income coming from the 7-A-Side knockout which showed a profit of \$391.

This year the club has entered five teams in the local competition which indicates the strength of the club. There will be two mens, two womens and a junior boys team.

It was reported at the meeting that late this month the Central Zone Championships will be held on our grounds which were selected because of their immaculate condition. There are five fields available and who knows that the State Championships will be held here in the not-too-far-distant future.

With the competition only a few weeks old, the womens A Grade team has won one and lost one game. The womens B Grade team won both games. The mens 1st Grade team has had a draw and lost one, 2nd Grade have had two draws. The 2nd Grade team consists mainly of boys under 16 years of age and both games were against very fancied teams to win the competition.

* * * *

THERE are so many labour saving devices on the market today that a man has to work all his life to pay for them.

BERRIMA'S BUSH WEEK

At the recent Moss Vale Bush Week celebrations Blue Circle Berrima was represented by two floats in the procession, one entered by the Recreation Club and the other by the Picnic Club.

The Recreation Club's entry was a dinosaur and was placed second in the competition for the best float. Congratulations to Bill Strong and his hard working crew on a very good job.

The float entered by the Picnic Club was not so successful, although it looked most colourful.



Above: Head of the dinosaur on the Recreation Club's float with lovely Michelle Tobin hiding in the bushes.

Right: Front view of the Picnic Club's float "Little Toot".



Left: Recreation Club's entry escorted by the Junior soccer teams and their coach John Parsons.

Right: Another view of the dinosaur, showing the tail section with the Club President Don Moore and Bill Strong.



Waurn Ponds

ROUND... and ABOUT

NORTHERN HOLIDAY

OUR Telephonist/ Receptionist Marianne Weidner and husband Manfred flew off to Cairns on April 30 for a Sunshine holiday. They stayed with Manfred's twin sister and husband.

* * * *

UNLIKELY PICTURES

IN a future edition of "Link" we hope to include a photo of the many fish that our leading hand welder Bunnie Woods is catching from his boat down on Suran Bay.

At present he is concentrating on catching small shark.

* * * *

GOLD COASTERS

JOHN Yates, our works accountant, and his wife Adelaide enjoyed a fortnights holiday with friends at Surfside 6 on the Gold Coast last month.

* * * *

MICK Hickey and Sheila, together with their young son Peter, spent three weeks recently at Surfers Paradise.

* * * *

MOTORING HOLIDAY

JACK Whitten, fitter and wife Alcie managed to get in a six days motoring holiday before the petrol squeeze hit Victoria. They journeyed through Bright, Mount Beauty, across to Shepparton and Swan Hill.

* * * *

STORK'S VISIT

CONGRATULATIONS to Doug Stephenson (yard) and Pat on the arrival of their new baby daughter Kate Loise.

We believe dad and mum are just managing to get back to a sound sleeping pattern.

THE DRILLER AND HIS MATE

Colin Worlton (Bill) has been employed in the quarry section at Waurn Ponds as the diamond drill operator since February 1966.

Bill and his wife Barbara live in Kinlock Street, North Geelong and have three children, Therese (8), Tracey (6) and Scott (2).

He is the coach of the Pettitt Park table tennis teams and also coaches the successful Bell Park Blue Birds Netball team.

He likes fishing and, with his 15 foot boat, often manages to get as far as Lakes Entrance for the big ones.

Before he started work at our quarry he had nine years experience with the Mines Department. The first six weeks of his employment with us was at Portland in N.S.W. gaining experience in the field with the diamond drill.

Bill's work supplies the laboratory with samples of deposits from depths of around 100 feet at pre-determined locations over the company-owned property surrounding the Works.

John Blamires has been Bill's assistant since January of this year.

John is married and has two boys, Sean and Jia.

He has been a karate enthusiast over the past 4½ years and was awarded his black belt in January this year.

Before taking on his present job as assistant diamond drill operator, John drove a scraper in the quarry for three years.

* * * *

TOURIST'S PARADISE

OUR beaches and tourist spots are really worth boasting about, so over the next few issues we'll try and include something about them.

Maybe by the end of the year our N.S.W. readers might like to journey south to see Victoria's Golden Coast beyond and around Geelong.



Top left: Section of the open quarry with sheep country in the background.

Centre left: Bill Worlton (left) and his assistant John Blamires keep a sharp eye on the drilling operation.

Left: Bill prepares to extract the drilling rods. The average depth is around 100 feet.

Above: John removes half the cylinder case to expose the limestone sample.

CHARRON

Aubrey.



Ron Ford estimates how much he will be able to cook in the crock pot he was presented with on his transfer to Portland last month. Next to Ron is retired shift foreman Tim Sinnett.





Left: Fitters Ian Norsworthy (left) and John Truswell (right) are interrupted at the lathe by the photographer for a candid shot.

PORTLAND VARIETY CONCERT

Wednesday, April 6 saw a Portland Social and Welfare Club function with a difference.

The Club organised a concert on that night at the Crystal Theatre, using local talent. It was a huge success.

Members and their children took part, plus groups of children from the local schools and the quality of entertainment was extremely high.

The children and others who took part were presented with gold medallions from the club.

Professional artists from Sydney, Jon and Wendy Preston, were engaged for the evening to round off the night.

Congratulations to the committee for a job well done and to the participants for their wonderful enthusiasm.



Big jovial Jack Glover, one of Maldon's limestone unloaders, has returned from a European trip, having visited most of the haunts of his youth.

Jack is able to lay his hand (and tongue) to anything. Nowadays he is bubbling over with ideas to put Australia back on the straight and narrow again.

He's got all the answers.

PISCATORIAL PREVARICATION

*Col MacPherson, he went fishing
Down on the Cudgegong.
Was only after recent rains
And the river running strong.*

*He had heard about this "big one"
That appeared there just on dark,
A cross between a Murray cod,
A cat fish and a shark.
The first time that he saw it
He really was amazed
It jumped out and grabbed a big black
steer*

On the river bank where it grazed.

*He made a hook from an old crow bar
For bait a Hereford's head
A 44-gallon drum for a floater,
A sinker, 10lbs of lead.
For a line he used a stout wire rope
That would take 50 tonnes to break
Then tied it to a strainer post
Of some poor cocky's gate.
Very soon he got a bite
And saw the float go under;
Then there was this terrific sound
It was like a clap of thunder.*

*The river churned, it boiled and bubbled
Col's efforts were not in vain
It was surprising how that tackle held
But the fence posts took the strain.*

*It was three weeks before the fish it tired
And pulled onto the bank
And looking at the river
He found that it had sank
I guess you won't believe it,
but this story must be told
What used to be the river
Is now a puddle hole.*

*I know the question will be asked
How much the fish did weigh
It was too big for any weighbridge
Is all that I can say
It took one week to fillet it
And cart it all away
And the Cocky used the frame of it
In which to stack his hay
It really was a beauty
But I have heard some old men say
"Col, you should have got the "big one",
The one that got away".*

Tom Pepper



Quarry staff members with the pennant they won.



Pat & Mrs Sheehan are all smiles before leaving on long service leave to England and Ireland.



Above: Norm Bellamy & Faye Kearns. Faye, wife of Harry Kearns, is also globe trotting at the moment to U.S. & U.K. with Harry.

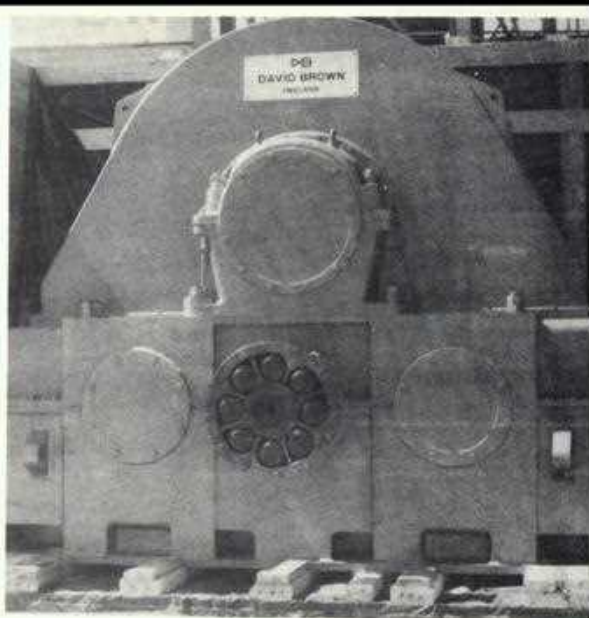
Below: Sam Fillingham enjoys the joke while wife Joy waits for the punchline.

Above: Ken Clarke and Betty Bellamy relax after the dinner.

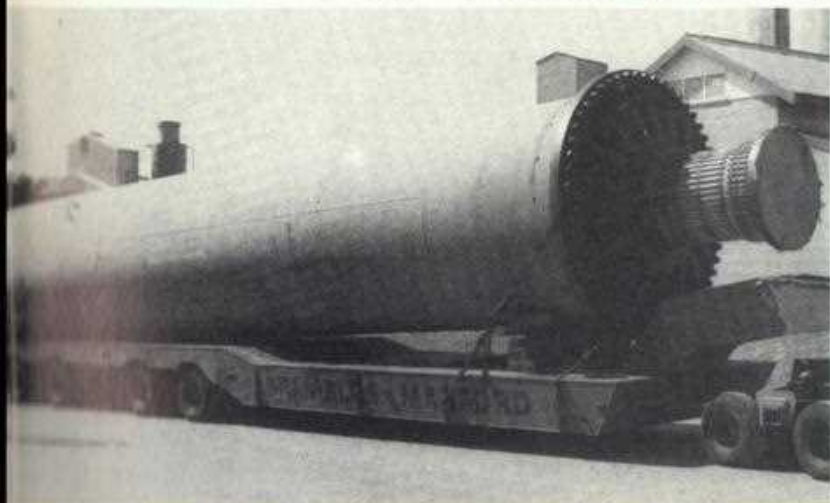
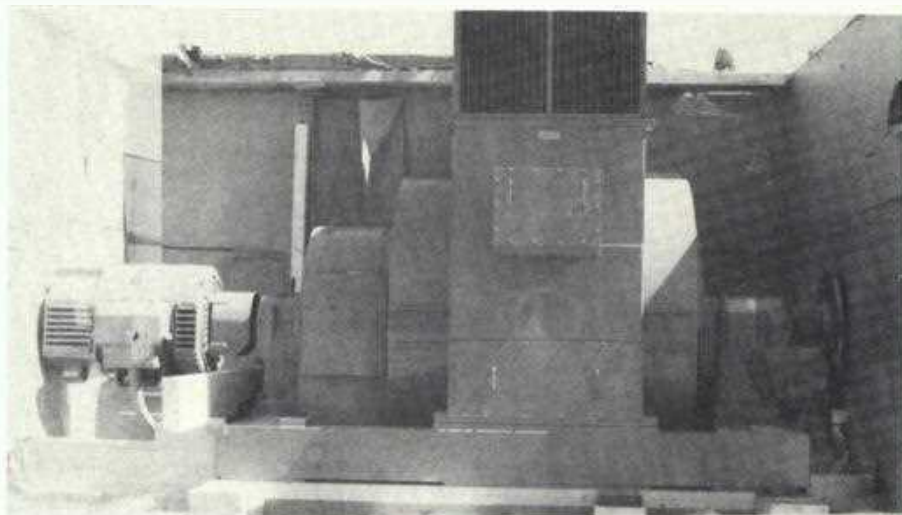
Below: Brian Wilson and timekeeper Tom Kennedy (seated) seem to have struck a figures problem.



The installation of two 1600 hp mills to upgrade the plant is well underway at Rivervale. The photographs below show the first of the major equipment arriving on the plant.

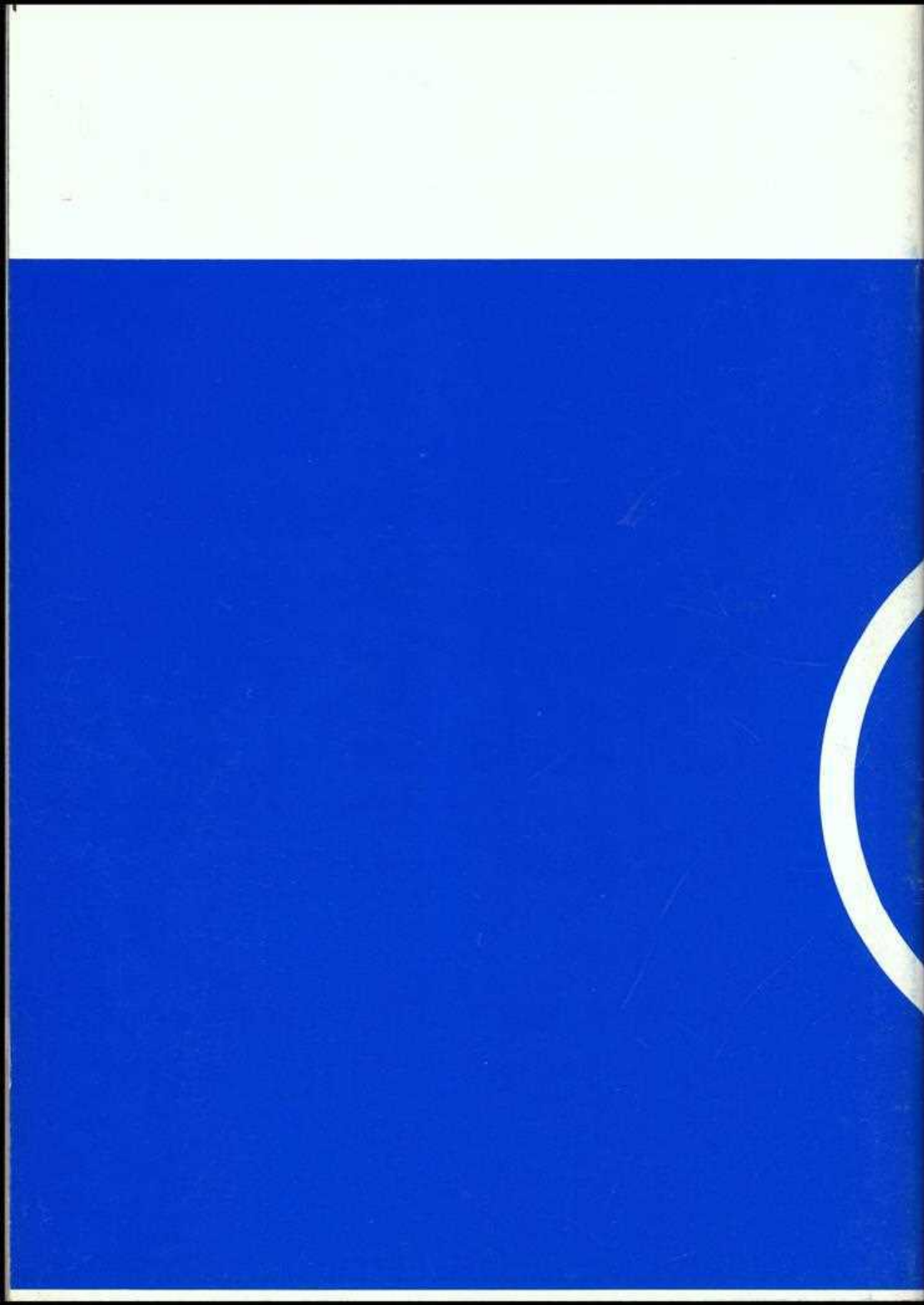


Left: Gearboxes being unloaded and debrated (above).



Above: The 1600 hp motors being taken out of their crates.

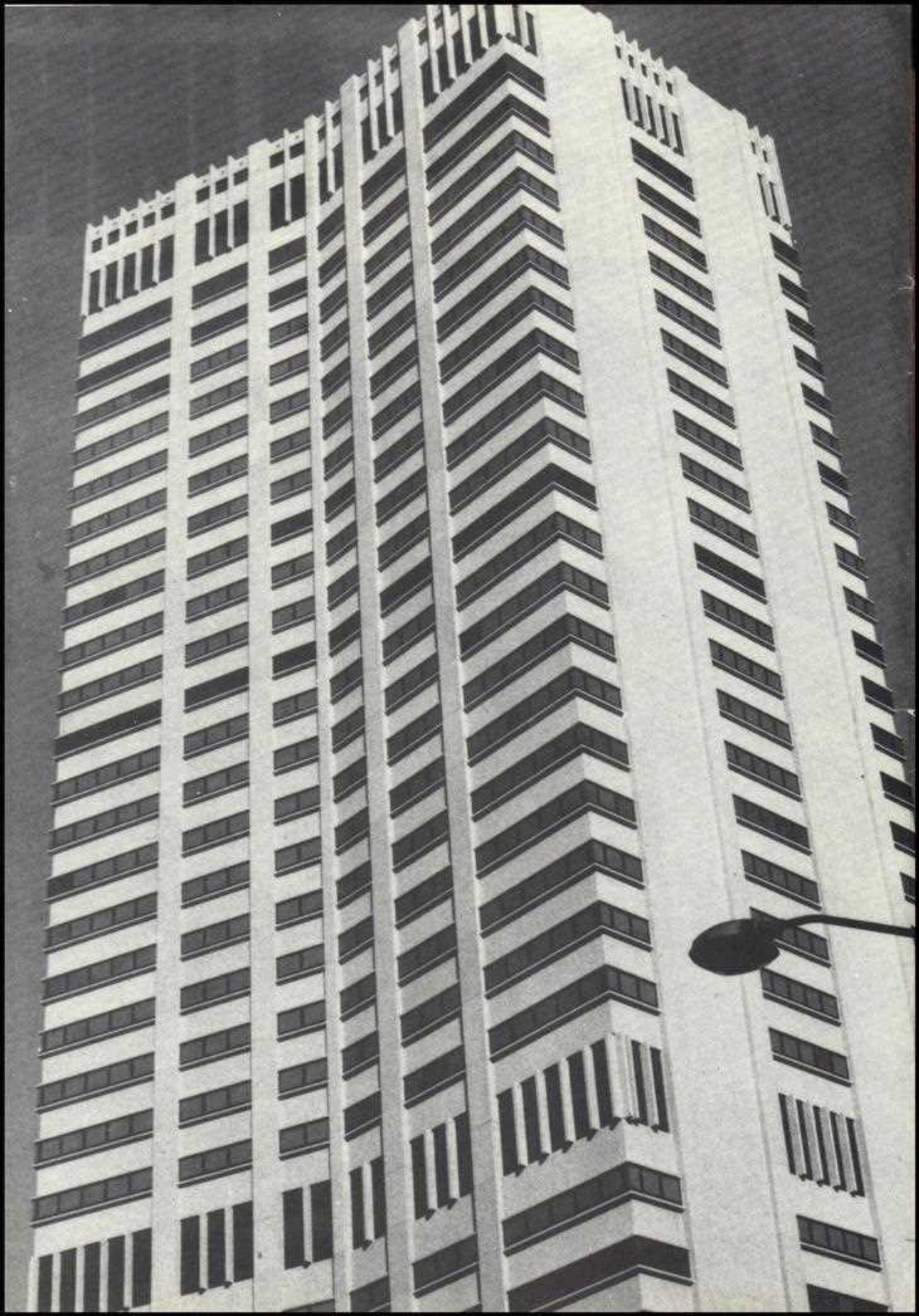
Left: The first mill shell arrives on the site.



PS.

BLUE CIRCLE SOUTHERN LINK

Vol. 4, No. 1, JULY, 1977.





BLUE CIRCLE SOUTHERN LINK

JULY, 1977.
Vol. 4, No. 1.

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and Kevin Richards

CHARBON:

Janine Keech and
Owain James

MARULAN:

Dave Perry

MALDON:

Barney Carroll, Val Tranter and
Bill Featon

WAURN PONDS:

Les Wilkinson and Rob Mawson

RIVERVALE:

Bill Wilson

PORTLAND:

Derek Brown

KODRAGANG:

Kev. Mitchell and John Mehan

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BIRD OF THE MONTH



Sue Holmes has been the Works Manager's secretary at Portland for the past two years.

Sue is an avid reader and probably possesses one of the largest collections of novels in Portland.

A keen party goer, who enjoys a good dinner with a bottle of wine, she is a great asset when planning local social gatherings.

Inside Front Cover

NORTHPOINT TOWER: This commercial, professional and retail complex rises impressively 42 levels above the heart of North Sydney's business centre at Victoria Cross.

The structure is clad in precast concrete panels faced with water-worn quartz aggregate set in a matrix of Group off-white cement from our Portland Works.

"What is a railway goods shed for...?"

Before the Blue Circle Southern merger, the Liverpool store, with a storage capacity of 50 tonnes maximum, handled more than 300 tonnes daily and was the main metropolitan distribution outlet for Southern cement.

This was an extraordinary feat because the total capacity of the store was only about 30 tonnes of ordinary cement, 15 tonnes of low heat, 5 tonnes

of hydrated lime and also garaged the fork lift each night. There are many indications that the walls had bulged outwards and had to be braced to prevent the store extending outside the limits of our leasehold!

Nowadays bagged cement is delivered by road directly into our metropolitan stores, obviating the need for railhead depots. Liverpool store was closed down last April.

Up till the late 1950's, when five cement companies manufactured and marketed cement in N.S.W., the delivery of cement to the Sydney metropolitan area was made by rail into any of the various suburban rail sidings near customers' stores.

It was a primitive method with erratic arrival times causing many upsets to customers. Wet weather, with accompanying wet cement, broken bags, demurrage and the hard work of double handling a heavy product all added to customers' problems, but the cement manufacturers stood fast to the established distribution method and resisted all moves to establish a better, but more expensive, method.

The establishment of Metropolitan Portland Cement at Maldon enabled that company to offer, because of its geographical location less than 50 miles from Sydney, a delivery service into customers' stores. While this offer was accepted by some, the established merchants were reluctant to use the new service mostly because cement had been in short supply and the new Metropolitan Company was experiencing financial difficulties which meant its failure could reintroduce quotas and, in this event, they wished to remain on the right side of the fence.

In 1958 Southern Portland Cement Ltd. lit up Number 4 Kiln and at the same time Warragamba Dam neared completion, along with major Snowy Mountains projects. Overnight New South Wales had a large surplus capacity of cement and all the cement companies then sought an increased share of the Sydney metropolitan market.



The Liverpool Store.

Offering a delivery service into customers' stores was the first step taken to this end.

Delivery direct by road from any works other than Maldon was illegal at the time and this necessitated the establishment of a railhead depot for transhipment to road transport.

APPLICATION REJECTED

Rail freight charges from Berrima were such that there would be decided advantage if the operation could be established at Liverpool. Accordingly an application was made to the Railways Department for permission to erect a store and office building in the goods yard, which was then a large yard which had only small goods traffic.

The railways reply was unusually fast, with an emphatic rejection of the idea. An American consultant had just reported on a

major reorganisation of the entire railway system and Liverpool was to become a major marshalling and clearing yard for the south. And, said the railways, that was final!

Cement Distributors (Dickson Primer) Pty. Ltd. were the selling agents for Southern Portland Cement at the time. The managing director was Mr. R.A. (Dicko) Dickson. Earlier in his career he had been a successful and enthusiastic cement salesman. He declared that we would not accept the railways decision. Sure, the formal approach had failed, he said. But now a different approach should be made.

I was Sales Manager of Cement Distributors at the time and accompanied Dicko in to Liverpool to inspect the goods yard. There was no activity whatsoever. The large goods shed caught Dicko's eye. He asked me: "What are goods sheds for?" I replied: "To store goods in of course." "Correct!", he said.

A railway type was leaning on a shovel nearby. He was also asked the same subtle question: "What are goods sheds for?" His reply, too, was: "To put goods in". The big problem was solved. Two experts had just declared that goods sheds were intended to house goods.

So it was decided that we would consign rail trucks to Liverpool and leave a storeman and fork lift truck in the yard to handle the operation.

The following day the cement arrived. It was all sold except for six tons which of course, was to be left in the goods shed.

GRATUITY HELPED

But the goods clerk quickly pointed out that the goods shed was only for parcels and small items consigned to a consignee through a parcels office. It was not for the storage of truckloads or whole trains of goods. To compound the problem, it began to rain.

Contact was made with the railways head office and permission sought to stand the six pallets on the verandah of the goods shed overnight. This was granted and the cement was covered with a railway tarpaulin.

The following day a carton of refreshment arrived to subdue the wrath of the goods yard staff. Then they were asked for a further extension of another nights use of the verandah.



M. C. Barnett

It is now a matter of history that the whole of the verandah was stockpiled with cement and, of course, covered with railway tarpaulins. Then it was decided to pay the freight at Liverpool. This move increased the status and grading of the railway staff and so we were tolerated, despite the hostile start.

The tonnage throughput grew and the station master suggested that as his verandah was now our verandah, perhaps we should build a store. He even suggested a site.

With an ever-increasing freight account at Liverpool the railways decided to grant a temporary lease and the first section of the store was built. It was later added to and the yard paved and large tonnages of cement kept moving through.

In the first year 13,000 tons of cement passed through the depot rising to 49,000 tons by 1963. Highest tonnage handled in any one day was 400 tons.

'WARE ELEPHANTS!

Unusual highlights of the operation included:

TOO often a person who gets lost in thought does so because it's unfamiliar territory.

- * The fork lift was garaged at night on the rails of the goods shed, the doors of which were closed at night. A locomotive shunting loose one night wiped out both the doors and the fork lift truck.
- * During a period of labour shortage a willing applicant was employed over the phone. A surprising complaint came from the head storeman the following day. The new employee only had one arm! But he was a willing soul who lifted bag for bag with the best of them but could not lift the bottom bags. Compassion dictated that he should remain on the job and he slugged it out, despite his handicap, for more than four months before he moved on.
- * The two eight ton loads that moonlighters picked up before the store opened on two different occasions.
- * An employee named Ron Barnes who used to pick bags up two at a time!
- * The day we were advised by the railways that we could not use Liverpool goods yard the following day. We demanded an explanation why our business should be halted at such short notice.

The reason: Wirths circus train was pulling into the yard and would occupy all available sidings. Liverpool had the only facility for unloading elephants. The railways would not budge. Activities had to be transferred to Cabramatta for the day. Meanwhile the elephants walked sedately from the train on to the Liverpool embankment siding!

The appointment of John Angelini as stores supervisor in 1961 placed Liverpool store under firm management and the yard became almost exclusively Southern Portland. Cement usually arrived on time. In the event of the train running late, however, the railways would not allow the

shunt to interfere with the morning peak passenger services and would take the train straight through to Enfield and bring it back about mid morning. Needless to say this usually dislocated deliveries for the entire day.

Repeal of the Road/Rail Coordination Act along with rationalisation of distribution, made possible by the formation of Blue Circle Southern Cement Ltd., meant that cement now bypassed Liverpool depot. Progress had made the transit operation obsolete and removed the back breaking man-handling task of transshipping.

Total tonnage through the depot up till the date of closure was 533,100 tonnes or 12,794,400 bags, a tribute to the strong men who handled it.

But if Mr. R. A. Dickson, who is now chairman of Brambles Ltd., and I had been blissfully ignorant of the true function of a railway goods shed, it all probably would never have happened! □

M. C. BARNETT

Picnic Day At Canberra

The Maldon members of the Australian Worker's Union held their annual picnic day at Canberra during May this year.

A busload of happy people enjoyed the trip on what proved to be a pleasantly warm, sunny day.

Sweets and drinks were distributed among the passengers during the journey and stops were made on the way at Goulburn and Collector.

Giant oaks in the Goulburn park displayed their autumn tones and the artifacts in the Collector Hotel depicted the romantic era of the bushranging days.

Sadly, the publican advised that modern day bushrangers had pilfered many of the exhibits!

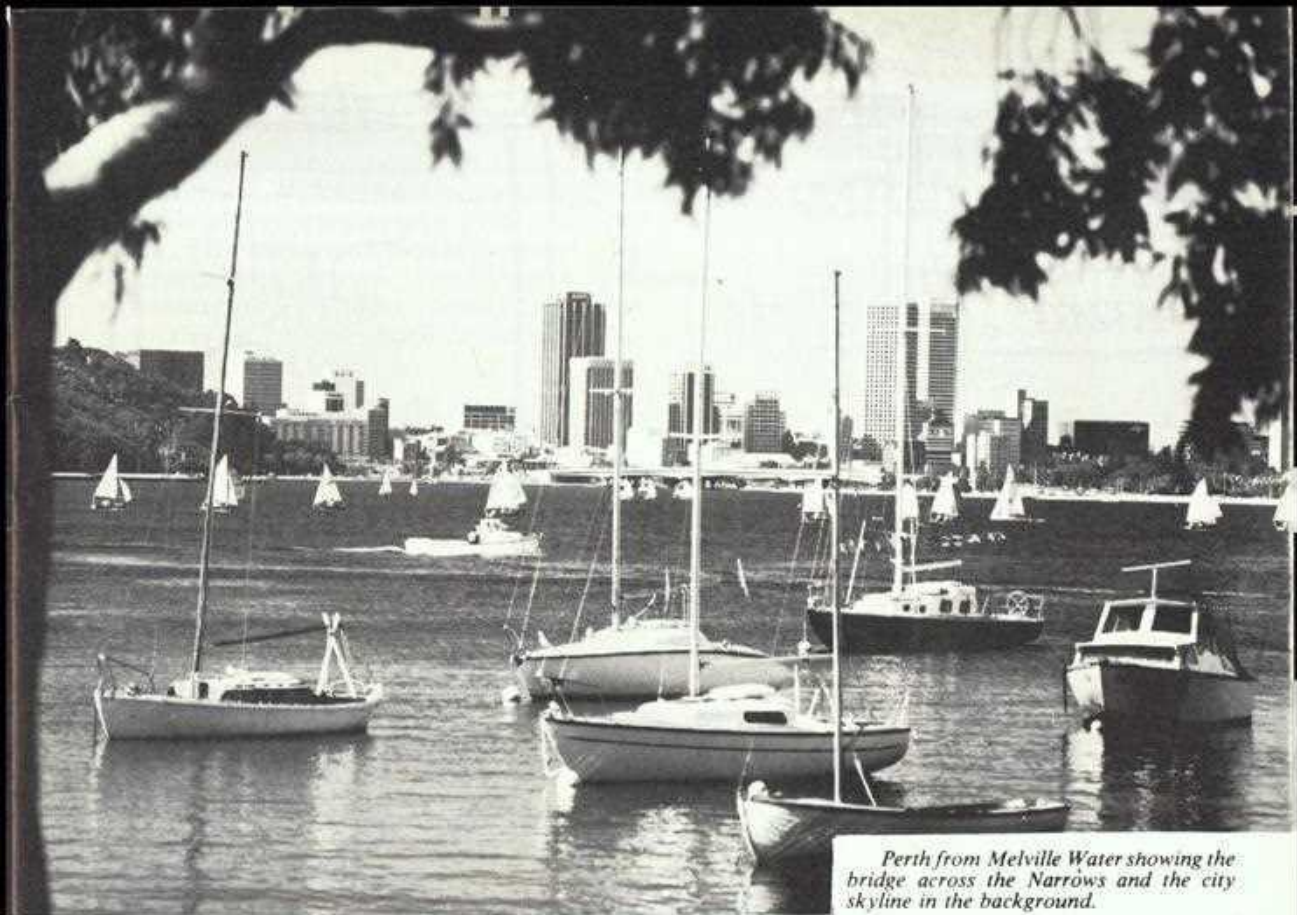
South of Marulan the countryside gave indications of a dry season although the mysterious Lake George was well filled and covered a vast area.

Canberra gave the tourists a surprisingly warm day for the time of the year and an interesting inspection of the War Museum followed.

Lunch was enjoyed at the adjacent cafeteria.



John Angelini



Perth from Melville Water showing the bridge across the Narrows and the city skyline in the background.

AUSTRALIA'S FRIENDLIEST CITY

Perth the capital of Western Australia, is a very special place, a truly beautiful city that is remembered with affection by all who visit it.

With its last census population of 805,000, Perth is a sizeable city, and yet visitor and local alike fall easily into the use of the term town. Having all the warmth, friendliness and easy going pace of a big country town, it has but little of the hassle, honking and hypertension, common to its bigger sister capitals.

In Perth's two main downtown pedestrian thoroughfares, the "Terrace" and Hay Street Mall, you are much more likely to get a friendly smile and the right of way, than a rude shove and a moody glare. On the city's wide roadways, where motorists drive like crazy, changing lanes with reckless and disconcerting abandon, the sound of a horn tooted in anger is rare indeed.

For Perth contains a special kind of people — open, helpful, hospitable, easy to get along with, nice to remember people. Folk very definitely shaped by their sunny, pleasant environment.

Closer to Jakarta, Indonesia's capital, than it is to Sydney, Perth is the world's most isolated capital city. This isolation is one of the factors that have shaped the local character. Another is the magnificent climate that Perth enjoys. A summer that is 8 months long and full of bright blue skies, is followed by a short winter every bit as mild as March in Melbourne.

HOT DRY SUMMERS

It gets hot in Perth, very hot, the mercury peaking during the summer at 40C, and on occasions even a degree or two higher. It is a dry heat however and quite pleasant, if the gear is right and movements kept slow and easy. Such heat of course makes cooling off that much more fun.



"WHEN YOU HAVE BEEN WITH US A LITTLE LONGER, WENTWORTH, YOU WILL COME TO KNOW THAT THE RELATIVE MERITS OF A WEEK IN FIJI AND THREE CASES OF SCOTCH DO NOT FORM PART OF OUR DELIBERATIONS"

There is no shortage of cool clear water in and around Perth, nor of ice cold beer. The Swan River widening out into Perth Water and Melville Water, is more like a series of sparkling lakes than a river, as it bisects the heart of the city on its casual journey down to the Indian Ocean. Perth has 60,000 swimming pools, and her Western doorstep is made up of mile upon mile of white, sandy, ocean beaches.

With all this and bright blue skies most days, it is little wonder that Western Australians firmly believe that they occupy the luckiest third of the "lucky country". Nor is it surprising that the people of Perth enjoy a way of life that is so delightfully casual and relaxed.

Rare indeed is the visitor to this lovely city on the Swan, who isn't immediately captivated and enchanted by it. It's doubtful if there is another city in the world that has a bigger percentage of its visitors return to live permanently, than does Perth. Among the town's 800,000 lucky residents are ex Kiwis, thousands of them, New South Welshmen, Victorians, Queenslanders and people from every part of Europe.

EXCITING CITY

Perth is a great place to live, an exciting and refreshing place to visit. There isn't anything good that it doesn't have, except maybe snow. Sophisticated without being brassy, lively without being frantic, it is a great holiday destination.

Perth is the sparkling hub of a vast slice of territory, a great big, colourful hunk of Australia that contains much that is different. Once isolated, the West can now be reached with ease, by air, by rail, by coach or by car.

You could do a lot worse than plan to spend your next holiday in the sunshine capital of Australia. It is certain that you will love the relaxed atmosphere, the friendly easy-going people, the great Indian Ocean beaches, and skies that are of a different and brighter blue than in any other part of Australia. Above all you will have the sense of satisfaction, that will come from having visited the side of Australia, that is known by far too many "Aussies" by reputation alone. But be warned, many of you will love the West so much, that you will want to spend the rest of your lives there.

(Ian Anderson)



The Australian Scene

OMBUDSMEN

The ever-increasing intrusion of government departments into the daily affairs of ordinary citizens has emphasised the need for a means of reviewing the decisions of the bureaucracy.

The primary function of an Ombudsman is to investigate complaints concerning the actions of government departments and instrumentalities.

He may question officials, inspect documents and files, enter government premises and make recommendations to correct decisions he thinks are wrong, unfair, unjust or oppressive.

The first Ombudsman was appointed in Sweden in 1809. Five of the Australian States have Ombudsmen and the Commonwealth is shortly to appoint one.

Over 7,000 complaints were handled by Australian Ombudsmen in their first year of existence, and 1,042 were found to be justified.

The Commonwealth legislation gives the Ombudsman power to investigate many matters. For example, if a person feels his pension entitlement has been wrongly or unfairly assessed, or his telephone account is incorrect, or that he has been waiting too long for a department to process an application or pay a debt, he can write to the Ombudsman.

If the Ombudsman himself sees an unjust, unfair or inefficient action by a government body, he can investigate it on his own initiative. If a complaint is frivolous, vexatious or made in bad faith, he may decline to pursue it.

The Ombudsman must have wide powers to investigate so that he can have access to all the facts.

The most significant power of the Ombudsman is his power to report. If the department or authority fails to act on the report or tries to ignore it, the Ombudsman may inform Parliament.

The existence of Ombudsmen helps to secure a fundamental feature of our democracy, namely that governments are not the masters of the people, but their servants.



Gardening Notes for July

BY MRS. C. G. CROWE, BERRIMA NURSERIES.

FLOWERS

SOW: Antirrhinum, candytuft, centaurea, calendula, linaria, lupin, nemophila, sweet peas.

PLANT: Canterbury bells, carnations, pansies, violas, foxgloves, polyanthus, flag iris, japanese iris, gladioli, tuberose.

VEGETABLES

SOW: Broad beans, onion, parsley, peas, spinach, white turnip, cabbage, kohlrabi.

PLANT: Asparagus, eschalots, garlic, rhubarb, Jerusalem artichokes.

* * * *

The month of May brought rain again for over a week, followed by a very cold spell.

There have been quite a number of heavy frosts lately, so herbaceous perennials can now be cut back, moved and separated if necessary, refertilising the soil before replanting is done.

This month means lots of hard work for gardeners, with pruning of roses and deciduous fruit trees to be finished, as well as planting out new deciduous ornamentals, fruit trees and roses.

When pruning roses and fruit trees, make sure that all dead and diseased wood is removed, and that secateurs and pruning saw are sterilised when dealing with diseased wood.

Prune hydrangeas, if these have not already been pruned earlier, taking out some of the old wood, to encourage new growth.

All deciduous fruit trees, including ornamentals, should be sprayed with a winter strength fungicide now, to control fungous diseases. If liked, an "all-purpose" spray at winter strength can be used.

Early flowering cherries and flowering apricots are now in bloom, and these will be followed by flowering almonds and flowering peaches.

Watch out for new varieties of flower seedlings and vegetable seeds and try them out.

Grow some stringless beans this season and try some of the new climbing beans, which give a good return for money spent.

Bait once more for slugs and snails and watch for aphids on the new growths, particularly on roses and camellias.

Interworks Soccer Knockout

The committee of the Berrima Soccer club is now busy arranging an "Interworks" seven-a-side knockout on August 14.

Mixed teams are welcome and there will be a barbecue lunch and refreshments available. Nomination fees are \$14.00 per team and winners will receive cash prizes.

All entries plus fees must be in the hands of the organisers, John Vis, Bruce Clynes

and Graham Beveridge at the laboratory on or before August 5.

Although the Berrima senior soccer teams have yet to win, the under 8 and under 10 teams are having a very good season with the Under 10's leading the competition and Under 8's coming third in the points score.

OBSERVATION

*Little balls of clinker,
When ground up fine 'tis said,
Are sold to make the money,
That puts butter on our bread.*

Featon.

* * * *

ALWAYS be tolerant with the person who disagrees with you.
After all he has a right to his own stupid opinion.

Farewell to Bill McCallum

*Right: Paul Marshall — 1st class welder.
Below: Ann Chaplin — switchboard operator, wife
of shift foreman Alan Chaplin.*



Uniquely Australian

LEGACY'S ROLE IN OUR COMMUNITY

Legacy is now in its 51st year, and during that period has taken care of more than half a million widows and children.

Legacy is uniquely Australian. It is a voluntary organisation of ex-servicemen pledged to bring comfort and assistance to the widows and children of all men who served overseas in war areas and who died during the war or since, or die in the future; from any cause whatsoever.

Members of Sydney Legacy are called Legatees. They are ex-servicemen themselves and pledged to care for the families in the same way in which the husband and father would have, had he not died.

Legatees act as advisors to the widows. They give their time, energy and experience voluntarily to look after the families allotted to them. They ensure that these families have access to Legacy's facilities and know of established sources of aid such as Social Welfare and Repatriation benefits.

Legacy's purpose is to build and maintain the morale of the fatherless families in its care and to try to demonstrate the path the young should tread to make Australia a great nation.

The elderly widow has become of increasing concern to Legacy. Besides assisting them financially, Legacy has decentralised its activities throughout Sydney by the formation of Divisions and

Groups to create Widows Clubs in an effort to remove the loneliness of many of these widows.

HOW IT'S FINANCED

To carry out its work effectively in the coming year, Legacy in Sydney will need \$1,200,000. The organisation has sought aid from a special Committee headed by Mr. J.N. Davenport, DSO, DFC, GM.

The Committee has launched the Legacy Torch Appeal aimed at a maximum fund raising drive, particularly during Legacy Week which falls this year between Sunday, August 28 and Friday, September 2.

However, the principal and unchanging objective of Legacy is personal service to widows and dependent children to make up as far as possible for the loss of the husband/father.

It is here that Sydney Legacy offers practical assistance to the 25,000 widows and children in its care.

Even in the last 12 months Sydney Legacy's commitments have increased to the extent of enrolling a further 1,776 widows and children.

With increasing deaths among former World War II Servicemen, Legacy's commitments continue to increase. □

War widows preparing sprigs of Rosemary which Legacy distributes annually to Servicemen taking part in the Anzac day march.





Darryl Bryant — fitter and turner.

Gordon "Dick" Bryant — L.H. fitter and turner.

MEN of MARULAN

Above left: Ron Craig — maintenance driver and Cliff Shepherd — crane driver.

Ron Kruk — electrician.

Edwin Cooper — labourer.

Steve Schaefer — apprentice carpenter.



Holidaying in Holland with Les Humphries

Employment & Welfare Officer, Berrima

Last month I told you about the famous panoramic view of Scheveningen painted by Mesdag. Holland is of course, famous for its great painters, and a visit to the Rijksmuseum in Amsterdam is a wonderful experience. But you need more than an hour or so to look through this great centre which houses some of the most valuable art treasures in the world.

I think people everywhere were stunned a couple of years ago when they heard that one of these great treasures had been badly damaged when a demented person slashed it with a knife. That painting was Rembrandt's famous Nightwatch, a huge canvas. We were privileged to see it on our visit. The painting has just been restored and was housed behind plate glass in a special room where it could be viewed from a distance. Photographs show visitors how the repair operations were carried out to the last minute detail.

After the restoration work was completed it was revarnished and placed in the room where it is kept at a constant temperature for 10 months to allow the varnish to dry satisfactorily and bring it back to the appearance it had before being damaged. This great painting acts like a magnet. You stand and admire it. Then walk away to view another work, but somehow you are drawn back to the Nightwatch, and you have to see it again before you leave the museum.

In Olterlo in the centre of Holland we also visited a very modern art museum set in beautiful park-like gardens. This is the Kroller - Muller museum and here there is a great collection of paintings by Van Gogh as well as other famous painters of more modern times. There are also many sculptures both inside the building and outside on the lawns. These are works by modern sculptors. I must say some of them did not impress me.

In Flevoland we saw another type of exhibition called Flevohof. First, I should

explain that Flevoland is a polder, that is, land reclaimed from the Zuider Zee. It consists of a large area which is being used for agricultural purposes and supports many farms. Thus Flevohof is entirely an exhibition dealing with agriculture and horticulture. Various exhibits and displays show the way many farm products are processed. For example, the Dutch get their sugar from sugar beet, and as much of this is

* * *

TOO many people these days are spending money they haven't got, to buy things they don't need, to impress people they don't like.

under cultivation, the methods of processing it are of great interest. So, too, of course, with milk, and its by-products, and many others.

Flevohof is a very interesting place, where children as well as adults can enjoy themselves. Outside the exhibition buildings there are wide expanses of lawns and facilities for picnics and barbecues. You may select your meat from the butchers shop in the same area.

EASE OF TRAVEL

Holland is a small country, as a glance at the map will show and has a population of 14,000,000, the same as Australia. So housing is very important. There is much building activity and new residential areas are being built generally complete with shopping complexes, sports grounds and so on. Everything is planned very efficiently, as indeed it must be. Yet one thing that strikes you as you travel over the country is the amount of open space and natural park lands. Whilst many of the big cities are reasonably close to each other, still it is surprising to see the farmlands in between, and quite often sheep grazing. In other areas bulb fields spread out between the villages.

Holland has very good roads and freeways, and an excellent railway system, not forgetting of course good rivers and canals for freight transportation. We travelled about mainly by train. This suited us; and in our case worked very well.

You see, we bought a family ticket for approximately \$13. From then on wherever we travelled my wife and I paid the usual fare, but our two children Vincent and Maria always went along free, and as the ticket was good for 12 months you can imagine the savings available to a family on an extended holiday.

The family is also permitted one journey, no matter the distance, entirely free.

In mid January we travelled to Groningen in the north of Holland to visit friends living in Glimmen. This is where the highjacking of the train occurred and close to the school where the children were held hostage.

Groningen is a big city, with a fine university, and has a long history. From there we went by car through the farmlands to Delftzijl, a town on the coast, and from where it was possible to see over the water to

the German coastline. We drove back along country roads passing through delightful small villages. The whole countryside was under a heavy blanket of snow, and this added to the picturesqueness of the scene.

NUMEROUS DAIRY FARMS

One of the things that impresses the visitor to this northerly part of the Netherlands is the great number of big dairy farms and other types of farming. The majority of the farm houses are very substantial buildings and indicate the opulence of the owners.

When we left Groningen, we went once more by car and travelled through the Province of Friesland. Again most of it is dairying country and of course it is the home of the famous Friesian strain of dairy cow. Snow still covered the countryside and to pass through the small villages like Kommerzijl, Munnekezijl, Ee, Nes and Wierum on the exposed North Sea coastline was a most interesting experience. We then returned through Dokkum, a very old town, to Leeuwarden, the principal city in Friesland. I should explain, too, that the people in Friesland speak a different language known as Friesian. The farm houses are also a different style to those in the Province of Groningen.

From Leeuwarden, we took a bus and travelled over that great engineering feat the Afsluitdijk, which closes off the North Sea from the IJsselmeer. After more than an hour journey we arrived in Alkmaar, an old historic city and famous for its cheese markets.

By now our holiday was almost at an end, and so after visiting relatives and friends and saying good-bye to them all, we caught our train back to Amsterdam, to do some shopping and then on to Wageningen to start packing our bags to return home.

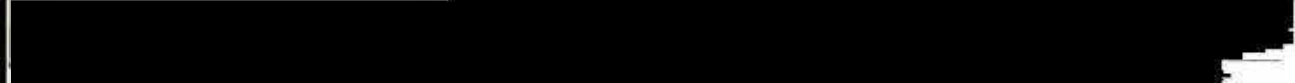
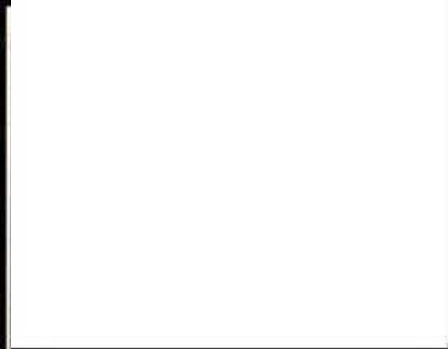
We had had a tremendous time and for Vincent and Maria they could not have had a more enjoyable school vacation. □

CARELESS COWS

THE city girl asked a dairyman why cream was so much more expensive than milk.

"It's the cows fault m/s" the farmer explained. "They find it so much harder to sit on the small bottles."

BEHOLD the turtle. He makes progress only when he sticks his neck out.



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nd



CHARBON

SOCIAL CLUB NIGHT

The S.P.C. Social Club games night was held recently in the Kandos Community Hall and was very well attended.

Although the evening was intended to be strictly non-competitive, a few reputations were lost and gained at the table-tennis, carpet bowls, darts and cards.

The housie really got the women interested and the callers were kept busy all night.

Supper and drinks were provided and a very good night was had by everyone present.

FAREWELL TO TREVOR WEBB

During the month we said goodbye to Trevor Webb.

Trevor commenced with the Company as an electrician in 1970. He was transferred to the Colliery as electrical engineer in January, 1976.

He was presented with the traditional Parker pen set from the Company and a digital clock from the staff members at a send off in the General Office.

He was also given a travelling rug by those members still remaining of the Standard Cement Bowling Club.

Trevor is going to live in Campbelltown and we wish him the very best of luck in his new job.

HOLIDAY IN WALES

Owain James was given a farewell at Charbon office on the eve of his departure overseas on leave.

Owain has gone back to Wales for a holiday with his mother who had not been back to their homeland for many years.

We all hope that Owain has a wonderful time and will be back refreshed and ready to start work again in six weeks time.

He is one of our "Link" representatives and we expect he'll have quite a bit to contribute on his return.

HERE'S PROOF POSITIVE!

We've always had a spate of fishing stories from Charbon and the exploits of numerous expert anglers have been immortalised in verse by our local Banjo Patterson, one Tom Pepper.

But all these tall stories were rarely authenticated by legitimate photographs.

Now Les Ridley, a former apprentice, has produced striking evidence of his expertise with hook and line which will give all our local armchair fishermen something to ponder on.



While holidaying in Gladstone last month, using a bullocks heart as bait on a clothes line, Les caught a 600lb groper off the wharf.

The accompanying photograph of the giant fish is proof positive of his exploit.

He modestly refused to give details of his mammoth fight to land the monster.

Now, Tom Pepper, what have you to offer?

FISH STORY

IN western NSW during a drought you can tell when fish are swimming upriver in the Darling by the clouds of dust they raise.

60 Years in business

SIR ERIC SANDOVER RETIRES

Sandover is almost a household name in WA — it is part of the Perth establishment.

In the football world there is the coveted annual award to WA's fairest and best player — The Sandover Medal.

In the business world are Sandover McLeans and Sandovers O'Connor, with their associated companies — and of course, Sir Eric Sandover.

The 80-year-old doyen of the Perth business scene recently retired from his longest serving directorship — Swan Portland Cement — a position he had held since 1947.

A year ago he stepped down as chairman of the company after 17 years at the helm, handing over to the son (Mr. E. F. Downing) of the man he succeeded, the late Mr. H. P. Downing.

Today he has only one public company in his director portfolio — Terrace Property Trust, with which he has been associated since its foundation as Terrace Arcade Ltd in 1964 — and three drive-in theatre companies, his association with which goes back to the opening of WA's first drive-in, the Skyline, in 1955.

At one time he was a director of more than 10 companies, including Swan Cement, WA Trustees, Western Livestock, South Western Telecasters, Harris Scarfe and Sandovers and its many associated companies, including Millars and Sandovers and Sandovers O'Connor, the National Mutual Life Association and the WA Shipping Association.

Born at Claremont, where Christchurch Grammar School now stands, Sir Eric was educated at Scotch College and St Peter's College, Adelaide.

In 1914 his parents took him to England and a year later, at 18, he joined the British Army, serving with the Sherwood Foresters in France, where he won the Military Cross, until he was wounded at the Somme and invalided back to Australia in 1916.

His wounding brought one of his first contacts with the Salvation Army, an association he continues to his day. Though

not a Salvationist himself, he chairs its businessmen's advisory committee and sits on the Red Shield Appeal committee.

On his return to Perth, he joined the family firm as a storeman-packer, and worked in most departments until he received his first directorship in 1925. He retired as managing-director in 1970.



Sir Eric Sandover

When the World War broke out, he enlisted in the AIF, rising to the rank of major and second-in-command of the 44th Battalion.

Getting away from the business scene, Sir Eric (he was knighted in 1967), has one great love — horse-riding and spends as much time as possible in the saddle.

J. Keeling

(Reprinted by courtesy of the "Daily News", Perth.)

BERRIMA - Heads or Tails?

September
Remember
Next Year
Oh Dear
Gird Your Loins
Spin The Coins
Anyone's Guess
More Or Less

Rain Fine
Union Line
Lost Won
Done

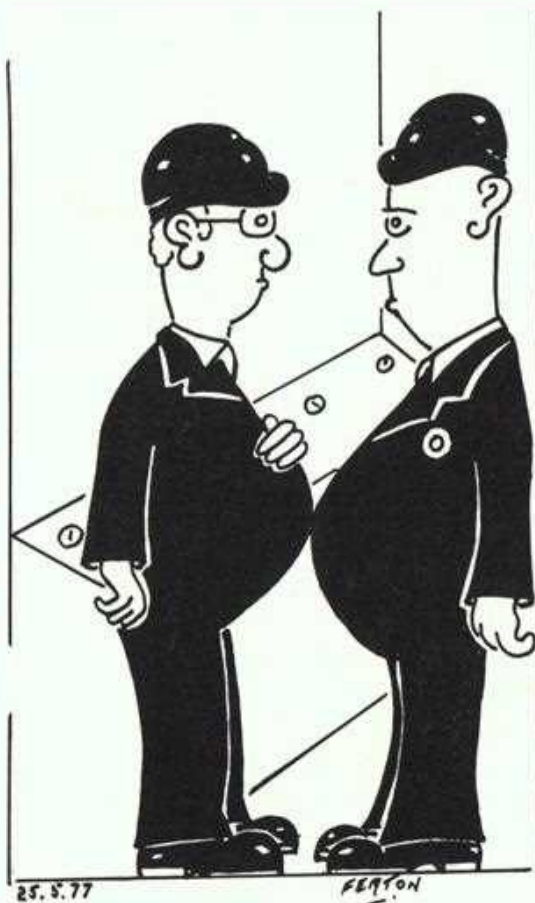
Sand Stone
Not Cement Alone
Steel With Wood
That's Good
Plant On Site
Daylight
To Burn To Weld
Program Held

Sparks Wire
Never Tire
Testing
No Resting

Wheels Turn
Coals Burn
Smoke Drifts
Heart Lifts
Job Done
Hard One.

Esteve

THE BLUE CIRCLE BOYS



Let's face it, we do have a problem working together in the control room.

Desolate Site of a New Township



The opening to the incline shaft is in the foreground with Readymix concrete in the background.

BULKER BAGS FOR AGNEW

The latest nickel mine in Western Australia is at Agnew, 603 miles from Perth, via Kalgoorlie and Leonora.

Many years ago Agnew was a thriving centre for gold mining, but like many other gold producing areas it became a ghost town when the mine closed.

The world demand for nickel caused an upsurge in prospecting and Agnew proved to be a most promising area.

An incline shaft is now being constructed as well as a separate open cut mine. An entirely new town is yet to be built and will be known as Leinster.

Extraordinary demands have caused Swan Cement to institute a bulk delivery system using Taicon bulker bags. Each bulker bag contains approximately 1.2 tonne which is equal to 30 paper bags.





Melky Robinson, washing and sterilizing.



Mike Brown, bottle filler.

Lesson in recycling

FINDING A USE FOR EMPTY BOTTLES

What can you do with your empty wine bottles?

Re-fill them of course.

That is the motto of the Head Office — Portland Works wine syndicate.

Official taster, Melky Robinson, takes his responsibilities seriously. After many (lost?) weekends searching the Hunter Valley vineyards, he finally selected a 1975 Shiraz from Sobell's winery at Cessnock. This full bodied, strong young wine, with a fruity bouquet should be ready for the connoisseur in about five years.

Arrangements were made for the transport to Portland, and in due course a 44 gallon drum, and several smaller containers, 60 gallons in all, arrived on the doorstep of Ken Hulonce, Portland Works Manager.

Bottling day arrived at the end of April. The team and their wives took up positions, and production got under way.

To avoid spoilage of the wine a great deal of care has to be taken in washing and sterilizing empty bottles, corks and siphoning equipment. Melky Robinson supervised this operation.

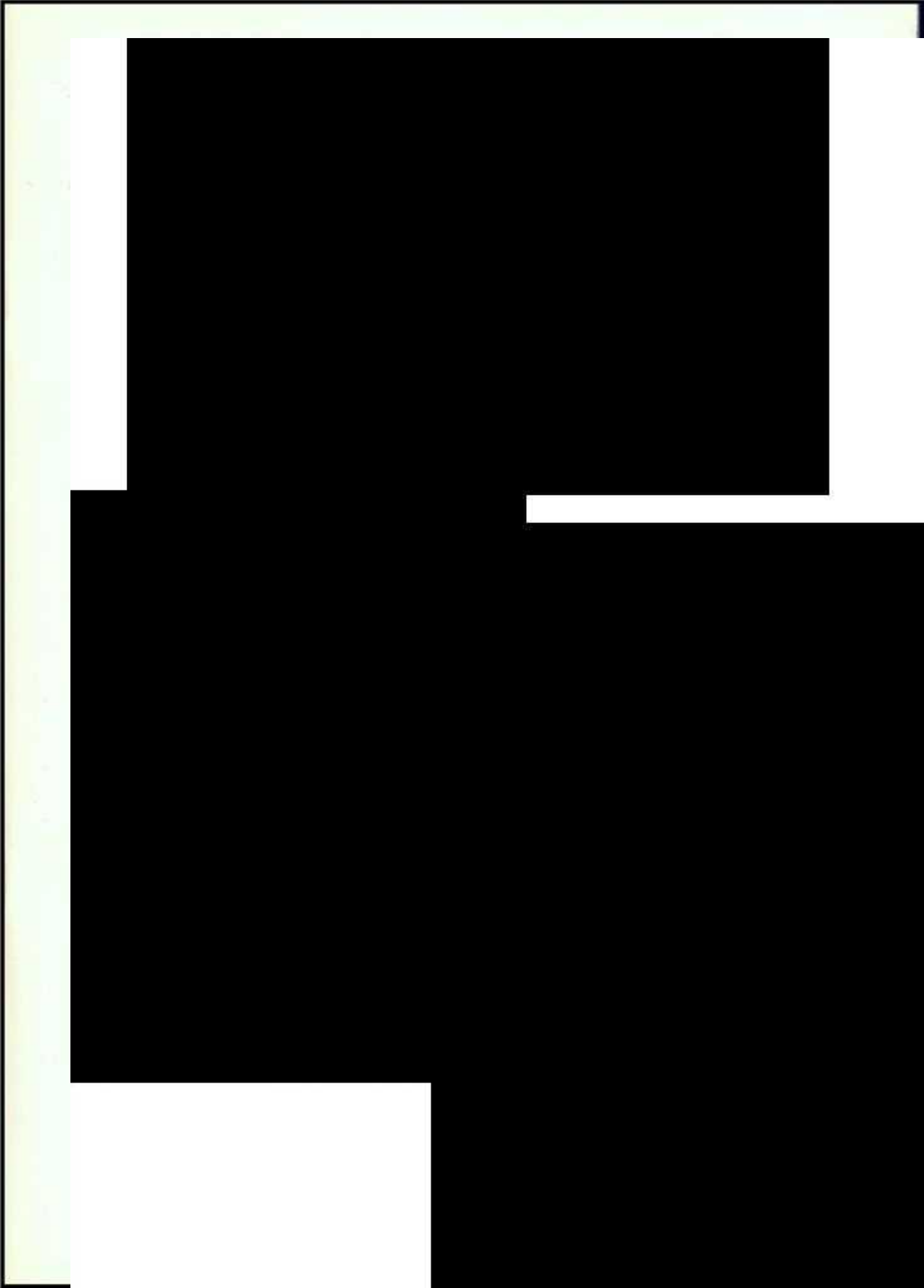
Bottle filling was under the sharp eyes of Mike Mulhall and Mike Brown, while Jim Conroy and John Morphew attended to corking.

Rita Mulhall, Pat Brown, Pat Conroy and Barbara Morphew attached the labels.

The finishing work of plastic capping and packing was under Chris Arnott's direction.

Hosts Ken and Peggy Hulonce kept the workers happy with refreshments.

H. J. Morphew



PORTLAND PEOPLE

ROLY RETURNS

Back on board again is Roly Williams. Roly was with us in the past as a kiln burner, and we managed to find a shot of Roly that was taken some time ago.

The observant will note that he is wearing the old C.P.C. Company overalls. * * *



SOMETHING TO SMILE ABOUT

Les Stait gives a chirpy grin for the camera. He has been working at Portland since 1960 and quite a few members of his family have also passed through here. Currently working also at Portland is son Dale as a tester and daughter Cheryl is in the office.

A country boy at heart, Les runs a few head of cattle near Sunny Corner, so one can assume that the grin has been brought on by some rotten rainy weather. * * *

ELECTRONICS AND OTHER THINGS

This is John Cluff, one of our electricians. He originally hailed from Wellington but thence moved to Lithgow where he now lives.

Realising that in this modern age, electronics are the going thing, John decided to study in that field. He is now doing stage II electrical engineering and hopes to gain his electronics and telecommunications certificate. We wish him well in his studies and feel sure that he will achieve his ambition. * * *



HE'S ALMOST INDISPENSABLE

Twenty four years at Portland Works and looking as if he has enjoyed every minute of it is Cec Grabham.

Cec drives the turbine in the powerhouse and is one of the lads who help make sure we have the power to keep the wheels of industry turning, the water boiling for a cup of tea, and heaters glowing on these cold winter mornings.



Ray Evans



Above: Jack Kearns

Below: Bill Taylor

A few miles out of Portland, along a winding pot-holed road there works a group of men, who although seldom featured in "Link", are as important to our works as any other group of people.

These are the chaps who work at the colliery, producing the coal to supply our energy needs.

Like the quarry, they supply raw materials which are a necessity for the production of cement at Portland.

The mine itself is situated in a pleasantly wooded area of country, but of course most of the miners see very little of the trees during working hours.

We salute these men from the place of creaking roofs and timbers.

Here are some shots of a few of them after they emerged from the nether regions.



General office view, Val Tranter and Don Mason with their heads down.

Below: Vern Wrightson, Superintendent of Administration and Accounting.

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BERRIMA... news and notes

Annual holidays during May turned into a big wash out for many Berrima employees.

Bob Strode, Ron Spence, Bryan Betts and Kevin Moore with their families made the 300 odd mile trip to Forster only to be washed out in the second week when torrential rain fell for 4 days and 4 nights.

CONGRATULATIONS to Roger McAndrew (L.H. Fitter) and Beverley Warner on the announcement of their engagement.

CELEBRATING the birth of their first son is John Rafter (Sampler) and his wife Debbie of Moss Vale.

ALSO receiving congratulations on the birth of their first child is Limestone unloader Xenophon (Phil) Hatzellis and his wife Marie of Moss Vale.

CONGRATULATIONS to John Wills (Stores Clerk) on winning the Bowral Bowling Club singles for the third time, previously winning the title in 1973 and 1975. Congratulations also to Bryan Jones and Kevin Moore who, along with Russell Fahey from Bowral, won the Club triples title.

GOOD to see Sandy Aitken back at work after his serious accident last year. Although still not completely fit, Sandy's doctor feels he is well enough to return to work.

WOMEN'S HOCKEY

May was not a very happy month for our A grade team. In the 4 scheduled matches only 3 were played. S.P.C. lost all three.

The B grade women fared better, winning 2 and losing 1.

A happy note in the S.P.C. women's camp was the selection of two of the A grade women Bronwyn Shierlaw, who works at the Credit Union, and Kerry Laurie in the District team to play at Unanderra on the June holiday week-end in the State championships.

DEATH OF GEORGE FERRIER

Our deepest sympathy is extended to Helen Ferrier on the death of her father on May 12.

Helen, the popular receptionist, typist and librarian at the Works Office for the last 12 years started with our Company on January 11, 1943.

For the first three years of her employment, Helen operated the manual switchboard which then consisted of 16 extensions and three outside lines. The switchboard now consists of four out-going lines, six incoming lines, 90 extensions and one direct line to Marulan.



After being a stenographer for three years, Helen worked for 15 years as a book-keeping machine operator, teaching many young boys and girls how to operate the machine. As part of her training as an operator, Helen was sent to Sydney to do a mechanical course so she could do her own repairs.

She has many hobbies, gardening, music, travelling and takes a very keen interest in the literary field.

Helen's father, George, worked at Berrima Colliery before his retirement, first as a contractor, drilling through the stone to reach the coal, and then as a miner.



Sandy Aitken... back at work.

MEN'S HOCKEY

After a pretty poor start to the season our two mens hockey teams have picked up a great deal in the last couple of matches. The third grade team in particular, is now going great guns with the addition of former first grader John (the golden budgie) Miller. In their last game against a strong Veterans side, they ran on with only nine players and then recorded a great 4 - nil win.

In first grade, they have been distinguishing themselves, the last couple of matches with a fighting 4 - 3 loss at the hands of Bowral and the last match was a moral boosting 5 - 1 win over Moss Vale II.

They have gained a couple of good imports in Barry McAndrew and Mick Elton, both former N.S.W. school boy representatives.

The Central Zone Championships which were scheduled to be played at Berrima ovals on May 29 were unfortunately washed out due to heavy rain on Friday and Saturday have now been scheduled at a date in June.

* * * *

Max Francis-Gardner, wizard on the keys and No. 1 entertainer at all farewells.



FIRST-AID COURSE

Fourteen employees of the Berrima have completed an 11 weeks St. John First-Aid course at the Moss Vale technical college.

They were all very relieved to hear that they all passed the examination at the end of the course with flying colours.

There is no doubt that their practical experience, gained by many lunch time visits to the Ambulance Room, paid off.

The knowledge gained by those who completed this course will not only be beneficial to the employees themselves and their families in the future, but also to the plant employees, as there probably will be a first-aid person handy most of the time.

The group of employees consisted of people from management, office staff, tradesmen and apprentices.



Our Ambulance officer, above, Richard Knapman has also started a course to become a qualified instructor in first-aid.

The various grades of certificates gained were:—

1st Certificate — Nancy King, John Burnell, Lindsay Lansdown, Alf Knapman, Ted Elton, Bob Kerr, Peter Sutton, Patrick Rowley, Bernard Croese, Alan King, Roy Taylor.

2nd Certificate — Peter Martin, Peter Meredith.

5th Certificate — Richard Knapman.

* * * *

RETIREMENT

After working for 26 years as a fitter at Berrima, Ollie Hvalic was recently tendered a farewell at the Mittagong R.S.L. Club. Ollie, a quiet unassuming person, has worked with us since migrating to Australia in 1951 from Yugoslavia.

Kevin Moore, acting as chairman for the night, introduced many speakers. All spoke very highly of Ollie, none more sincerely than Joe Ewart who spoke on behalf of the apprentices.

Bob Kerr, welder, who organised the function, made a presentation of a gold watch on behalf of all his work mates. Roger McAndrew, a fitter, made a presentation of a miniature worman pump barrel on behalf of the Machine Shop.

Roger McAndrew making presentation to Ollie, with his miniature Worman Pump.





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WAURN PONDS

JOHN DE BEKKER RETIRES

John De Bekker, preheater attendant retired on May 6 after 11 years with the Waurn Ponds Works.

Mr. Bill Graham addressing a large gathering of employees on the retirement of John (right).



Responding, John in his unmistakable Dutch accent, sincerely thanked everyone. He said his years spent with the company and his fellow workmates were the happiest of his working life.

John made a very bright and lively speech and his sincerity was obvious. His popularity was evidenced in the response his fellow workers gave him.

We all wish John and Anna a peaceful and happy retirement.



WEDDING BELLS

Newly weds Ian Hickman, electrician, and his bride Jan, formerly Jan Gray of Anglesea.

Jan and Ian were married in the Anglesea Church of England on Saturday, April 23 and celebrated with their many friends at a reception in the Anglesea Civic Hall. Jan wore a long white crepe gown and bell sleeves and a three tier veil.

Mrs. Hickman, Ian's mother made the bride's gown, also those of her attendants, sisters Wendy, Catherine and Kim, and Ian's sister Glenda.

Ian's groomsmen were Ken Hare, Neil and Robert Hickman and Phillip Gray.

Ian and Jan (below) surrounded by practically the whole of the electrical department.

L to R — Stan Mirkovic, Neil Hickman, Eddie Malesza, Jan and Ian, Noel O'Connor (production foreman), Noel Campbell (leading hand electrician), Bernie Schneider, Ron Smith (assistant electrical engineer), Laurie Moorfoot and Reinhard Wulf (works electrical engineer).





SOCIAL POOL NIGHT

The Social Club held a successful pool competition at the Waurin Ponds Hotel/Motel on April 12.

The president of the Social Club, Trevor Anderson, presenting trophies to the two winners, Doug Stephenson (left) and Ken Massey (right).

Runners up in the pool competition were Trevor Anderson, Stan Mirkovic and Kevin O'Brien.

FISHING TRIP

Leading hand boilermaker welder Hugh (Bunny) Wood adding to the plate of 1 1/4 lb. of whiting fillets a 4 lb. tailer after a successful fishing trip in Port Phillip Bay. In addition to the tailer and the whiting, Hugh with his little band of helpers (left to right) Andrew Fitzgerald, Jasen and Adrian Wood, caught 15 gummy shark averaging 8 lb. a fish which were given away before the photographer arrived.

Bunny says tailer are an uncommon inhabitant of our local waters and he has only caught three here in his 30 years of fishing.

They delight in fish barbeques and tantalise their entire neighbourhood with the mouth-watering aroma from the barbeque delicacies. They cut the fish in pieces, garnish each with varying ingredients and wrap in alfoil and barbeque for 20-30 minutes.

For the boating enthusiast, his \$7300 boat is an Escort made by Savage. Made of fibreglass, it is 16'6" long, powered by 115HP Johnstone Vee 4. Included is a Royale echo sounder and back to back seats which collapse and make single beds. They assure us that most times they travel at 20mph although the top speed is 40mph. The boat has ample storage space in the pockets down both sides and has seating capacity for six.



KENYA'S NOMADIC TRIBESMEN

This is the final article by Mike Collins, Chief Storeman at Maldon, about the tribesmen of Kenya. Both Mike and his wife Pat spent their lives in Kenya, where he was Stores superintendent at the Bambieri Portland Cement Co. in Mombasa, until five years ago when he was transferred to Maldon.

The second group of Kenya tribesmen, the Rendile, are nomads in the desert country of the Northern Province, in particular the Marsabit District. They are a Hamitic people and are Mohammedans. They range the desert and semi-desert areas with their herds of fat-tailed sheep, cattle, and camels, moving on as an area becomes grazed out. Whilst in an area they build thick thorn stockades known as Manyata's for their livestock and themselves. This is a protection against predators.

Their huts are made in the form of a beehive and consist of a stick framework which is covered with hides and reed mats, all of which can be easily dismantled and packed on the back of a baggage camel. These huts are unfurnished except for hides and mats, and clothing is of the minimum.

The men wear a sheet like cloth tied in a knot over the left shoulder passing under the right armpit. The women only wear a skin skirt and a mass of ornaments consisting of beads on a stiff thong coiled in such a way that many layers of these beads form a plate like mass several inches thick round the neck.

On their arms they wear coils of copper which may take up two thirds of the forearm and about the same on the upper arm. Similar ornamentation is worn round the ankles. These, as with the neck and arm ornaments are never removed.

Copper coils also form ear rings, the lobes having been pierced and stretched to very large proportions. Ear plugs of anything up to two inches in diameter are often worn. Strips of highly coloured beads are worn as additional decorations around the head and over their exposed bosoms.

Beads are also worn by men, a single string headband to hold the odd ostrich feathers and a necklace usually suffices. Mens ears, like the women's, are also

perforated, and ear ornamentation is worn, usually made from the ivory of wild pig teeth. Men, women and children wear leather thongs to protect their feet from the burning sand. The children are very elegantly dressed in a string of beads and thongs!

One interesting point about the women, and the Rendile are the only tribe in Kenya who do this, when the first wife gives birth to an heir, she moulds her hair into cockscomb, with a mixture of fat and ochre, from the forehead to the neck. She keeps this in perfect condition until either her son's circumcision ceremony or the husbands death, whichever occurs first.

The Rendile live mainly on camels milk, blood and occasionally meat. The blood is drawn from a small incision in the neck of a cow. As the Rendile have a liquid diet they have to have a supply of containers. They are expert at making giraffe hide water buckets and also plaited fibre vessels to hold blood and milk. These vessels are made waterproof and sterilised by working fat or bees wax into the plait and then smoking the entire vessel over a small fire. This gives a peculiar smoked flavour to the milk.

CAMEL TRAINS

Water containers would hold approximately 10 gallons and a baggage camel would carry about four of these. Whilst travelling, personal belongings and huts are all packed on to camels which move in column, haltered nose to tail, so as to rub the baggage train under control. The stock herds follow, browsing on a type of spinifex or, camel grass, and watched over by the young men and boys, the men tending the baggage train.



RENDILE HUTS

All camels wear wooden bells and each family has its own particular clacking sound, and it makes haunting music to hear the camels come in to water.

In dry seasons when the surface water is low, the Rendile resort to wells which have been established for many years. These wells are literally just deep holes in the ground and along the well sides ladders, formed from tree trunks, have been made. These ladders are manned by the men who form a human chain passing up a continual supply of giraffe hide buckets to those filling the mud troughs at the surface.



THE COASTAL TRIBE

Let us now turn to the Coastal Province and the Giriama, our last tribe.

Like the Kikuyu, the Giriama have their shambas and with them, too, the land is the woman's work whilst hubby goes fishing.

Their huts are made from mud and stick walls, but are oblong not round, and are thatched with palm leaves plaited into a piece about three foot by two, called makuti.

The women used to wear grass skirts, but with the march of progress the grass has been replaced by cloth strips. As with the Rendile, the Giriama women go around topless. The Kenya Government tried to put a stop to this habit and insisted that the women at least wore some form of cover. So the local traders produced bra-like garments with different coloured cups. Quite gay! More women are turning to the Swahili kitengi, which is wrapped around the body.

The coconut palm is very much a part of these peoples lives. It supplies roofing material, mats, basket work, rope, food and drink. And the palm wine, tapped from the heart of the palm is an extremely potent drink. They grow maize, bananas, citrus fruit, and mangoes, and so can, and do, have a much more varied diet than their up country neighbours. Fish is also an important part of their diet and is usually served up in a stew, stewed whole, and is usually eaten with the fingers.

Kenya has a Barrier Reef which runs about half a mile to a mile off shore and at low tide a wonderful stretch of reef is exposed. It is here that the fishermen ply their trade.

They have many ways of catching fish — from permanent traps jutting about 200

yards out to sea from the beach and made from poles and stick lattice work to a height of eight to 10 feet, to mobile traps, lobster pots, round hurling nets, the hand line and the hand harpoon.

When the whitebait are running families of fishermen join together and drive the schools of fish into nets by beating the water with long sticks. This may go on all day long and huge piles of whitebait end up along the beach. These are spread out in the sand to dry a little and are then packed away in earthenware jars with salt and sealed, thus preserving them. Other fish are sun dried. Nothing is wasted. Fish is also sold to travelling buyers who take it in to the markets.

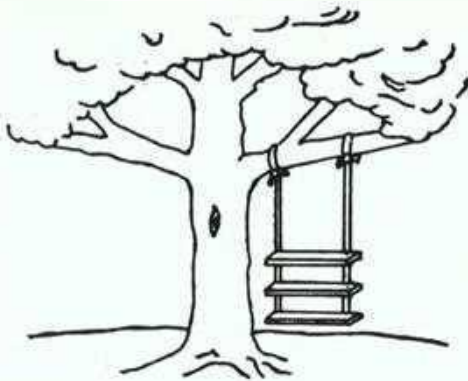
PICK-A-BACK BABIES

The children make themselves many toys out of old tins, boxes and anything they can lay their hands on, but amongst the most novel of these is a flute made from palm leaves.

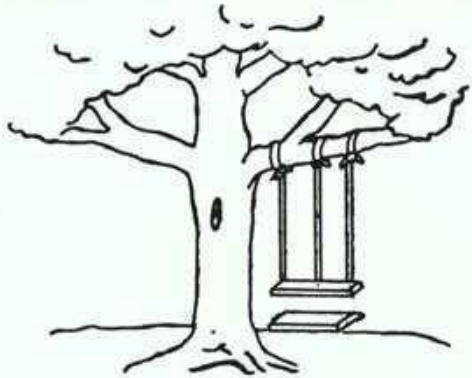
The babies are carried on the mother's back in a sling passing over the right shoulder and under the armpit. They are trained to warn mum when they want to spend a penny, as these children do not wear nappies. And very seldom do they get caught unawares. What form this warning takes I just don't know. Possibly a grunt, but this is guessing.

The child is usually fed by pulling the sling round until the child is on the left hand side where it is fed. As it gets older it is generally carried on the mother's left hip, unless she is digging when it is on her back, and it reaches for the left breast automatically when hungry. As a consequence one can see that most mothers eventually end up lopsided! □

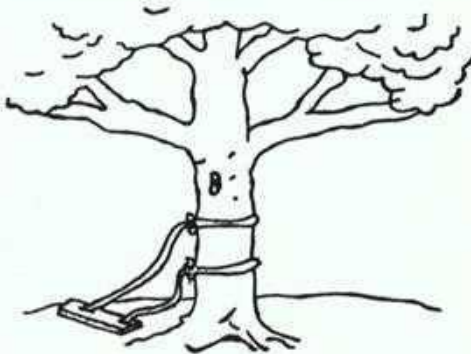
Are YOUR Requisitions quite clear?



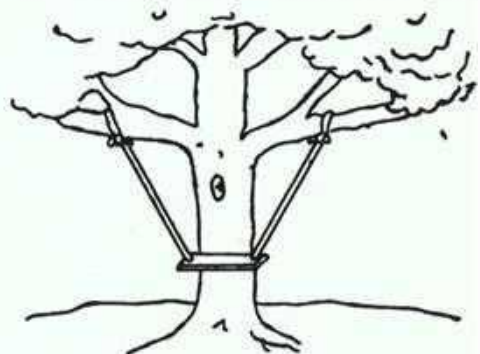
As Marketing Requested It.



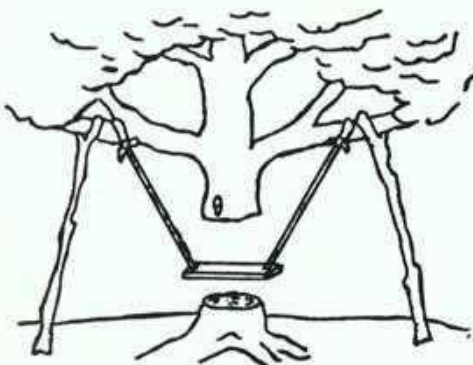
As Sales Ordered It.



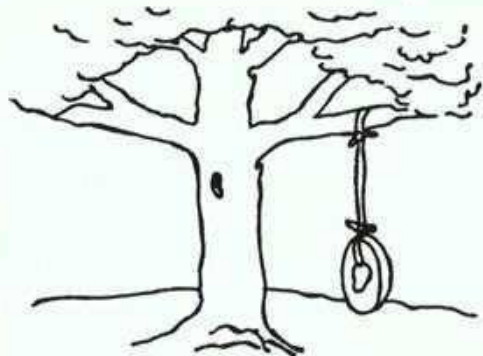
As Engineering Designed It.



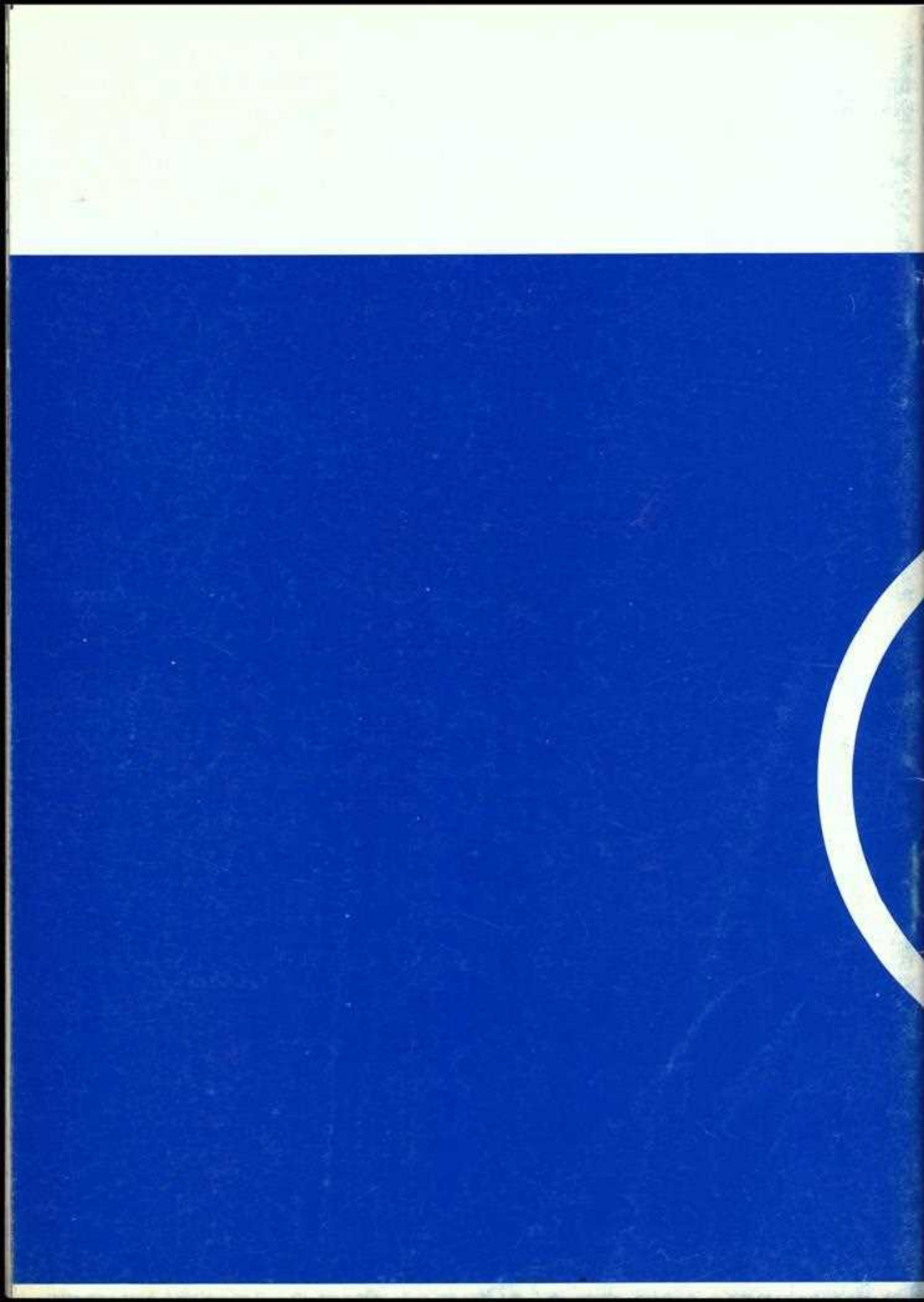
As Factory Made It.



As Plant Installed It.



What The Customer Wanted



PS

BLUE CIRCLE SOUTHERN LINK

Vol. 4, No. 2, AUGUST, 1977

Blue Circle Group entered this striking floating tableau in the Jubilee River Pageant on the Thames on June 9 last, in the culminating spectacle of the Queen's Silver Jubilee celebration. Our photo shows the float passing the Houses of Parliament at Westminster. For details see page 2.





BLUE CIRCLE SOUTHERN LINK

AUGUST, 1977
Vol. 4, No. 2

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Terry Southwell-Keely

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Kevin Moore, Mandy Eccleston
and Kevin Richards

MARULAN:

Dave Perry

MALDON:

Barney Carroll, Val Tranter and
Bill Featon

WAURN PONDS:

Les Wilkinson and Rob Mawson

RIVERVALE:

Bill Wilson

PORTLAND:

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BIRD OF THE MONTH



Miss Val Bounds, typist clerk and memorex operator has been with us since January 1969. Val lives with her parents at Clifton Springs near Drysdale. She loves gardening hence the coleous, ivy and maiden hair fern which adorn her desk.

At present she is doing a dressmaking course at the Gordon Technical College, a wing of the newly created Deakin University.

BLUE CIRCLE SALUTES THE QUEEN

THE QUEEN'S Silver Jubilee celebrations culminated on Thursday, June 9 with her waterborne journey up the Thames from Greenwich to Lambeth, the Jubilee River Pageant and a spectacular display of fireworks.

Despite rather unpleasant weather conditions, tens of thousands of spectators crowded the banks of the Thames to cheer the Queen on her way and in the evening, to watch some 108 entries participate in the river pageant.

The Port of London Authority planned and directed the pageant to provide Londoners, Riverside and British industry and commerce, with an opportunity to pay a fitting "Tribute, Salute and Thanks to Her Majesty the Queen for the first 25 years of her reign" — the pageant theme.

The participants fell into six categories: Lord Mayor's and Armed Services, Thames-side Industry, River Services, Great British Enterprises, Youth Afloat and Dunkirk Little Ships, forming a procession of vessels ranging from dumb barges and motor tugs to motor and steam yachts.

Amongst such great British enterprises as Marks and Spencer, P & O, Vickers, John Laing and John Player, Blue Circle entered a floating tableau specially designed to illustrate the Group's long association with trading along the River Thames. In the early part of this century the company owned a large fleet of sailing barges which were used primarily to dispatch cement from works along the Thames and Medway.

To recall those days, the Group's entry mounted on a dumb barge and towed by motor tug Cemenco, depicted a fleet of silver sailing barges, headed by 12ft high silver statues of the heraldic lion and unicorn. The whole tableau was decorated with balloons and yellow and blue bunting and was fully illuminated.

The float was much admired and gained special mention from the BBC during their

live commentary on the procession.

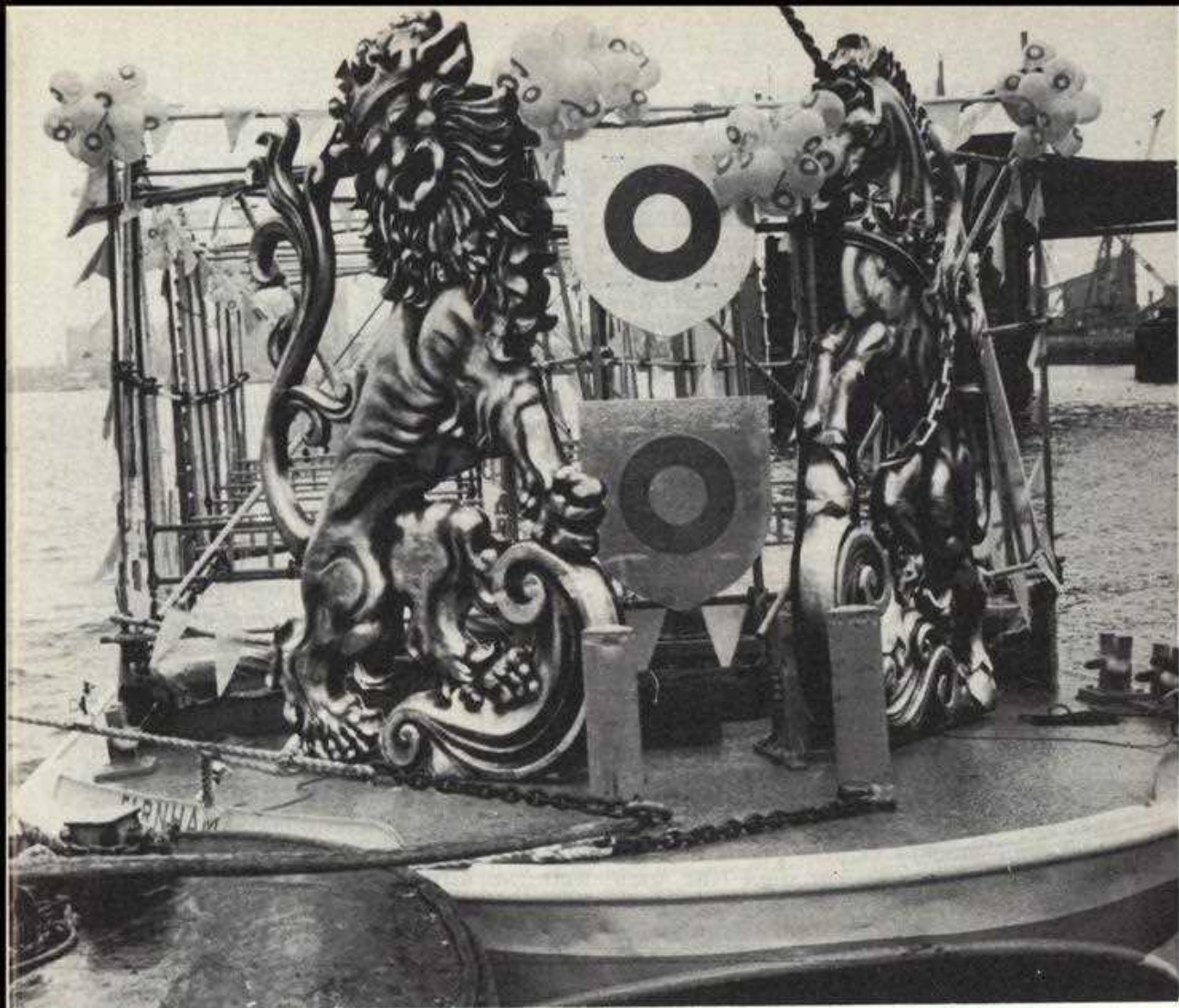
The program was transmitted by satellite and televised throughout Australia by the ABC.

In addition to the Group's own float, Blue Circle also figured indirectly in two further entries. The people of the Borough of Gravesham mounted a display representing trade and industry of the area and amongst farmers and shopkeepers were boiler-suited cement makers. Blue Circle's tug Sandtex was also in evidence, towing the Thurrock Youth Majorettes aboard a dumb barge.

Having shown her paces in the Jubilee barge match, Mirosa enjoyed a well earned rest on the night of the pageant, when she was moored in St. Katharine's Yacht Haven and used by Mr. Brian Arnold to entertain customers. □



This decoration was on each side of the pageant float. Australians saw the pageant on direct TV transmitted by satellite.



The fine heraldic figure-head which decorated the bow of the float. The silver statues of the heraldic lion and unicorn were 4 metres high.

JUBILEE BARGE RACES

For the first time in nearly 40 years the Blue Circle will be seen again on the sails of a Thames barge. The Group is making a contribution towards the cost of major repairs to the Thames barge 'Mirosa' and sponsoring her in the 1977 series of seven barge races or matches as they are properly called.

Points are allotted for each race on the Thames and the winner receives a trophy. Mirosa has won this trophy for the last three years and after her repairs and a major re-fit stands a good chance in the Jubilee series.

At one time sailing barges were probably the major method of dispatching cement

from works along the Thames and Medway. APCM had the largest fleet of barges on the river amounting to over 200 but with the development of road and rail transport their use gradually declined and the last time the Group used them was between the wars.

Today the traffic in cement between Northfleet and Hurlingham and Northfleet and Wouldham makes the Group one of the biggest commercial users of the River Thames.

Mirosa — the barge we are sponsoring — was built by John Howard at Maldon in Essex in 1892. She has a registered tonnage of 49 and was built to load 130 tons.

Cement Odyssey

THE LANGLEY'S OVERSEAS TOUR

Mr. C. Langley, who describes his recent overseas trip in the following article, is Works Manager at Waurin Ponds. He obtained his diploma of Industrial Chemistry at the Gordon Institute of Technology, Geelong. In 1940 he was an analyst and later Assistant Chemist at Australian Portland Cement Ltd., Geelong. In 1954 he joined Kandos Cement Works as Production Chemist. In 1961 he moved to Charbon as Production Manager and was there when Charbon was taken over by the Blue Circle Group. He was transferred to Waurin Ponds in 1969 as Assistant Works Manager, and became Works Manager in August 1969. His story will be continued in our next issue.

The main purpose of our overseas trip was for me to attend a mini technical conference at the Sagunto works near Valencia in Spain. The conference had been organised by the Spanish Asland Cement Coy in which A.P.C.M. (UK) has an 11% financial interest, hence the invitation to members of the Blue Circle world-wide to attend.

In addition to Spain our travels were to take us to South Africa, U.K. and Germany to inspect modern cement plants and see how other countries produce the grey powder.

Our date of departure from Australia was set for Saturday, May 14, with first port of call South Africa to inspect the Lichtenberg works of Blue Circle S.A.

My wife Jean had organised passports and visas. Immunisations had been successfully administered, travellers cheques obtained and Sydney Office had made flight bookings.

All appeared routine for departure until the airline controllers decided to step in and add the element of uncertainty.

The big question, as the strike continued seemingly without solution, became of course "to go or not to go". Alternatives were examined and tentative bookings made to re-arrange the trip in case the strike

continued past the proposed take off date.

We consoled ourselves with the thought that at least we were at home and others were worse off stranded in foreign parts. Nevertheless it was quite a traumatic week.

It is now history that the air controllers returned to work on Friday, May 13. For us this meant a loss of one day since our flight was now reserved for people who had been scheduled to fly out on the previous Saturday and we were to leave on a special flight on Sunday, May 15. Since the airlines were in turmoil we still had to leave Melbourne early on the Saturday morning to ensure we would be ready in Sydney for the Sunday flight to South Africa.

A day in the "sun city" of Sydney seemed more consolation but Sydney turned on a Melbourne day; wet and cold. But the day passed pleasantly enough with daughter Nancy and family.

Departure day at last dawned again wet and cold and with boarding of the Suid-Afrikaanse-Lugdiens Jumbo "Tafelberg" successfully achieved we were at last on our way.

First stop was Perth and all was fine until the Captain announced over the intercome that the last hour of the flight would be on a "cobblestone road" and suggested passengers should hang on. Although the

"cobblestone road" did not eventuate he sat the big kite down on the Perth airstrip as though he were testing it for landing in a ploughed paddock. Fortunately the vital parts of the plane and passengers held together and apart from a dreadful sound of rattling bottles in the galley, all was well. A fresh crew took over at Perth and we hoped for better landings in future.

Next stop was Mauritius, where we were unable to leave the plane, and then on to Johannesburg. The new captain lived up to our hopes with smooth landings at Mauritius and Jo'burg with no further risk to the bottles. Little could be said for the flight from Perth except that we appeared to be running a losing race with the sun which finally set at 11 pm E.S.T. somewhere over the Indian Ocean.

After some 20 hours of flying the novelty had somewhat thinned and Johannesburg, appearing in the distance ahead like a collection of fairy cities, was a welcome sight.

My watch, still on E.S.T., indicated 6.30 am Monday on landing but with 8 hours time difference from Sydney local time was 10.30 pm. After a slight delay at customs (the man dealing with our queue decided it was knock-off time just as we reached him) we were officially in South Africa, and with Mr. & Mrs. Alf Swartz waiting to meet us, we were soon at the Rosebank Hotel and not sorry to turn in.

TWO CEMENT WORKS

The next day Alf Swartz picked us up at 9.15 am to drive the 250 Km to Lichtenburg. At this stage the "jet-lag" bogey seemed a myth as we both felt fresh and ready to go anywhere after a good night's sleep.

The country we crossed on our way to Lichtenburg could easily have passed for some parts of Australia with plenty of eucalypts and Queensland wattles in full bloom. Massive areas of land planted out in maize (mealies), the straggling groups of black people walking along the road-side and road signs in Afrikaans, however, belied the Australian scene.

Lichtenburg could almost be called a cement town with two large works close by. The second works belongs to the Anglo-Alphr Cement Company and is quite a large dry process plant with a new kiln in process of commissioning while we were there.

The Lichtenburg works of Blue Circle S.A. consist of two Humboldt kilns with

three older wet kilns presently out of commission due to lack of demand. Total capacity is 1,375,000 T.P.A.

The work force is mixed black and white personnel with the blacks performing most functions in the plant except kiln burning. The company has a very extensive training program aimed mainly at training the black people. This is a Government requirement for South African industry and to further the program a large training centre was in process of being built in the works area.

Security at the works was very strict with uniformed guards at the gate. All works personnel had identification tags and I had to get a pass signed by the Works Manager for each entry to the plant. This was examined closely each time by the guard as, indeed, were the tags of the works personnel.

While I was engrossed in the cement plant Jean was being shown the countryside. The highlight was a visit to the local "animal garden" which the company was fostering. Pride of the garden was a baby rhinoceros just three weeks old. The young rhino, had been born in the garden, an unusual event in captivity.

Back to Johannesburg on Wednesday and a short visit to Blue Circle head office for discussions. Thursday was a public holiday "Ascension Day" so we were able to do some sight seeing with Pretoria, the South African equivalent of Canberra, top of the list. Both Pretoria and what we saw of Johannesburg appealed as clean well laid out cities. Pretoria, as might be imagined, was most impressive with many new large government buildings in process of erection to house the ever-increasing numbers of public servants.

Our celebration of "Ascension Day" came at 7.15 pm when we ascended in a British Airways Jumbo for London taking with us pleasant memories of our short stay in South Africa. □

BIRTH CONTROL

THE census taker in the outback asked a woman how many children she had. "Four", was the firm answer. "And, by heaven, that's all I'm going to have, too."

"Why so emphatic?" asked the census taker.

"I'm not forgetting what I read in the encyclopaedia," she replied. "It said that every fifth child born is a Chinese."

And you think you're overworked!

Perhaps the following set of instructions issued in 1870 by a store-owner to his employees will make you feel better.

1. Store will open at 7.00 a.m. and close at 8.00 p.m., excepting on Saturday, when it closes at 9.00 p.m.
2. Employees will sweep floors, dust furniture, shelves and showcases. Trim wicks, fill lamps, clean chimneys.

3. Open windows for fresh air. Make your pens carefully. You may whittle the quills to suit your individual taste.

4. Each clerk shall bring in a bucket of water and a scuttle of coal for the day's business.

5. Any employee who smokes cigars, uses liquor in any form, gets shaved at the barbershop or frequents public dance halls will give his employer reason to suspicion his integrity, worthy intentions and all-round honesty.

6. Men employees will be given one evening off each week for courting purposes, or two evenings off each week if they go regularly to church. □

AUGUST IN THE GARDEN

START TO PREPARE FOR SPRING

By MRS. C. G. CROWE
Berrima Bridge Nurseries, Old Berrima

FLOWERS

SOW: Alyssum, antirrhinum, ageratum, aster, candytuft, carnation, coreopsis, cornflower, dianthus, godetia, hollyhock, larkspur, linum, mignonette, nemophila, petunia, phlox drummondii, rudbeckia, sweet pea, verbena.

PLANT: Antirrhinum, carnation, dianthus, iceland poppy, pansy, viola. Bulbs of agapanthus, calla, gladioli, lilium, tigridia, tuberose, lily-of-the-valley, flag iris, tuberous begonia.

VEGETABLES

SOW: Broad beans, silver beet, carrot, onion, peas, parsnip, parsley, white turnip, cabbage, leek, lettuce, **on the coast:** French beans.

PLANT: Asparagus, garlic, herbs, horse radish, Jerusalem artichokes, onion, rhubarb, and, on the coast, potatoes.

Finish pruning and begin spraying

AUGUST, the last month of winter, spells wattle and violets, longer days and, we hope, a little more continuous sunshine and warmth.

Flowering apricots, quinces, early flowering cherries and flowering almonds are in bloom this month. Early daffodils and jonquils are also brightening the garden.

Alterations to garden beds, such as widening and straightening can be done now. Planting of deciduous flowering and fruiting trees and shrubs should be finished without delay.

Finish pruning roses early this month, and any fruit trees which have missed out because of windy, cold weather.

Give peach trees a good spraying with a fungicide to control "leaf curl". This applies both to flowering and fruiting peaches.

Bait for slugs and snails and watch camellias and roses for signs of aphids, which are bad this year.

Invest in a pressure can of aphid spray and spray as soon as a few aphids appear. They multiply very rapidly.

The day he'll never be allowed to forget!



Saturday, May 28, was a very special day for Leon Newman, apprentice fitter. For that was the day he married local girl Sandra Joy Jeffrey.

The wedding took place at St. Nicholas's church in Goulburn, followed by a reception in the church hall.

Canon Nell officiated at the church ceremony.

Best Man was David Eddy, apprentice fitter. Groomsman was Lee Goodfellow, apprentice electrician.

Bridesmaids were Judith Jeffery and Louise Thompson.

Leon's father Noel, is our l/h blacksmith.

About 60 people attended the reception. The bridegroom was almost knocked unconscious when a few of his exuberant friends lifted him shoulder high and marched him around the hall. Everything went well until they decided to march him out of the hall via a rather low doorway — **CLUNK!**

In spite of this, Leon survived to take his bride for a week's honeymoon to Forster on the Central Coast.

Well done Leon!

SNIPPETS

SWEET TERROR

SWEET, passive Eileen Cosgrove, stenographer, has become the terror of the Marulan South roads. She is now the proud owner of an over-powered 90 c.c. Step-thru' motor cycle.

This charming young lady gets a dangerous, determined glint in her eye the moment she feels the power of this huge machine.

ROSS (Randy) Bullock is at present on holidays and is spending this time travelling around with his wife.

There's a rumour going around that he may have gone to Queensland. In any case wherever you are, have a nice time!

STAN (Shorty) Kopec is now on the mend after a spell in Canberra hospital. We wish him well and hope to see him back at work in the very near future.



A SPECIAL PLACE

Perth's Best Known Restaurant

Cities all over the world have their special places, to which local residents proudly take their visitors. In Auckland, New Zealand, this special place is the top of a hill named Mount Eden, in Sydney it is the spectacular Gap, and in Adelaide the well-named Windy Point.

Perth's very special place is a restaurant complex known as the King's Park Garden Restaurant. Perched atop Mount Eliza overlooking the city and the broad expanses of the Swan River, this popular eating and meeting place, is set among the 1,000 acres of lawns, gardens and natural bushland, that make up famous King's Park.

This imaginative and well situated complex caters for all tastes and serves many of the five million visitors who flock to King's Park each year. In the well appointed dining room or its adjoining glassed-in forecourt, from an extensive a la carte menu that includes such delights as Dongara crayfish and Western Australian dhufish, are served excellent luncheons and gourmet evening meals.

An attractive lounge bar in which pre-dinner drinks can be taken, coupled with an excellent wine service, make the restaurant the ideal place for that special occasion, whether it be for two or thirty two.

The well stocked wine cellars at King's Park, contain a host of Western Australian

varieties, wines of many types, the enjoyment of which can give the meal that little extra touch, especially for first-time visitors to the West.

GLORIOUS VIEWS

Like many top restaurants in cities all over the world, the King's Park Garden Restaurant has been built to take full advantage of striking panoramic views.

Stretched out below the lucky diner by day, beyond the lawns and gardens, is the clean sharp Perth skyline, and the sparkling sail dotted widest reach of the Swan River.

By night this smooth water glitters with the reflection of a million lights, and the softly lit pastel-toned skyline has a fairytale touch about it.

The comfortable dining room, the forecourt, and a delightful tree shaded terrace, are all open during the middle morning and mid-afternoon hours, for morning tea or coffee. This service is extremely popular with locals and visitors alike. A more pleasant setting for a restful break from sightseeing looking out over Australia's most picturesque city and the sparkling Swan, is hard to imagine.

Chances are that if you are in Perth for more than a day or two, you will visit it more than once, and be as convinced as are the locals, that it truly is one of Perth's very special places. □



MARULAN HYDRATION PLANT

*Chris Sidor — Hydration plant
bagger.*

John Paull — Bulk loader.

Bill Lacey — Hydrator.

*Eric Bazley — Lime plant
foreman.*



*Terry Croker — Hydration
plant bagger.*

NEW MEMBERS of the WISE OWLS CLUB



CITATIONS:

ERIC COLVILLE was controlling a conveyor system which is used to transport coal from a storage area to a rotary kiln. A bucket elevator is used to raise the material to a higher level.

During the operation, to deflect the coal into a separate storage bin, he operated a flap valve by throwing a lever. The inside

flap of the valve was built up with coal and acted as a counterweight causing the lever to move with great rapidity in the direction of the weight force.

He was struck on the back by the lever and the right side lens of his spectacles was smashed!



STEEL balls had been removed from a ball grinding mill and were being sorted into relative sizes by a group of labourers. This was done by the men picking up the balls and dropping them into drums.

Another employee threw a steel ball approx. 20 mm dia. across the heap. This ball struck a large ball and rebounded into the air, striking Bob Jordan (above) and smashing the lens of his spectacles.

MALDON'S DANGER FITTERS



Bob Colville, Bob Davis, Steve Leet.

Our Burma Railway Expert



ONE of Marulan's most respected "foreigners" is Dirk Kruk (pictured left).

Dirk hailed originally from Holland and arrived in Australia via Indonesia, Burma, Siam, Malaya and a few Japanese prisoner-of-war camps.

This is not the scheduled route from Holland to Australia. And this is just as well as the stop-overs in the camps are not recommended by Dirk.

One of the advantages of this trip, he says, was the free tuition in railway building.

This was gained mostly on the Burma-Siam railroad under the expert guidance of the temporary proprietors, the Japanese.

Another stop-over he made was at the bridge over the River Kwai. However this was during 1943/44, some considerable time before the film was even thought of.

Dirk started with the company in 1957 and has just completed 20 years of service.

By the way, he is now General Foreman — Lime Plant.

Pity the Paymaster!

THE MECHANICS BEHIND YOUR PAY PACKET

Administration in itself does not produce, distribute or market any tangible product. It provides an array of services which form a business superstructure through which the company operates in the business world. The larger the company the more diverse and complicated are its administrative needs.

Blue Circle Southern Cement is a large company covering three States. Thus, its administrative procedures are quite complex. The Works are large in themselves, requiring their own administrative personnel. The Works administration serves two masters, the Works and Head Office.

Even though the Works are different in many respects, certain common administrative services must be provided. A Works would not operate unless wages were paid, bills paid, stores controlled, typing done, the switchboard answered, cost information collected and reported, registrations and insurances kept up to date.

As each Works is different in many ways, including administrative methods, the following methods could be different in Works other than Maldon. But this system is a general one.

The accounting system currently operating is a mixture of both the old and the new. We have access to a sophisticated computer system which we use to handle wages, stores and costing. The large number of transactions in these areas make the computer economical. Its ability to process and analyse data quickly make it advantageous in regard to producing information which would otherwise not be available. Areas such as ledgers which have a relatively low transaction rate are still done by hand, as this is the most economical method.

It is the aim of the computer applications to help both the administrative staff in their jobs and to help management in operating the works more efficiently. Naturally this cannot be achieved without the co-operation of all concerned.

Wages are the area where most people come into contact with the administration.



Accountant Barry Kelly, author of this article. His duties include supervising the general office routine.

Here is a brief description of the system at Maldon.

Wages are processed by the computer, however, certain functions have to be completed before this processing can be effected. Firstly, any changes to rates of pay, taxation rates, errors from previous weeks, have to be noted and entered on to a special computer input form. This updates the master file which is used in conjunction with the actual computer programme to act upon weekly hours, deductions and allowance information to produce the pay slip and other allied reports.

The hours, deductions and allowances data is collected from the Bundy cards and time sheets. This information is then transposed on to a computer input sheet. It is then batched, punched and transmitted by way of a telephone link to the central processing unit at North Sydney. The important factor here is that all the data has to be transmitted by 2.00 p.m. on Tuesday. This is to allow sufficient time for the data to be processed and the resulting pay slips and reports to be sent back to the works in time for them to be checked and made out ready for collection on Thursday afternoon.

Barry Kelly, Maldon Works.

SUPER INTELLIGENCE TEST

(Specially compiled for those who consider their intelligence really needs testing.)

RULES.

Time allowed: 3 hours.

30 minutes extra allowed for reading this paper.

Answer any TWO questions simultaneously if you think this will improve your

answer.

Where appropriate, answers should be illustrated nicely with diagrams, graffiti, or picture postcards.

Legibility, English and grammar will, if possible, be considered advantageous.

1. Who won World War Two?
2. Who came second?
3. What is one silver dollar made of? Two silver dollars?
4. Explain Einstein's theory on hydrodynamics OR write your own name. (IN BLOCK LETTERS.)
5. Spell the following (a) Dog (b) Car (c) Mat. Only three letter words may be used.
6. What time is the News at Ten on? Nominate your choice A.M. or P.M.
7. Approximately, how many commandments was Moses given?
8. There have been six Kings of England named George, the latest being George VI — Name the other five.
9. Who built Stevenson's Rocket?
10. What musical instrument does Phil the fluter play?
11. Do you understand Newton's Law of Gravity? Answer Yes or No.
12. Spot the deliberate mistake: "An apple a day gathers no moss."
13. Name the odd man out in the following: Cardinal Heenan, The Pope, Bob Hawke, Archbishop of Canterbury.
14. Who is the odd man out? Shamus O'Toole, Sean O'Flattery, Idi Amin, Patrick Murphy.
15. Name the winning jockey in the 1975 Greyhound Derby.
16. Who built the great Pyramids (a) Colonel Sanders (b) Whelan the Wrecker (c) Gough Whitlam (d) Pharaohs.
17. In the 1976 sheepdog trials, how many were found guilty?
18. Who wrote Shakespeare's "Twelfth Night"?
19. Which of the following football codes originated in Australia? Soccer, Australian Rules, Rugby, Rugby League.
20. Sydney Harbour Bridge was completed in 1932 at a cost of \$18 million. Nominate the State capital in which you think it might be located.
21. Who said recently "Life is not meant to be easy": Confucius, Alexander the Great, Malcolm Fraser, the Pilgrim Fathers, Popeye the Sailorman? ☐

YOU, TOO, CAN WIN A HALO!

(Dedicated to all "Link" representatives)

A Blue Circle Man stood at the Pearly gates,

*His face was worn and old;
He merely asked the man of fate
Admission to the fold.*

*"What have you done?" St. Peter asked
"To warrant admission here".*

*"I edited the monthly "Link" on Earth,
For one long dreadful year."*

*The gates swung sharply open then,
As St. Peter pressed the bell.*

*"Come in" he said "and grab a harp,
You've had your share of hell".*

(Tom Pepper)

*MY FATHER, when drunk, would invariably throw wild parties.
Unfortunately, the wild party was usually my mother.*

WAURN PONDS

WEDDING ANNIVERSARY

Production Foreman Ken Moore of Waurn Ponds and his wife Yvonne celebrated their 23rd wedding anniversary recently. They have four sons (below), left to right — Chris, Paul, Timothy and Laurie (not in picture).

Ken was first employed as a spare man nearly 12 years ago, and later had experience on the Fuller Cooler as a beltman on the dryer, and crane operator.

After 18 months of employment he was promoted to Production Foreman.

BIRD OF PASSAGE

Cheryl Wood, our recent Bird of the Month at Waurn Ponds has just arrived back from an 18 day P. & O. cruise on the Arcadia. She was accompanied by her sister Barbara and girl friend Karen Pallett.

The cruise took them to Fiji, Honiara, Suva, Savu Savu, Tonga, Latauka, Nadi and Brisbane.

Needless to say, the girls had a wonderful time.

THE STORK CALLS

Waurn Ponds Laboratory Shift Tester, Murray Bennett and wife Elizabeth announced the arrival of their tiny baby boy Clinton John on June 1.

HE SWALLOWED THE ANCHOR

Introducing Ted Wilson, new Production Foreman and his family. Although their home has been in Geelong for the past two years, Ted as a Marine Engineer had been employed as a

east coast
Here
their
11, Vivi



SAD PASSING

The management, staff and all employees at Waurn Ponds extend to Frank Nicholson and family their deepest sympathy in the sad loss of his wife Rhonda.

THE GAME'S THE THING!

The Social Club has yet to fix a date for the football match of the year between Production and Maintenance.

The coach of the Blue Hats (Maintenance) will be Jack Whitton, better known as Waurn Ponds Barassi, an experienced coach whose fiery pep talks get the utmost out of his lads.

They believe they will be too strong for the Yellow Hats who will be under the guidance of Charlie Cromer, another great orator.



HISTORIC U.S. KILNS

These interesting photographs were taken by Mr. Mike Brown, Assistant Works Manager, Berrima. They show the original vertical kilns that were used by the Coplay Cement Co., which is just outside Allentown, Pennsylvania, U.S.A., in the 19th Century.

They are now being restored because of their historic interest and importance by the Coplay Cement Co.



AT WAURN PONDS SOCIAL CLUB CABARET



Neil and Beverley Saville.



*Above: Ern Trench and friend.
Right: Ross Bath and friend.*



Above: Eric and Dorothy Baker.



*Above right: Drummer Peter Massey.
Right: Ray Wood, Andrew McNicol and
Bill Meesen.*





Len and Dot Horne.



Peter Czepil and friend.



Mick and Janice Baran.



Peter and Lorraine Masterman.



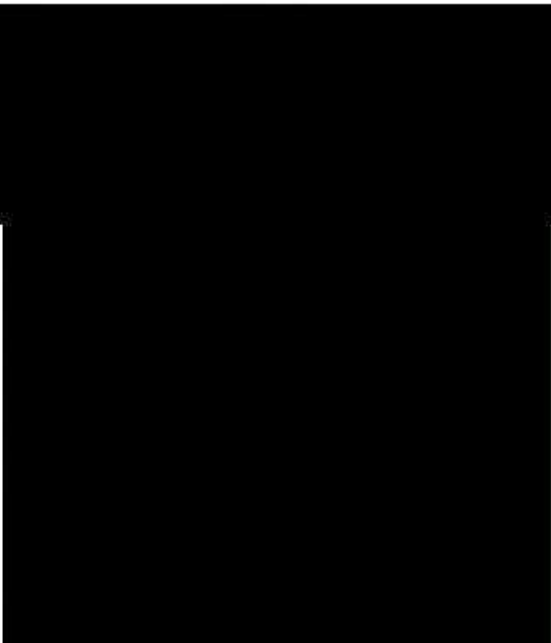
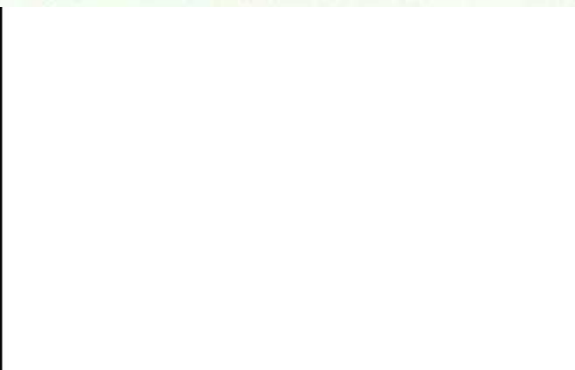
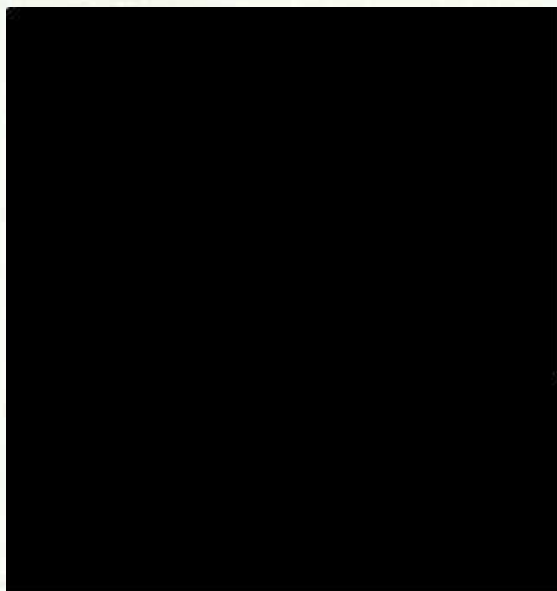
Above: Ken and Betty Massey.

Above right: Roland and Barbara Cartwell.

Right: Darryl and Peggy Love.



BERRIMA ROUND-UP



his Best Clubman award.



* * *

RECREATION CLUB

At the annual general meeting of the S.P.C. Berrima Recreation Club, the following office bearers were elected:

President: Don Moore. Vice President: Gus Hermes.

Secretary: Kevin Rickards. Minute Secretary: Karen Beveridge. Treasurer: Graham Beveridge.

Committee: John Burnell, Bruce Clynes, Roger Goward, Fred Robjont, Helen Staubner, Bill Strong, Peter Sutton and Geoff White.

TRAGIC ACCIDENT

All at Berrima were shocked to hear of the tragic accident near Berrima's general office entrance recently when Jim Thorpe, who retired in January, was killed.

Jim, an ex-loco driver, was enjoying his retirement to the full and had just bought a new car.

Our sincere sympathies go to Mrs. Thorpe and to relatives.

CONGRATULATIONS to Andy Carey, No. 5 Burner's Assistant, and Beryl Jenner on the recent announcement of their engagement.

WORD has been received from Alf Hare and Leon Piotrowski who are caravanning in Cairns.

Both recently retired from Berrima and are enjoying the winter and scenery in North Queensland.

Back row: L to R: Joe Yardie, Bill Hutchings, Peter Bonner, Wayne Roderick (captain), Steve Middleton, Ray Downs and David Easter.

Front row: L to R: Stuart Easter, Alan Pike, Peter Thorpe, Terry Newey and John Parsons.

Alf expects to stay in Cairns until the end of August and writes that he can now understand why people want to leave the N.S.W. winter for the tropics. Both send their regards to all at Berrima.

NEVILLE COOPER has been burning up the grass at the Mittagong Golf Club since transferring from Charbon.

Playing in their pennant team, his team recorded their first win in the competition. Recently he won the major award in a Sunday competition.

THE Red Cross Blood Bank visited the Works and 48 pints of blood were collected.

Another visit has been arranged for Wednesday, September 21 and it is hoped that this will become a regular event.

S.P.C. Cricket Club Dinner

On May 28 some 80 players and supporters of the club gathered at the Moss Vale Services Club for the annual presentation dinner, during which the following trophies were presented:—

SECOND GRADE:-

Batting average — A. Pike; Batting aggregate — A. Pike.

Bowling average — D. Easter; Most wickets — D. Easter.

Most Catches — A. Pike; Fielding award — A. Pike.

Most improved player — P. Thorpe.

THIRD GRADE:-

Batting average — B. Wright; Batting aggregate — J. Parsons.

Bowling average — C. Moule; Most Wickets — C. Moule.

Most catches — J. Parsons; Fielding award — J. Parsons.

Most improved player — T. Moore.

Club Awards:-

Highest score for season — T. Newey.

Clubman Award — K. Whalan.



Colin Moule receives his bowling trophies.



Bill Gale presents Trevor Moore with his most improved player in Third Grade trophy.



Bob Magnus proudly shows his wife Doreen the trophy presented to him for his work as curator in preparing the grounds.



Lloyd Veal presents Peter Thorpe with his trophy for being the most improved player in second grade.

RECREATION CLUB SEEKS STATE GRANT

Recreation club officers Don Moore, Kevin Richards and Graham Beveridge recently had a meeting in Sydney with Mr. J. Stathers, who represented the Minister for Sports and Recreation, Mr. Booth, in connection with a government grant for the proposed Sports and Recreation Club.

The government recently announced that sporting groups throughout N.S.W. can now apply for guaranteed loans to improve their facilities, such as the purchase of land, construction and improvement of buildings and acquisition of plans or equipment.

The scheme aims to provide incentives to assist sporting bodies to undertake self-help programs.

It was a long meeting during which every avenue of the government grants was discussed.

It was stated the government receives approximately 720 applications for grants and assistance each year, but only 60 of these receive adequate funds.

The sporting needs of each area are explored before a final decision is made, such as existing facilities.

Any club submitting a request for a grant must show the government that it is a need, and not a want, and all members must work for the club and raise money to prove to the government that everyone is backing the proposal.



Terry Saker, member of S.P.C. third grade cricket team and "Links" cricket reporter.



Barry Wright, all smiles, after receiving his cricket trophy from Bill Gale.



The long arm of John Burnett around his wife Maxi, as he sits next to the charming Prabha Yardi at the cricket dinner.

Bill Treverrow, in the background, seems amused by the act.

Farewell to an old friend



General Manager Com Cheyne (left) says farewell to Eric Moss on the eve of his retirement.

We at Swan recently farewelled Eric Moss (Mossie) on his retirement after some 23 years as a member of the office staff.

Eric is another of our senior members who was present at such historical events as:—

- Conversion of fuel at Rivervale from coal to oil to natural gas.
- From local company to Blue Circle Southern Cement.

The Moss family migrated from Calcutta, India, in January 1954 and settled in Perth. This proved to be one great advantage to Swan.

During the Second World War Eric served with the British Indian Army, Corps of Royal Indian Engineers (Transportation — Docks Operating) in the India/Burma theatre. He served in the ranks, was commissioned in 1942, and demobilised as a major in 1946.

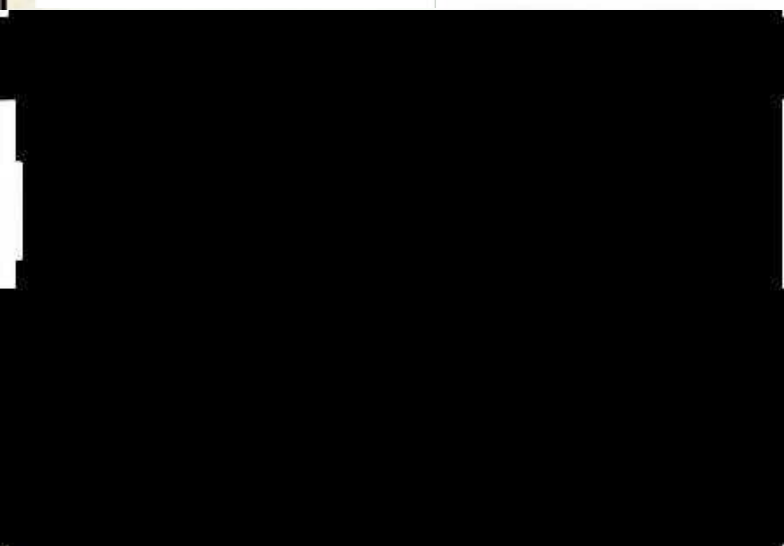
He completed 23 years service with the Bengal Chamber of Commerce before joining Swan.

Our spies inform us that Eric has not yet quite made up his mind on future activities. But whatever they are, we at Swan, especially the girls!! wish both Eric and Mrs. Moss all the best in the future.

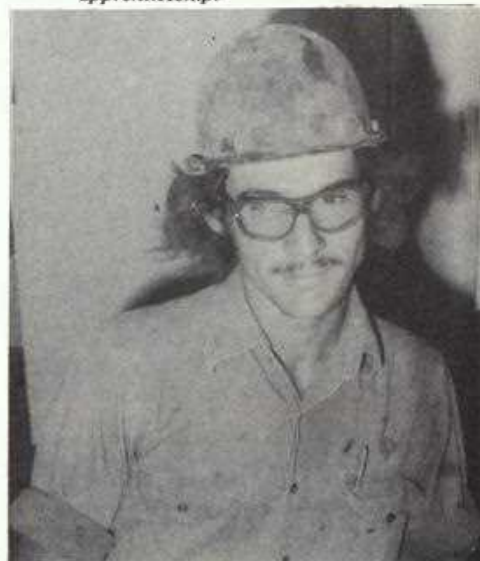
New 1600HP Cement Mills



Works Engineer David Edmiston and Works Manager Harry Mathew pass critical eyes over the new equipment.



Below: Apprentice fitter Frank Kidman completes his 4 year apprenticeship.



Above: L - R: Apprentice boilermaker Brian Bennett with Works Engineer David Edmiston and Asst. Works Manager Jeff Trew who presented annual awards to the apprentices.

SAFETY PAYS OFF!



Safety Awards were presented to Rivervale 'day workers group' for having achieved 25,000 manhours without lost time injury.

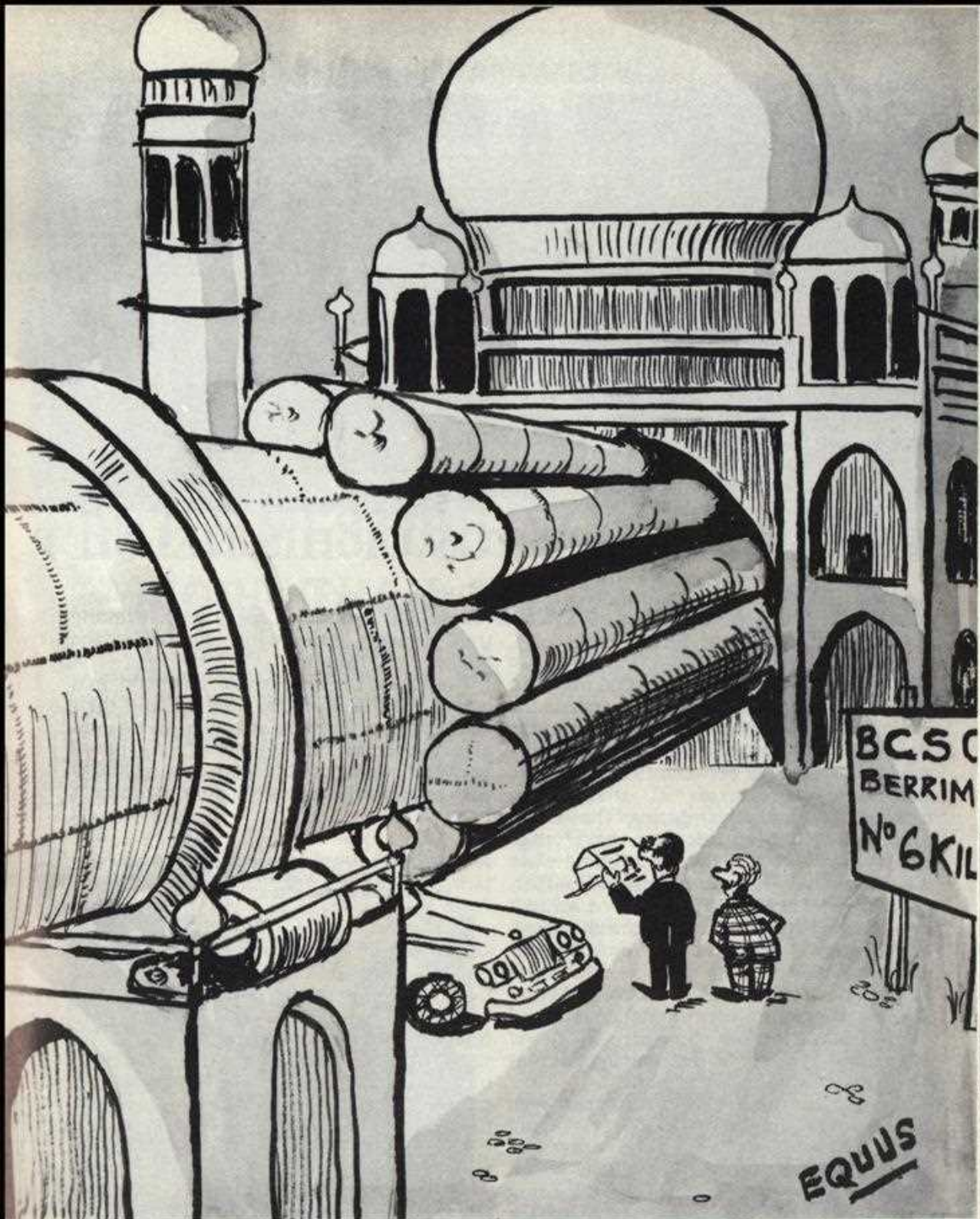
L to R: Rex Radford and Jim Bennett. Centre: Harry Najjarine, Neil Campbell, Ken Hughes, Roger Bennett, Bob James and Geoff Woodard. Seated: Wayne Lowson, Ben Ballesteros and Harry Martin.

A Gaggle of Apprentices



Gathered to receive annual apprentice awards.

L to R: Michael Keeley, fitter, 3rd year. Ian Hopkins, fitter, 2nd year. Brian Bennett, boilermaker, 3rd year. Bob Cirilus, electrician, 3rd year. Graham Cairns, instrument technician, 1st year. Lee Smith, boilermaker, 3rd year. Danny Bagster, boilermaker, 2nd year, and Mark Norton, fitter, 1st year.



"I'M AFRAID IT'S NOT QUITE WHAT WE HAD
IN MIND."

FRANK BELL HANGS UP HIS HELMET

After 30 years of service Francis (Frank) W. Bell decided to call it a day. He retired on Friday, June 10.

Frank's association with the Marulan area is lifelong. He was born in Old Marulan now Marulan South, and attended the Marulan public school. He left school at the age of 14½ to work at the Weenga quarry which was situated between the old M.P.C. and S.P.C. quarries.

Times were tough during the Great Depression. During this time the Weenga quarry worked for two weeks and then closed for four. The job was not easy either. It involved hooking skips of stone on to a continuous rope powered by a steam engine.

When the Second World War broke out Frank joined the army and was discharged in 1943 due to ill health. Between 1943 and 1947 he worked in Sydney and then returned to Marulan to join Southern Portland Cement in June of '47. The manager at that time was Mr. John Honmonn.

During his time here Frank has seen tremendous changes in the quarry — from steam locomotives, which he drove, to modern diesel locomotives; from steam shovels and the Marion shovel, and loading trucks capable of holding 7 tons, to the present front-end loaders and Euclids capable of transporting 50 tonnes of limestone.

He held most positions at Marulan, including those of labourer, powderman, truck driver, Euclid driver and grader driver

— the position he held when he retired.

Long service seems to be a Bell family trait. Frank's father, Joe, worked at the quarry for 20 years.

Frank and his wife, Annie, have bought a house near Moree and this will be their headquarters for their many trips out and about in the future.

Everybody at the Marulan South Quarry wishes you all the best in your retirement Frank.

Top: Section of the crowd at Frank's farewell.

Above: Works Manager J.H. Teague makes a presentation to Frank Bell.



BUT LIMESTONE WAS QUARRIED MORE THAN 100 YEARS AGO

August 4, 1977 marks the 75th anniversary of continuous cement manufacture at Portland Works, although cement had been made at Portland long before 1902.

After the crossing of the Blue Mountains by Blaxland, Wentworth and Lawson in 1813, a Peter Macpherson entered the district in 1828 and quarried limestone for his own use.

But Thomas Murray was probably the man who pioneered our type of industry at Portland, when in 1869 he quarried and burnt limestone, and marketed the final product.

At this time, however, Portland was known as Limestone Flat and was not officially gazetted as the town of Portland until May 30, 1906.

The Cullen Bullen Company purchased Murray's plant in 1883, and following their success in the production of lime, began to manufacture cement in 1889. This was known as the Cullen Bullen Lime and Cement Company.

In 1895 their venture failed, and John Raffan attempted to keep the industry alive.

The New Zealand Mines Trust entered the scene in 1899, when they purchased the lime, cement works and colliery from John Raffan.

In 1900 they floated the Commonwealth Portland Cement Company Limited and began the installation of two Krupp rotary

kilns and ball milling plant in 1901.

The Works then started on August 4, 1902.

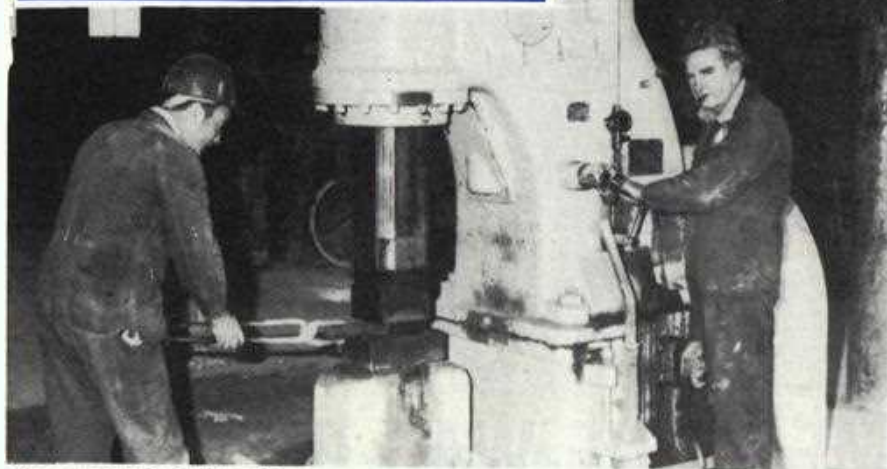
The past 75 years have seen many changes. The original plant had been built with expansion in mind and many additions were made over the years.

The Works, of course, was a boon to the district and in 1911 the towns main thoroughfares were illuminated with power supplied by the works. The whole town in fact was supplied with power from the Works in 1925. □



Quarrying limestone in 1920.

PORTLAND



CHANGING STYLES

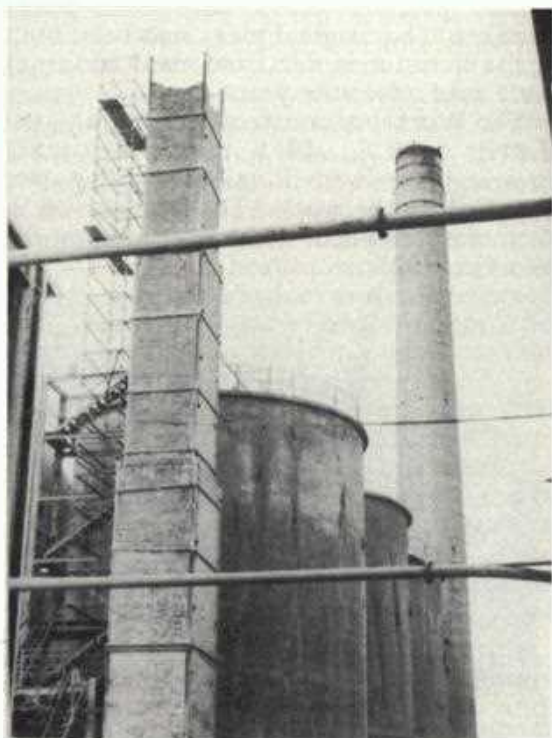
It's amazing how things change over the years, hair styles, clothing, food, the weather and even work methods.

We have all read about the blacksmith swinging his hammer "under the spreading chestnut tree". And this writer who comes from a long line of smithy's, can still visualise our old blacksmiths shop in England. The red hot shoes, and smell of

singeing hooves.

I can still see our donkey Tommy, who pulled a small cart when I was knee high to a grasshopper.

But enough of nostalgia. In modern blacksmiths' shops they no longer swing a hammer, and pictured is Rex Kearns and Tommy Hyde demonstrating Portlands trip hammer.



FAREWELL, FAITHFUL FRIEND!

The demolition is being carried out of No. 3 Kiln, which after having served us well in the past has now unfortunately to go to the breakers.

Known as No. 7 Kiln in the original plant, it was erected in 1914/16. During 1959 after being converted to wet process it was changed to No. 3 and has so been known until this day.

FIRST AID

As our usual first aid attendant, Harry Kearns was away recently for nine weeks touring the globe, it was necessary temporarily to fill his position.

Dennis Rayment from the yard gang was the man chosen and ably carried out his duties during Harry's absence.

WELCOME ABOARD

Back at Portland again is Bill Klohn, junior, after a spell at Groote Eylandt as a fitter. Bill served his apprenticeship with us until early this year and then had a spell at Groote before coming back to the nest.

Another new face is telephonist/typist, Betty Pearson.

Betty, who resides in Lithgow, joined us in May, and always has a cheery smile for one and all.

HOT NUMBER

Henry Flynn, Burner on No. 1 Kiln. Henry has been with us since 1958 and has burnt on all three kilns during that period.

Henry's brother Les, also works at Portland in the laboratory and is a well-known local cricketer.

NEW INDENTURES

Our 1977 intake of two apprentices recently signed their indentures, and the normal Portland tradition for such occasions was followed.

The parents of both lads were invited to morning tea, where the requirements of the document they were to sign were explained.

Mr. Ken Hulonce, Works Manager, welcomed the parents and sons to Portland

Works and told them of the advantages of a craft training.

Peter McDiarmid, apprentice fitter and Neil Stait, apprentice boilermaker then put pen to paper and signed their indentures. We all wish them well in their chosen trade.

Pictured: Neil Stait, left and Peter McDiarmid, right, raise a smile with Mr. Don Burton after signing their Indentures.



Check your blood pressure YOU, TOO, MAY BE HYPERSENSITIVE!

by SUELLEN OVERTON
(Computer Programmer, Head Office)

What does "hypertension" mean? Many associate the word with "stress". In layman's language it simply means high blood pressure.

Hypertension is a serious problem. It is an underlying and major cause of death among men and women of all ages in the community. It is a major contributor to heart and kidney disease and a leading cause of strokes.

An untreated hypertensive person is four times more likely to have a heart attack or a stroke as someone with normal blood pressure, and twice as likely to develop kidney disease.

Hypertension is one of the most neglected of health problems as it seldom produces symptoms and is often only diagnosed by accident. It may be discovered for example when a patient visits a doctor for a life insurance examination or check-up during a mass screening survey.

It is of paramount importance to educate the community, or at least draw its attention to a problem whether labile (borderline) or chronic, which if diagnosed, can effectively be treated.

BLOOD PRESSURE...

Although most of us know what it is like to have our blood pressure taken, how many of us know what blood pressure is and how it is measured?

Blood pressure is the pressure exerted by the blood within the arteries. The degree of pressure depends upon the force of the heart beat, elasticity of the blood vessel walls, resistance of the capillary bed, and volume and viscosity (stickiness) of the blood.

Blood pressure is expressed in millimetres and is measured by a device called the sphygmomanometer — from the Greek, meaning a pulse measure — which measures the air pressure needed to raise a column of mercury. It is used by winding a cloth cuff tightly round the patient's arm and pumping air into the cuff. Thus, as the cuff expands, the column of mercury rises in response to the increasing air pressure. That pressure causes the cuff to press against the brachial artery, stopping the flow of blood.

The doctor, with his stethoscope pressed against the patient's forearm, knows that the flow has ceased when he can no longer hear the heartbeat. At this point he slowly releases the air from the cuff. As pressure drops, the mercury column begins to descend; the cuff loosens, and the blood begins to flow through the arm again.

When the doctor hears the heartbeat again, he notes the level of the mercury column and this reading is called the systolic measurement. It is the higher of the two figures in the measurement of blood pressure and reflects the force with which the heart is delivering blood to the body.

When the doctor lets more air out of the cuff and continues to listen to the pulse, it momentarily gets louder and then fades. He notes the diastolic pressure at the point when the pulse sound disappears. The diastolic pressure is the lower of the two figures and is the pressure in the circulatory system when the heart is relaxing and refilling.

GENERAL IGNORANCE

Mrs. Pamela B., a 60 year old widow, had noticed a marked recent deterioration in her eyesight. Soon after she visited an eye doctor, and found herself in hospital because of raging hypertension (blood pressure level being 250/160mm.) which was damaging the retina in the back of her eyes. She had developed what is technically called "malignant phase hypertension". The previous horrific odds against recovering from such a condition have been totally reversed by modern drug treatment and she can expect to regain fairly normal eyesight.

Robert G., a 20 year old, owes his detection as a hypertensive to a vigilant neighbour who is a trained nurse. Robert had never before been told that he had high blood pressure, although at life insurance examinations, medical staff had always asked him to stay on the couch and the measurements were repeated. His blood pressure elevation is mild, but is unusual at his age and there is no certainty about the rate at which it will rise to treatable levels.

At least he will now seek and receive regular surveillance, as he knows that symptoms are poor or even non-indicators of a person's blood pressure level. He knows that his current level is 150/95mm.

UNTREATED PATIENTS

A national screening survey was conducted by the Australian National Blood Pressure Study (NBPS) within the National Heart Foundation of Australia over a period of two years. This showed that half of the hypertensive subjects among the 85,583 people screened were unaware of a blood pressure problem.

The people screened were from four urban centres and were men and women between the ages of 30 and 69 years. The overall incidence of mild hypertension (diastolic pressure between 95 and 109mm) was in excess of 15%. Of the number screened, 989 or 1.2% were found to have untreated moderate to severe blood pressure elevation (i.e. diastolic blood pressure greater than 109mm.Hg.).

This overall rate of 1.2% is a fair indication that probably in excess of 100,000 people in Australia have untreated high blood pressure of a moderate to severe degree which would definitely benefit from treatment.

Another study looking at young (less than 35 years of age) borderline hypertensives was carried out by the Department of Internal Medicine, Hypertension Section, University of Michigan Medical Centre. One hundred and twelve patients with labile (borderline) hypertension were instructed to take their blood pressure at home under conditions of everyday life.

Labile or unstable hypertension can pose a perplexing problem especially if the blood pressure is elevated in the home conditions. Those falling into this category are likely to have a high risk for future hypertension. The readings from this group were compared with the values of 49 normotensive controls (i.e. subjects with normal blood pressure). Thirty per cent of patients with borderline hypertensive readings in the clinic were hypertensive at home and only 28% of patients were clearly normotensive.

Clinic blood pressure levels, family history, body weight and heart rate failed as predictors of which patients were likely to be hypertensive at home.

These studies and figures are only a sample and various factors such as age and occupational status may have some effect.



Suellen has her blood pressure checked.

However, they are an indicator that it is a problem which should concern the community as it occurs fairly prevalently and is sometimes disguised in its varying degrees of severity.

WHAT ARE THE CAUSES?

Throughout man's recorded history there have been several references to hypertension but it was not until 1929 that a link between high blood pressure and fatal illness was documented.

A Harvard physician, Dr. Samuel Albert Levine, noted that of 145 heart attack patients, 60% had been hypertensive.

For all the advances in medicine and for an increased ability to control high blood pressure, doctors are still not sure what causes hypertension. Some cases stem from kidney disease, others can be associated with a condition called coarctation or pinching of the aorta — the main artery leading from the heart — some to pheochromocytomas and other tumors of the adrenal glands that cause overproduction of certain hormones involved in blood pressure control. But all these conditions do not account for more than 5% of hypertensive victims.

Among several factors which researchers have discovered to be involved in hypertension is obesity. Excess weight can bring an increase in blood pressure as the heart must work much harder to pump more blood through a larger body or more extensive circulatory system.

Diet may also influence a person's blood pressure. It is believed that salt intake plays a role in pulse changes as it helps to retain fluid volume in the body and in turn increase blood pressure. It is interesting to note that



Patients heart reaction being tested on a walking machine.

tribesmen in Africa who eat very little salt, rarely if ever develop high blood pressure.

In contrast to this, people in northern Japan who would eat around 50 grams of salt a day, have about a 50% incidence of death caused by stroke, a common complication of hypertension.

Heredity can also play a part. People whose parents were hypertensive, have a greater chance of developing high blood pressure than those whose parents were normotensive, that is with normal blood pressure.

Researchers have also found that there is a relationship between stress and hypertension. Blood pressure normally rises with excitement or alarm and in most people, drops when the excitement is over. For many people, according to one theory, the level drops by smaller increments eventually stabilising at a higher level than before.

A discovery made by an American professor of medicine, John Henry Laragh, a pioneer in the treatment of high blood pressure, showed a link between oral contraceptives and high blood pressure. He discovered that about 25% of all women who use the Pill are hypertensive. This is due to the fact that the Pill's estrogen-like substances stimulate the renin system. This

in turn causes an increased aldosterone production resulting in high blood pressure.

Treatment for hypertension offers a great deal of hope. These days with the development of many effective blood pressure lowering drugs, drug therapy is the most popular way of treating hypertension. Compared to diet, which needs will power and may not be followed strictly by the patient, or surgery, drugs do offer a more certain way of controlling high blood pressure.

PREVENTION OR CONTROL

The most popular drugs seem to be diuretics, fluid pills. These decrease the kidney's retention of salt and thus, the amount of fluid in the body which in turn lowers the blood pressure as the volume of blood is lowered.

Another form of popular drug therapy is the use of beta-receptor blockers, either alone or combined with a diuretic. With some anti-hypertensive drugs, side effects such as dizziness and drowsiness or even impotence have sometimes been a hindrance. Doctors have learned that by adjusting dosages or switching from one drug to another these problems can be minimised or avoided.

For those who have high blood pressure, the outlook is bright. If patients follow the treatment prescribed by their doctor, have sufficient exercise and suitable diet they can combat the problem and prevent it from worsening. However, it must be realised that treatment or regular checks should not cease just because the symptoms may have disappeared.

Have you had your blood pressure checked recently? If not, do yourself a favour and remind your doctor next time you visit him, and join forces with the rest of the community and fight this potentially dangerous condition.

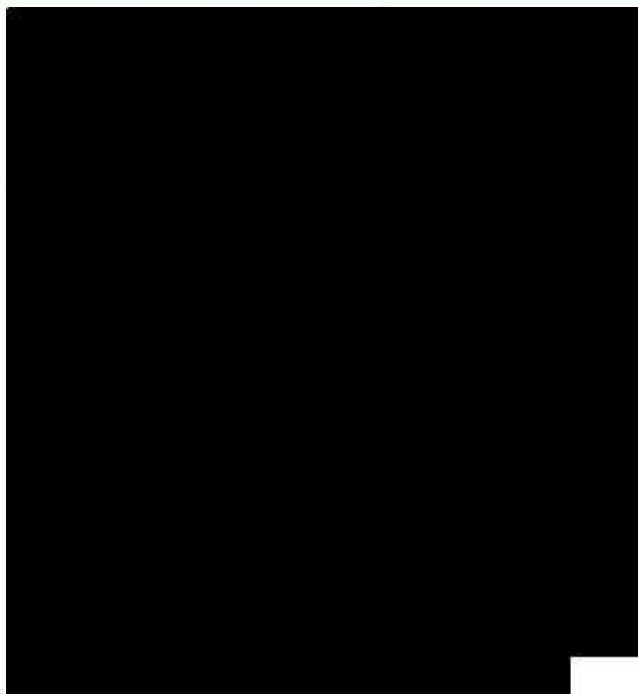
ACKNOWLEDGEMENT: I would like to thank Dr. Stephen H. Hunyor, F.R.A.C.P., F.A.C.C., N.H. & M.R.C. specialist in cardiology, Dept. Cardiology, Royal North Shore Hospital, for his generous assistance and also the staff at the hospital who assisted with photography.

PLAGIARIST

THE dear old lady returned to the bookseller who had advised her to read a volume of Shakespeare's plays.

"I can't understand why you make so much fuss over that man", she said. "All he's done is to string together a whole lot of very old well-known quotations."

The Blue Circle Boys.



21.6.77.



Ton

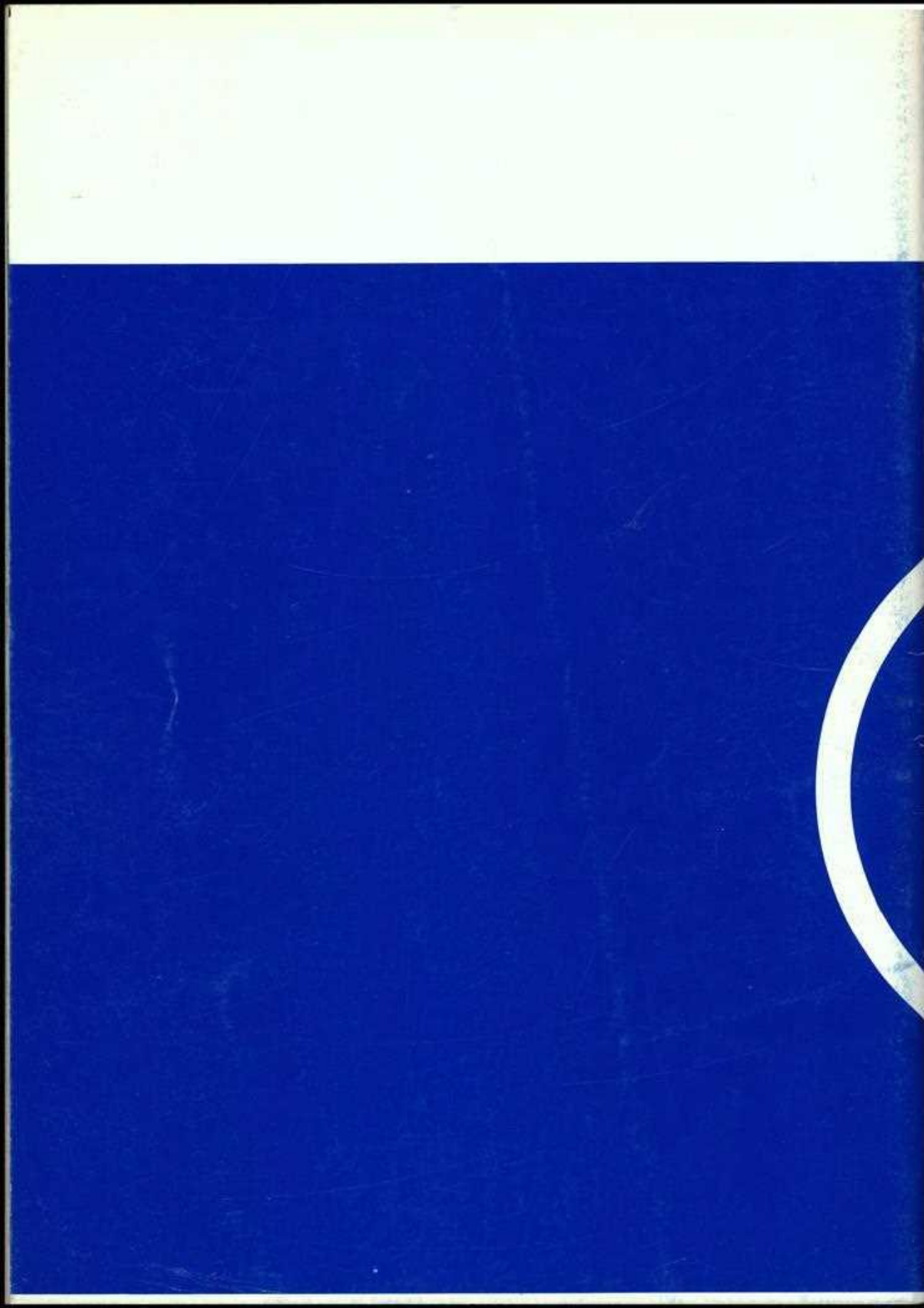
"ARE YOU THE NEW FIRST AID ATTENDANT?"

Below: Trevor Hill, quarry clerk, Waurm Ponds, and Catherine with their two boys Russell (six) and Darren (eight). Trevor and Cathy are busy people as renovations to their home in Leopold takes up most of their spare time.



Right: Electrical apprentice Neil Hickman updating the model of the Waurm Ponds works by making and fitting the new conditioning tower.



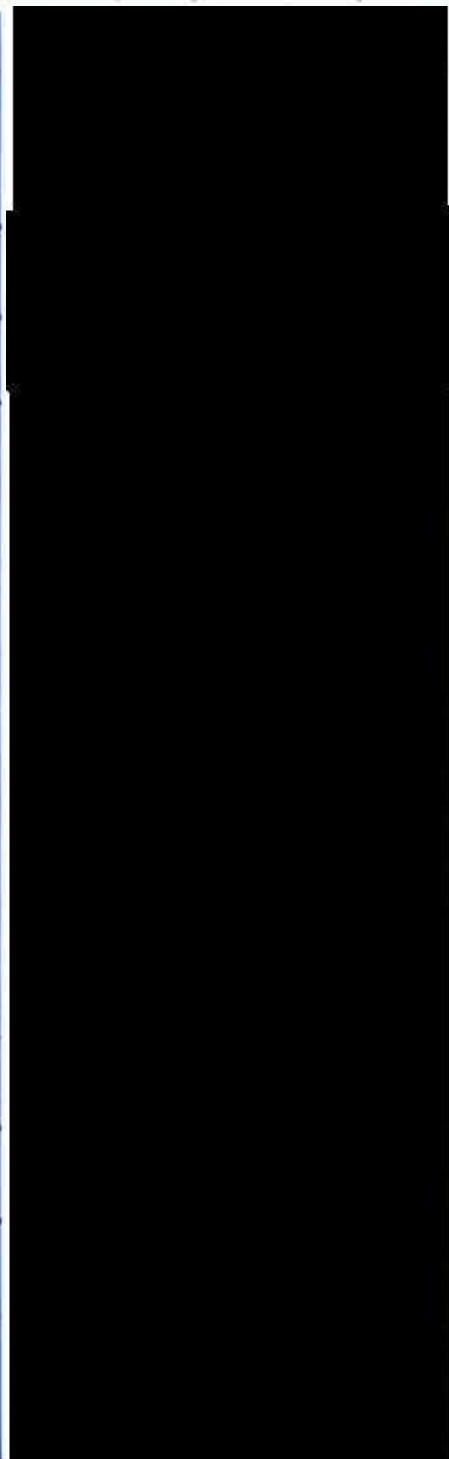
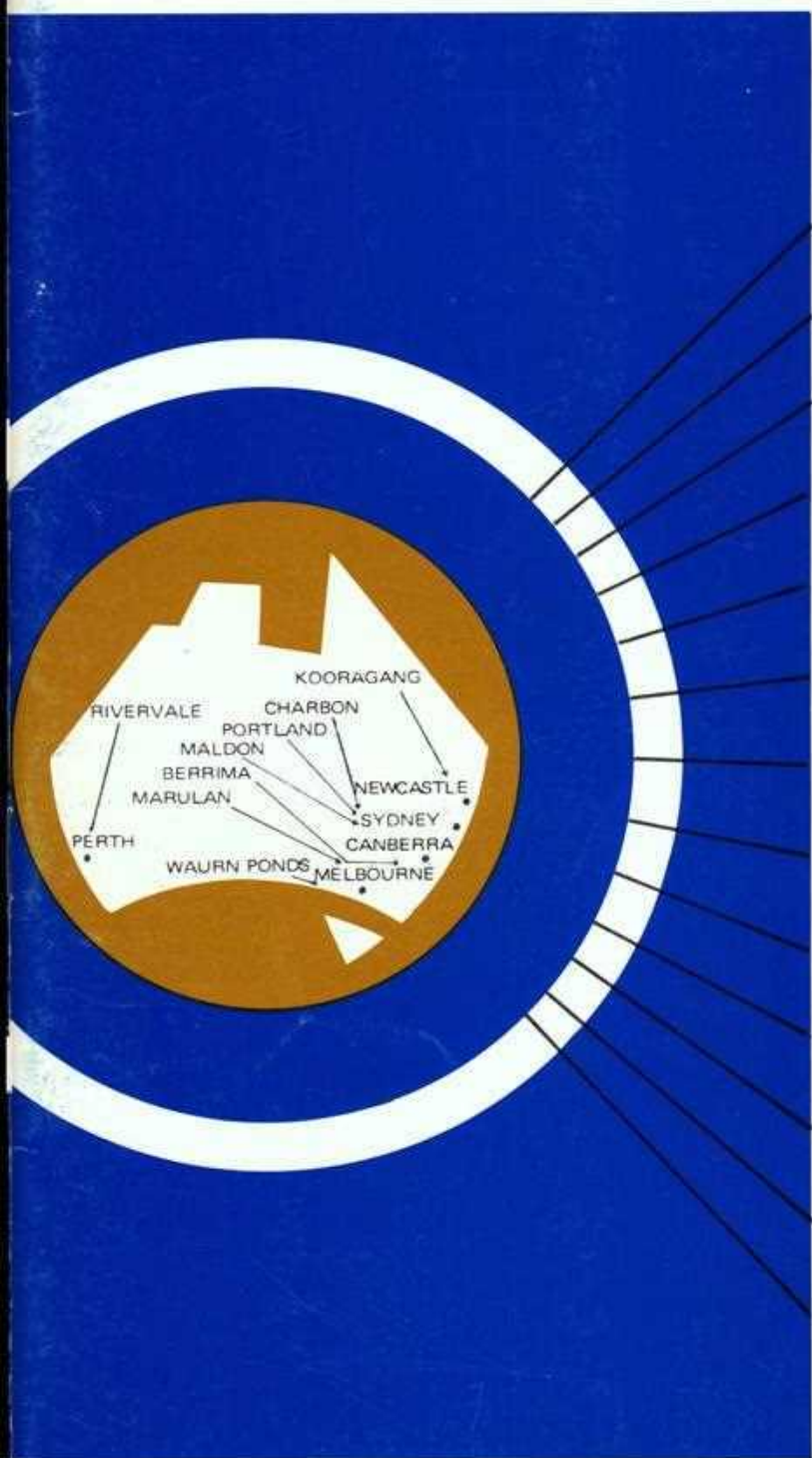


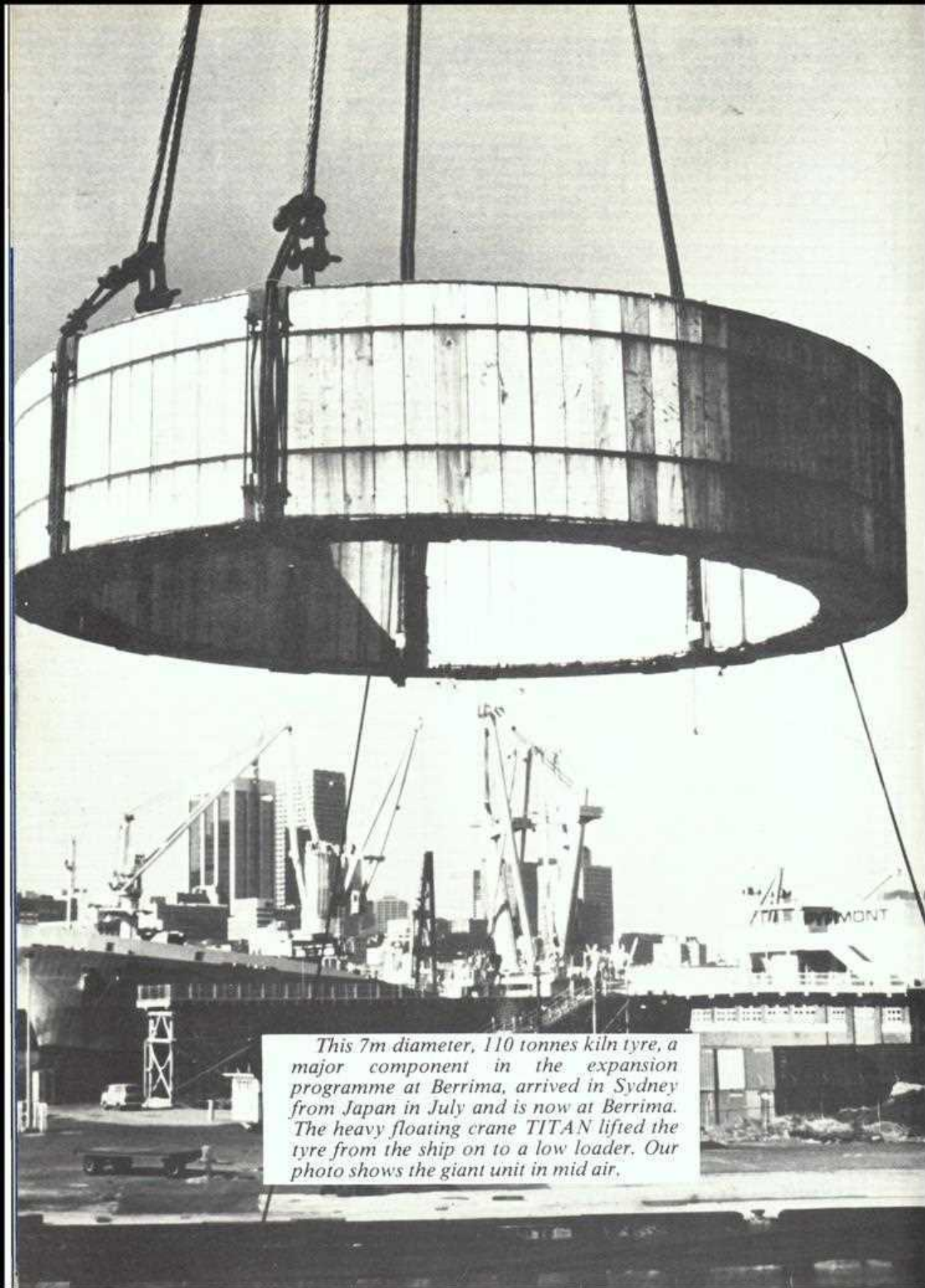
PS.

BLUE CIRCLE SOUTHERN

LINK

Vol. 4, No. 3, SEPTEMBER, 1977





This 7m diameter, 110 tonnes kiln tyre, a major component in the expansion programme at Berrima, arrived in Sydney from Japan in July and is now at Berrima. The heavy floating crane TITAN lifted the tyre from the ship on to a low loader. Our photo shows the giant unit in mid air.



BLUE CIRCLE SOUTHERN LINK

SEPTEMBER, 1977
Vol. 4, No. 3

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BIRD OF THE MONTH



Meet Sandra McNair, 18, a printer of plans who works with the talented and enthusiastic team in the Blue Circle Project Office at North Sydney.

The team occupies one floor of a multi-storey building not far from Head Office. There, since last October, they have been working on new projects at Berrima, Maldon and Marulan.

Sandra has been a member of the team since the beginning of June. Needless to say she enjoys her work and her surroundings very much.

A Long Life 'Light In The Sky'

Built with concrete made from Blue Circle Southern off white cement, the striking Qantas Centre in Sydney will be one of Australia's great structures of the 20th Century. When conceived in the late 1960s its total cost was estimated at \$32 million. Now, based on a 1980 finish, its cost is expected to exceed \$100 million — more than the cost of the Sydney Opera House. But, like the Opera House, the Qantas Centre is designed to last for up to 500 years — or even longer. Here John Bulley, Head Office Sales Representative, tells of the part Blue Circle Southern off-white cement has played in the construction of this commercial edifice.

'Q Light'? A mysterious name — a name that could describe a laser for probing deep into outer space. It was in fact the original name given to the Group's off white cement.

Toward the close of the 1960s a team of technicians at our Portland Works, inspired by the leadership of the chemist of those years, Kees van Vlijmen, produced in a batch run of 200 tons a light coloured cement.

It was during this period that the "old world" Wentworth Hotel in Lang Street, Sydney was demolished. Lang Street partly circles historic Church Hill, one of the first areas of land from which the early colonists quarried excellent sandstone. Ultimately a whole city block, bounded by Lang, Grosvenor, Jamison and George Streets was cleared in preparation for construction of the new prestige headquarters for Qantas Airways Ltd.

While plans and documentation were being compiled by the architects, Joseland Gilling & Associates, in association with the consulting engineers, Miller Milston & Ferris Pty. Ltd., the client Qantas, together with the consultants, were considering white or near white finishes to the vast areas of concrete that were to reach into the air to command a share of the awe that surrounded the tower of Australia Square.

A timely opportunity was seized by our Sales Department to launch the new cement type in a project of the scale of the Qantas Centre. Following discussions upon the technical merits of the cement, the engineers agreed for its use in all concrete. The architects were satisfied that the colour of the concrete later achieved in prototype walls would be aesthetically pleasing. The new cement had caught the imagination —

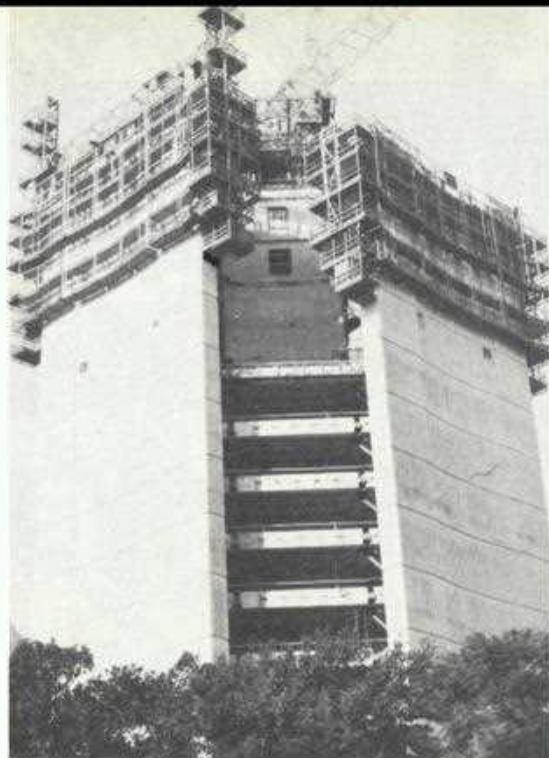
"But what name do we know it by?" the architects asked. "Q Light" (Q for Qantas) became the name of the light coloured cement. Nowadays Blue Circle Southern off white is the established title. Occasionally, however, here and there, consultants still refer to it as "Q Light".

Dillingham Constructions Pty. Ltd. were awarded all phases of construction and early installed an on site concrete batching plant capable of producing two cubic yards in a batch. A silo with capacity for 200 tons of off white and a smaller silo of 80 tons capacity for holding A.C.S.E. specification cement were to supply the plant.

Construction quantities and measurements were described in the mode of measurement prior to the change to metrication and continue to be so at least insofar as the concreting programme is concerned, although moves are being made by the builders to convert to metrication in all construction. (Hence quantities here are given in Imperial measure.)

Work began in 1969 on the first phase when a seven-storey building was built deep into the sandstone foundation. This structure, known as Qantam, was completed in 1972. It contains the company's computer complex, power generation and service areas. Qantas personnel have staffed the Qantam since its completion.

Stage I, the tower block, was commenced in 1972 and will rise 44 levels (630 ft — 192 m.) above George Street. The tower rises through a podium block of seven storeys and is integral with Qantam. The podium will contain car parking, booking hall, restaurants and cargo handling, and its various levels will provide links with the



Formwork of the columns. The left column has towers and truss raising forms while on the right column concrete has already been placed.

surrounding streets and Lang Park. A wide pedestrian plaza will connect the main entrance to George Street.

The tower structure is divided into three distinct but similar sections — a low rise of 11 floors, a medium rise of 13 floors and the high rise of 12 floors. Each rise is serviced by five lifts and plant room services.

The vertical elements of the tower are four main columns set at 45 deg. to the corners of a service core. The columns are linked by concrete encased steel trusses at the three plant room levels. The trusses support steel rope hangers which in turn support the floors. This is done on the north and south faces by precast postensioned spandrel beams attached to the hangers. On the eastern and western ends precast beams run from the hangers to the ends of the service core. T Beams complete the flooring system resting on the spandrel beams and a corbelled projection cast into the service core.

Preglazed glass cladding set in an extruded aluminium structure is designed to span from floor to floor and finish vertically behind the column faces.

Concrete quantities are most substantial. In-situ concrete to columns and core is 46,000 cubic yards with a further 30,000 cubic yards to the precast concrete elements. Qantam, not included in these figures, is estimated to contain 6,000 cubic yards.

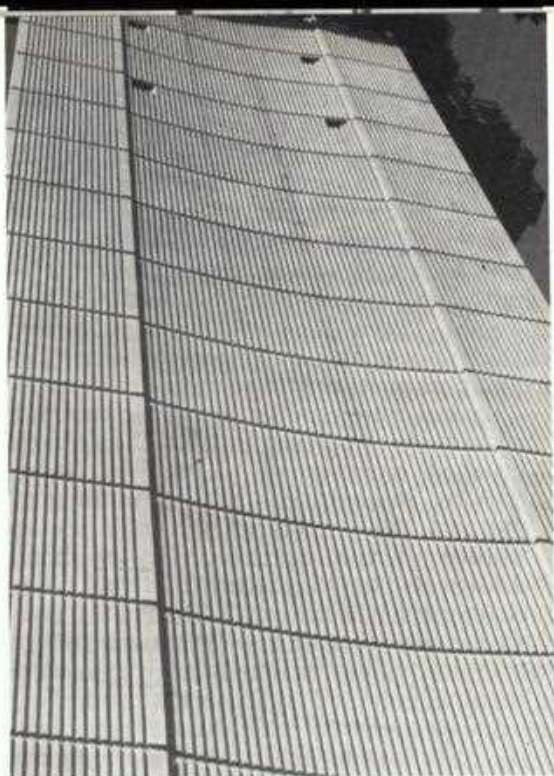
The four main columns give a dramatic architectural effect. Each will reach 600 feet in height. The width of a column is 56 feet, its thickness at its ends is 5 feet, concaving to a thickness at its centre of only 10 inches — a typical concrete mix per cubic yard for column construction is 1,900 lbs. $\frac{3}{4}$ inch crushed river gravel, 1,023 lbs. sand, 640 lbs. cement, with a water content of 300 lbs. 50 percent of which is ice to reduce thermal cracking. No chemical additives are included in the mix. Strength at 28 days is 5,000 P.S.I.

Construction of the columns and core at this time have reached approximately midway in height. The finish to the concrete on the external face of the columns is a vertical rib profile, achieved from fibre glass formwork.

The formwork technique to construct the columns is of special interest. A steel tower is bolted to the finished concrete at each end of the column. A truss is fixed at the heads of the towers spanning the column. From the truss, hoists raise the formwork into its new position where it is bolted to the external and internal faces. The truss is removed by crane set upon the core. The formwork is ready to receive concrete of 100 cubic yards per pour raising the column 12 ft. 6 ins. per lift. At each lift a bold recessed construction joint is formed which also serves as an architectural feature. There are two sets of column formwork and a period of five days is required to prepare the forms for concrete, allowing for a sequence of preparation, pouring and curing.

The setting of the formwork for "plumb" prior to pouring concrete to the columns is undertaken by instrument from a survey mark at each column base. "Line of sight" is made early in the morning before the sun is allowed to heat up the concrete already placed and thermally move the column out of true position.

Structural resistance to wind loading does not permit the column to free stand, so portions of floor at each end of the core are placed on temporary brackets to the columns and core together. Trusses and cables will support finally the floor members in these areas at a later stage.



The vertical rib effect and the consistency of the colour of the concrete "lifts" are clearly visible in this photo of the face of one of the main columns of the Qantas Centre tower.



This end elevation photo of a main column shows support of column to service core by part of prestressed flooring system.

The consistency in colour of the column concrete is of a high standard and would be difficult to surpass. This is even more creditable when consideration is given to the history of industrial stoppages which have plagued construction since its commencement. Periods of many months of shutdown have not been uncommon.

John Faulkner, the Project Manager, and Ross Martin, Project Superintendent, are justly proud of the finishes achieved. They explain that close quality control in concrete batching, cement content and concrete produced from their own plant means that concrete is placed in the forms minutes after batching, allowing a high degree of slump control, essential for colour constancy. The maintaining of slump is difficult when concrete is brought in from a premix organisation situated across the other side of a traffic congested city with the associated risks of delays through breakdowns and waiting time.

Mr. Peter Miller, of Miller Milston & Ferris, the consulting engineers, speaking on the complexities of construction, said: "We aimed for a building that could be there

for 100 years, 200 years or even 300 years, not just for 50."

Since the commencement of the Qantas Centre, other great buildings of concrete made with Blue Circle off white cement are now in course of construction — the High Court of Australia and Australian National Gallery, both in Canberra; the Queensland Cultural Centre, in Brisbane — buildings of a style which will never be duplicated and therefore form a heritage of construction which will be of increasing interest and national value in centuries yet to be.

Our thanks are due to the management and staff of Dillingham Constructions for their generous assistance in the supply of construction details of the Qantas Centre.

Mention must also be made of our people at Portland who select the stone at the quarry face, who crush, blend, burn and grind clinker, who control quality, and prepare for use our off white cement. Theirs is the satisfaction that through their efforts they are contributing to the design and construction of buildings that while being "uniquely Australian" will also be world admired. □

ANNUAL REPORT AWARD



Blue Circle Southern Cement Ltd received a bronze award from the Australian Institute of Management for its impressive 1976 Annual Report.

The bronze award was for "distinguished achievement in annual reporting".

In the photograph above company secretary, Mr Ian Adams is shown receiving the award from the past president of the Institute, Mr E. S. Owens, at the 26th Annual Report Award dinner.

Australia was one of the first countries to introduce awards for annual report presentation.

The Australian Institute of Management initially presented awards in 1950 but they were confined to companies listed on the Australian stock exchanges.

The scope was enlarged in 1957 to include Government and semi-government bodies, charitable organisations and sporting clubs, making the AIM venture unique in the world.

The objectives of the Institute's Annual Report Awards are:

- to encourage the presentation of adequate financial and other information vitally needed by shareholders, members, employees and the general public in a form which can be readily understood.
- to create public awareness of the purpose of enterprises and their achievements.
- to encourage the development of valid and objective measures of performance and to promote better understanding of the results achieved.
- to establish a better relationship between management, members and employees by disseminating facts and financial results about their own organisation.

CEMENT IN A CAREFREE LAND

Mr. Clive Langley, Works Manager at Waurin Ponds, here continues his account of the visit he and Mrs Langley made last May to Sagunto Works, near Valencia in Spain to attend a mini technical conference. Last month he described his inspection of two cement works near Johannesburg, which he visited while en route to Europe. We pick up his story as he and Mrs Langley fly into England by British Airways jumbo jet.

Winging into England from South Africa in the early morning light, the change of scenery was most noticeable. Green fields interspersed with brilliant yellow fields of mustard provided an entirely different picture to the rather harsh, dry aspect of South Africa.

Our stay in England was to be only a short weekend breather prior to Spain and the conference. Home base for the weekend was "The Inn on the Lake" otherwise known as "Laughing Water" at Shorne, in Kent. It was a most delightful spot, set among the leafy woods and bluebells of the English countryside and with spring in full bloom we realised how Robert Browning must have felt when he wrote "Oh to be in England, now that April's there!"

Monday came rather sooner than expected and after a quick visit to the giant Northfleet works we fronted in to "Portland House" to catch the bus for the airport with the other delegates en route to Spain and the Sagunto conference.

The conference was held at the Sagunto Works (some 30 kilometers from Valencia), close to the Mediterranean coast on the road to Barcelona.

Sagunto is an ancient Greek town founded by colonists from Zacynthus and later part of the Roman empire. Parts of an old Roman wall are still to be seen. It lost its importance when Valencia was founded in 138 B.C. and is now a small but highly industrialised centre. This was very evident on first approach because the town loomed out of the smog created by power stations and steel works. In all fairness I must say that the cement plant added little to the smog because, although clean air regulations do not exist in Spain as we know

them, considerable effort and money had been poured into the plant to combat pollution.

Language problems at the conference were overcome by use of instant translation through earphones. The interpreter was a Canadian lady who seemed to know Spanish better than the Spaniards. She didn't miss a word and sometimes appeared to be ahead of the speaker. However some of the technical terms had her groping at times but we always knew what was meant.

The conference agenda centred on problems encountered during the first 18 months of operation of the new Sagunto production line. The Spaniards were surprisingly frank in talking about their problems. The new production line is built separately from the old plant and consists basically of a 5.2 metre diameter by 85 — 110 metres long Polysius kiln with Dopol preheater and planetary coolers. The line is a complete cement production unit with raw blending and cement milling. All operations are computer controlled from a central control room. It was quite strange to walk around a plant without seeing operators at any point. The new plant was designed for 3000 tonnes of clinker per day and despite many difficulties, had achieved better than this rate for some periods and is, therefore, capable of producing 1,000,000 tonnes of clinker per annum.

The hospitality of the Spaniards was quite superb, in fact almost overwhelming. Break off for lunch at the conference was 1.30 pm. and inspections of quarry and works were set down for after lunch on consecutive days. On paper this appeared to be a good arrangement, allowing plenty of time to wander around. However we had not bargained for Spanish lunches. With excellent food, wine and friendly conversation three hours slipped by very quickly and appeared to be quite normal in this country where people seem not to be worried about time.

After inspections on each day it was back to the bus for the drive back to Valencia, a leisurely wash up and a beer then dinner at about 11 pm. Spain could certainly be a pleasant place to live in but I fancy one would need to be brought up to the way of life to fit in.

PORTLAND'S 75th BIRTHDAY

The "good old days" was the theme for many an exciting story when 56 retired employees attended the luncheon on August 4 to celebrate 75 years of cement manufacture at the Portland works.

August 4 dawned bright and sunny, much to the relief of the organisers of the celebration because a big marquee had been erected for the serving of morning tea and coffee to the guests.

Guests included the Federal Member for Macquarie (Mr Reg Gillard) and the Mayor of Lithgow (Ald. John Hall).

The Head Office party comprised Mr Frank Charker (Director Line Operations), Mr Ian Adams (Company Secretary), Mr Bill Purvis (General Manager, NSW Works), Mr Mike Mulhall (Industrial Relations Manager), Mr Keith Kemster (Group Personnel Officer) and Mr Allan Fagan (Marketing Services Officer).

Oldest retired employee present was Mr Les Taylor, 87, of Bunton Street, Portland, who started work as an 18-year-old miner at the Ivanhoe mine in 1908.

His son Reg followed him into the company.

Director Line Operations, Mr Frank Charker, addressing the luncheon gathering. Mayor of Lithgow (Ald. Hall) is on his left and the Federal member for Macquarie (Mr Reg Gillard) is on his right.

Oldest retired employee at the celebration, Mr Les Taylor, 87, and Portland's newest employee, analyst Anne Strik.

Les who looks a lot younger than his years, recalled many a story of the "old days".

One referred to a mate who was badly hurt in a fall of coal in the mine.

Because no transport was available Les and five other miners had to carry the injured man about 4 kilometres to Portland Hospital.

Joe Wilson, 63, of Purchase Street, Portland, another retired miner at the celebration, recalled that he was once buried under a big fall of coal and had to be dug out by his mates.

There were two "father and son" combinations at the celebration: Assistant Chemist, John Green, and his father Bill, a former quarry foreman, and Assistant Works Manager, Terry McCarthy, and his father Stan, a retired rigger.

John Green was one of the works employees selected to act as hosts for the day.

Another was Don Glazebrook, of the electrical department. Don's father is a retired employee but was not well enough to attend the celebration.

Other works employees who acted as hosts were Jack Hinchcliffe, who has been at the works since 1935, and analyst Anne Strik, the newest employee at the works, having commenced at Portland on March 27 last.

Old Timers Get Together

Jack Hinchcliffe, who joined the Portland staff 42 years ago and is one of the oldest employees, chats to Jack Harvey, a retired bricklayer.

Glen Browning, who worked as a truck driver in the quarry from 1941 to 1972, and Jack Thomas, a retired cement tester, are shown here with Don Glazebrook, of the electrical department.



Former Company Secretary, Howard Robertson (left), former Works Manager, John Badcock, and present Works Manager, Ken Hulonce, made a cheery group.

After morning tea and coffee the guests were taken on a conducted tour of the works and then driven to Portland Golf Club for an excellent lunch.

The Works Manager, Mr Ken Hulonce, welcomed the guests to which Mr Mick Moore, 69, a retired power house cleaner, responded on behalf of the guests.

Mick is a descendant of Thomas Murray, the first man to exploit limestone commercially in the Portland District more than 100 years ago.

Mr Frank Charker, Director, Line Operations, delivered an address on behalf of Blue Circle Southern Cement and proposed a

toast to employees and ex-employees of Portland Works.

Upon completion of the formalities, there was a general mingling of the guests and works hosts present. As one can imagine, with 56 retired employees present many a tale was told and retold.

Mr Les Taylor was the man with the earliest commencement date present. He had joined the company in 1908.

To ensure that all those present had a memento of the occasion, a special programme had been prepared, containing a condensed historical diary of Portland and all present received a copy.



One of the two father-son combinations at the celebration — Assistant Chemist, John Green and his father Bill, retired quarry foreman.



Billy Ford, who worked as a bin man in the silos from 1950 to 1972, shares a joke with retired miner, Scotty McDonald, and Harry Bennett, who worked as a tractor loader from 1954 to 1976.

Ted Craven, 77, retired draftsman, chats with former metropolitan sales supervisor, Harry Arcus, and Bill Purvis, General Manager NSW Works.



Portland Personalities

BRIAN WEST

Back at Portland is Brian West, who rejoined us recently after a short spell working for the Mapping Authority.

Brian has held down various jobs in the plant including kiln burner.

Jack Bennett, who was at Portland up to 1975, is also back on the job.

Peter Walsh has moved up a peg from process tester's assistant to process tester.

Another to change occupations lately is Tommy Hibbard.

Tom joined us in January, 1945, and had an assortment of jobs including burning. In that category he had burnt on all three kilns at various times.

More recently he worked around No. 1 kiln as clinker and precipitator attendant, but has now transferred to process tester's assistant, a position in which he appears to be quite happy.

Len Teong, of the Despatch Department, has worked at Portland since 1957 and always has a friendly grin for all and sundry. He knows that he is loading an A1 product.

A cuddly little teddy bear appeared in the office recently dressed in the magpie colours of Sydney's Western Suburbs Rugby League team.

Investigation showed that a long standing

LEN TEONG

TOMMY HIBBARD



PETER WALSH

feud had developed between Betty Long and Brian Wilson on the merits of their favourite teams.

Betty came to work cock-a-hoop one morning with her magpie teddy bear. Brian Wilson by all accounts was furious, or at least he pretended to be.

Chips off Berrima Block



Frank Barcicki

Frank Barcicki started work at Berrima in January, 1955, as a tradesman's assistant because there were no vacancies as an electrician. Frank was elevated to electrician in 1956.

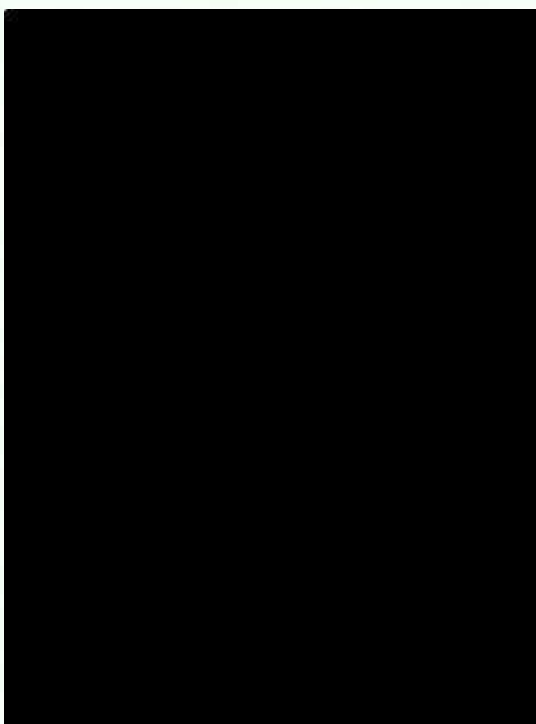
Married with three children, two boys and a girl, Frank completed his apprenticeship in his native Poland and in 1940 went to England where he stayed until he migrated to Australia in 1954. He became an Australian citizen in 1965.

Frank's two sons both work at Berrima. Michael, his eldest son who is married with a son, has completed his apprenticeship and is working as a fitter and turner in the machineshop.

Youngest son, Paul, works in the Laboratory as a sample boy and is attending a chemistry course at Wollongong Technical College. He announced his engagement recently to Miss Anne Hodgson, of Moss Vale, and is now receiving congratulations from all at Berrima.



Michael Barcicki



Paul Barcicki

SEPTEMBER IN THE GARDEN

GET READY FOR SPRING FLUSH

By MRS. C. G. CROWE
Berrima Bridge Nurseries, Old Berrima

FLOWERS

SOW: Antirrhinum, carnation, cornflower, cosmos, delphinium, dianthus, gypsophila, marigolds, petunia, phlox, salvia, sweet pea, salpiglossis, schizanthus, statice, zinnia.

PLANT: Antirrhinum, clarkia, cornflower, carnation, geum, gaillardia, godetia, lupin, petunia, phlox, salpiglossis, gladiolus corms.

VEGETABLES

SOW: Beetroot, broccoli, cabbage, carrots, leek, lettuce, onions, peas, parsnips, tomato (under glass).

PLANT: Beetroot, cabbage, celery, herbs, lettuce, rhubarb, onion, potatoes (towards end of month), tomato (under cover).

Plenty to do now warmth is here

September is the first official month of spring, so there's lots of work to be carried out.

Check newly planted trees to see that they are securely staked and that they are receiving sufficient water, remembering that certain varieties do not like "wet feet", which may be caused by bad drainage.

The early flowering fruit trees which have finished blooming, or nearly finished, should be pruned now.

Apricots, peaches and almonds need more pruning than flowering plums. Remove straggly growths and cut back the medium growing ones. Strong growths in the centre of the trees should be cut right out.

Weed lawns toward the end of this month and give them a light top-dressing of sandy loam, with another light top-dressing in a month's time.

All fruit trees and roses should be pruned before this time and a spraying against fungus applied. If you have not sprayed, immediately give the trees a spraying with Bordeaux mixture at summer strength.

Our migratory birds are now back again after a very severe winter, and many of the small local birds are already close to nesting. If you are lucky enough to have them in your area watch for them and put out a few small crumbs of bread and little pieces of cheese to encourage them to frequent the garden.

MEMPHIS: City of Sadness

The sudden and untimely death of rock and roll king Elvis Presley in Memphis, Tennessee, last month, brings to mind another unexpected and untimely death in this pleasant city on the Mississippi River — that of our own famed Les Darcy, on May 24, 1917, aged 21 years and seven months.

By a sad coincidence, Les died in the Baptist Hospital, Memphis — the same hospital to which ambulancemen rushed Elvis Presley and where doctors pronounced him dead.

According to the doctors Elvis Presley died of a heart attack.

According to many who knew and loved Les Darcy, he died of a "broken heart".

In truth he died from septicaemia caused by an infection to a front tooth which had been knocked loose in one of his last fights in Sydney.

Darcy, a very handsome young man, had perfect teeth. In this fight, just before he knocked out his opponent, Darcy took a hard upper-cut to the chin and after the fight discovered that one of his front incisor teeth was very loose.

His dentist wanted to extract the tooth and give Darcy a one-tooth denture, but the young boxer declined this advice and retained the injured tooth, little knowing he was signing his death warrant.

After beating the best middleweights in the world in Australia in 1915/16, Les Darcy stowed away on a freighter bound for America in October, 1916, the day after his 21st birthday, because of pressure to make him go to World War I.

He stowed away on the freighter in Newcastle on a Thursday night, telling only his mother and a few close friends.

So secret was his departure that he did not tell noted promoter John Wren who had Darcy scheduled to fight at Melbourne stadium on the Saturday night.

Darcy was not afraid to go to the war. He had been reared in poverty and realised that with his fists he could assure financial independence for his mother. He wanted to make money quickly in the ring, then enlist and face death in the trenches.

In the United States the newspapers and politicians first hailed him as a hero but later branded him a "slacker".

He was refused permission to fight, first in New York State, then in other States.

Finally he went to Memphis and there joined the US Army Air Corps. The Governor of Tennessee promptly gave him permission to fight.

But the strain of struggling in a foreign land against the smear campaign launched against him, combined with the insidious infection from his poisoned tooth, proved too much.

Darcy became desperately ill and was admitted to the Baptist Hospital.

He rallied when he learned that his old trainer, Mike Hawkins, and his sweetheart, Winnie O'Sullivan, had reached America and were rushing to him by train.

But he died a few hours after they reached his bedside.

Miss O'Sullivan said later that the ill-starred young athlete who, in his prime, was noted for his immense strength, looked "just like a little boy".

His body was embalmed and taken to San Francisco where American sportsmen and sports lovers, no doubt shamed at the way Darcy had been hounded in the United States, attended a huge requiem mass.

Darcy's body was brought by boat back to Sydney and placed on view to the public for three days.

In that time an estimated 200,000 persons filed past his bier — probably more than the number who paid their last respects to Elvis Presley last month.

More than 100,000 attended his funeral at Maitland.

For years many Australians accused the Americans of having "murdered" Les Darcy because, had he been allowed to fight there, he would have proven too good for the Americans' best.

The sad truth is that this fine young Australian paid the price some have to pay when they gamble for fame and fortune. Like Elvis Presley, he paid with his life, barely before it had begun.

BERRIMA SPORTING SNIPPETS

Berrima entered three teams this year in the district soccer association. An under 8, under 10 and all age second division.

This is the first year that the under 8 boys have played together and they have done remarkably well. Many of these boys have never played soccer before and they have picked up the game exceptionally well, combining to form a strong and reliable team.

This is the third year that the Under 10 have played together and they have shown excellent skill and understanding of the game over the three years. Under the guidance of coach, John Parsons, they have done extremely well, losing only three games, being placed 3rd in the competition. All these juniors are up and coming first graders if they continue to play the standard displayed in the junior competitions.

This is also the 3rd year that the all age have played together but unfortunately they are unable to keep the same side each year. This year, fielding many players who have never played before, they have done very well. Coach, Keith Wickenden, has done a good job throughout the year and has been very happy with the attendance at training and competition games.

The team's improvement was clearly shown when it played in the Richerson Cup Knockout on July 30. After winning the first game against Picton 3-1, and the second 2-1 against Brickworks, they were unlucky to be defeated by Mittagong in the grand final 2-0, Mittagong scoring their goals in the last 10 minutes. After the game all players were congratulated by the other teams and managers on the standard of play throughout the day.

At the end of the season the committee hope to arrange a district Junior Knockout on Berrima ovals with the possibility of 50 teams entering. If it's successful the committee hopes to make this an annual event.

At the annual meeting of Berrima's Cricket Club, Kevin Whalan was re-elected president. Terry Saker is honorary secretary, and Peter Sutton is treasurer.

The club decided to change its name from S.P.C. to Blue Circle Cricket Club and will enter first and second grade teams. If sufficient players are available a third grade team will also be entered.

Practice will start on the first Monday in September so if you want to replace some of the test stars who have joined the Packer circus make sure you are at practice!

\$1 Guide to Cheaper Motoring

With petrol due to rise by 11 cents a gallon between now and next June, it is prudent to start economising in motoring expenses.

It could be money well spent to buy for \$1 a booklet on safer, cheaper and trouble-free private motoring recently published by Mr Ern Corless, Superintending Engineer of General Works of Telecom Australia.

Mr Corless manages Telecom's fleet of 18,000 vehicles which cover 240 million km a year. He has distilled the wisdom of 22 years association with the Post Office's transport fleet into a small, highly informative booklet now available through motoring organisations.

Mr Corless says in his book that motorists can save money on oil.

He says that manufacturers' recommendations for oil changes every 6,000 km or 8,000 km were geared to motorists who drove comparatively short distances in stop-start conditions.

Even these motorists could safely exceed the recommended intervals between oil changes by at least 25 per cent so long as they change the oil filter every 10,000 km and maintain their air cleaner.

Motorists who drove between 24,000 km and 32,000 km a year could safely go 15,000 km between oil changes — again providing that they change the oil filter regularly and maintain the air cleaner.

NEWLYWEDS AT MALDON

The happy couple at the right are Maldon boilermaker Glen Fullop and his wife, Sharon, (nee Birchall) who were married on May 21. Glen, affectionately known as "Choc" to his work-mates at Maldon, is the only son of Mrs V. Fullop, of Antill Street, Picton.

Sharon is the only daughter of Mr and Mrs E. L. Birchall, of Rockford Road, Tahmoor.

Sharon's dress was of bouffant style with an overlay of lace and a sweetheart neckline. Her long veil was held in place by a crystal tiara.

The groom wore a dark brown suit with the lapels trimmed in light cream. The happy couple are now residing at Nattai Street, Tahmoor.



Congratulations



Receiving congratulations on the successful completion of the Chemistry Certificate Course at Wollongong Technical College is Geoff Childs — Maldon Works Assistant Works Technologist.

Did you know?

Q. Who is Australia's major trading partner?

A. Japan. In 1974/75 Australia's exports to Japan totalled \$2,400 million and imports from Japan were worth \$1,420 million, that is, about a quarter of our exports go to Japan and 18% of our imports come from Japan. Other major trading partners of Australia are the United States, the Common Market countries, United Kingdom and New Zealand.

Q. What percentage of Australia's work-force is engaged in mining?

A. 3 per cent — but they are responsible for one third of Australia's export earnings.

Q. Which country is the world's largest oil producer?

A. The U.S.S.R., which produced 10.2 million barrels a day last year. The other major producers are the U.S.A., Saudi Arabia and Iran. The Arab States are by far the biggest exporters of oil.

Q. Is international trade important to Australia?

A. Yes. We export about 15 per cent of our National production.

MALDON'S WEEK-END IN SNOW

Under bright skies and in perfect skiing conditions, 40 Maldonites spent a "lost week-end" in the snow.

Apprentices, transport workers, iron workers, office staff, laboratory technicians and friends joined in the fun and really made the week-end a happy occasion.

At right we see the group waiting for a bus to the hills. Below is Sandra McGrath (Laboratory Assistant) at Perisher Valley. At lower right are Geoff Childs and friend and (bottom) switch operator Lee Huxley coming a "cropper".






Suggestion Made Jim \$456 Richer

Jim Pedersen, Technical Assistant at our Berrima works, recently became the centre of attention at the Suggestion Award Presentation, which took place Friday, 22 July, 1977. Jim's suggestion entailed modifications to the blocks and leaves on the raw mill diaphragms. Jim's suggestion made him \$456.00 richer.

Also presented with cheques for the sum of \$20.00 were Alex Donaldson, for No. 3 and 4 cement mill wheelabrator walkway and steps




Jim Pedersen (right) shows David Easter the raw mill section alteration which won him \$456.

to be installed; and David Easter for modifications to clinker crane rope.

Congratulations to all who received awards and the proof is in the pie, it's all worth the extra thought isn't that right Jim ????

Romantic Honeymoon In Fiji

Congratulations to David Guymer and Diane Blatch (below) on their recent marriage.



David and his lovely bride chose Fiji for their honeymoon and both enjoyed their trip to the island.

Peter Doyle and his wife Lola also visited Fiji in June. Peter was the lucky winner of the 200 club trip and is now waiting for the next competition because he says it was the trip of a lifetime.

Ted Tanas is back in the cement mill after his trip to Poland with his wife Val. Ted, looking fitter than ever, has many interesting stories to tell. Next month we hope to report a few of them.

During July, now happily well behind us, Berrima had some very heavy frosts. On one occasion, when a sprinkler was left running, the water froze and presented a very spectacular sight with flowers encased in ice, looking more like the stalactites and stalagmites which are found in caves.

NEWS BITS FROM WAURN PONDS

The newly elected Social C for 1977/78 shown above faces to assist in carrying on the previous committee. Left to right — Eddie Malesza (Secretary), Ian Cameron, Wal Lake, Ron McDonald, Marianne



VALE: With deep regret we record the death of John Moores on July 7, 1977. John, a Technical Assistant in the Laboratory, commenced employment in July, 1964, only three years after arriving in Australia from England. During his 13 years with Waurn Ponds he won the respect of everyone and we do not hesitate to say he will be sadly missed. Management, staff and employees extend to Anne and family deepest sympathy.

Weidner (Assistant Secretary), Bernd Schneider, Robert Perry and Chris Morgan (President). Others not shown are: John Truswell, Alan Ollis, Rodney Long, John O'Neill, Charlie Cromer, Daryl Love, Bill Worldon and John Jakobson (Vice-President).

New fund raising activities have been planned for each month and they are looking at new venues and activities to interest members over the coming year. A few of the proposed activities for the first half of their year in office include a golf day at Anglesea, picnic and football match at Modewarre, and end of year cabaret and a combined picnic and children's Christmas party.

At left we see Tom Ballantyne (left) receiving a pair of waders and a surf rod and reel from Production Manager Bill Graham on behalf of his many friends at Waurn Ponds. Tom retired on July 15 after just over 10 years' service and for his retirement he plans to settle near his daughter and son-in-law at Florida Gardens, Surfers' Paradise.

Laboratory Tester Stephen Donohue and wife Jenny announced the arrival of their baby son Jason Andrew on July 7. A little playmate for 2½-year-old Matthew. Congratulations Stephen and Jenny.

Towards the end of August, the temperature was around 4 deg celcius and probably the main reason so many venture as far north as they can for their holidays. Clive and Jean Langley, our Works Manager and his wife, have gone to Coffs Harbour, while Charlie and Mary Cromer have chosen a house-boat on the Hawkesbury River for their second honeymoon.

Award Winning Apprentices

The successful operation of Blue Circle Southern Cement Ltd, like all businesses, will depend in years to come on the quality of today's young men and women and on their training and development now.

With this in mind, we are very proud of our apprentices and trainees who achieved distinction in their studies at Wollongong, Moss Vale and Goulburn Technical Colleges last year.

At the presentation in Wollongong during June, two of our chemical trainees received awards for their performance at Wollongong College.

Allan Batton, in addition to receiving his certificate in chemistry, was awarded the A.I.S. award and medal for academic achievement in the school of chemistry and metallurgy and also the College Award for Chemistry certificate Stage IV.

Allan has now embarked on a higher certificate course of two years' duration.

At the same presentation, Barry Scott was awarded the College Award for Chemistry

certificate Stage II. Barry is now deep into Stage III.

At a presentation night in Bowral, Alan Challinor was presented with the trophy presented by R. T. Friend for being Dux of the Moss Vale Technical College and John Ferguson received the Vale Engineering trophy for having the highest average over three years in Stage III in fitting and machining.

Other apprentices to receive awards were Doug Fahey (1st Stage I Electrical), Jim Steward (1st Stage II Electrical), Graeme Dickman (1st Stage I Fitting and Machining), Brian Schofield (1st Stage II Fitting and Machining), and Peter Thorpe (1st Stage II in Welding at Wollongong Tech.).

Barry Scott



Allan Batton



MILLIONAIRE IN SAFETY

Blue Circle Southern Cement Ltd recently became one of the five "safety millionaires" in the NSW division of the National Safety Council of Australia.

It achieved this by recording 1,000,000 manhours worked at the Berrima works without any employee suffering injury which necessitated him losing time off from work.

For this the company has received the National Safety Council of Australia's Award of Honour pennant which now flies proudly from the works flagpole.

However, other companies which received the award for 1976/1977 were: C.S.R. Chemicals, Rhodes, 3,000,000 manhours and Commonwealth Steel

Company Ltd, Waratah Works, the Fiji Sugar Corporation Ltd — Penang Mill and Rylands Brothers (Australia) Pty Ltd each 1,000,000 manhours.

Three Blue Circle enterprises won Awards of Merit pennants and certificates for the successful completion of injury-free periods ranging from 100,000 to 700,500 manhours and from one to 10 years.

These were: Southern Portland Cement Limited, Berrima Works, 750,000 man-hours; Blue Circle Southern Cement Ltd — Portland Quarry three years and Blue Circle Southern Cement Ltd, Charbon, one year.

The Office-Laboratory and Electrical Group of Blue Circle Southern Cement Ltd, Maldon, each of which had three years which were injury free, received Safety Plaques which are presented to departments of the 18 companies which are members of the Council's NSW division.

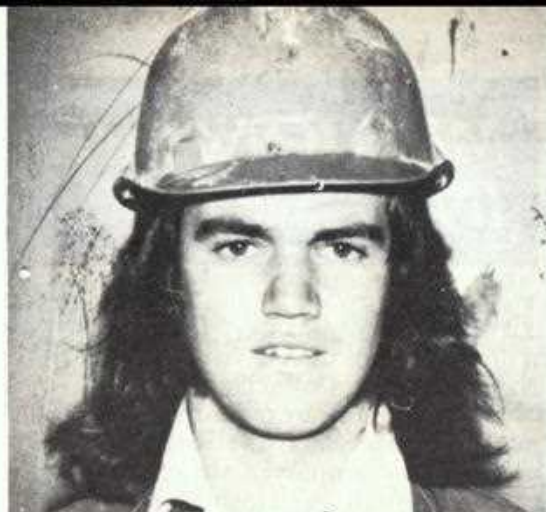
Award Winning Apprentices

Here are more of Berrima's award-winning apprentices with a mysterious photographer shadow. L to R: John Ferguson, Graeme Dickman, Brian Schofield, Peter Thorpe, Doug Fahey, Alan Challinor and Jim Steward.





Mark Daly



Rodney Hanger



Bill Polychrone



David Alderson

DINNER IN CELEBRATION

Maldon executives Mike Burns (production engineer), Bob Case (electrical engineer) and Barney Carroll (master of apprentices) were hosts to final year apprentices Bill Polychrone and Rodney Hanger (fitter machinists), David Alderson (carpenter) and Mark Daly (electrical fitter mechanic) at a dinner (Chinese style) before attending the certificate and prize giving at Liverpool Technical College.

At the presentations all students who successfully completed courses in 1976 were

given public recognition of their achievements.

Of general interest is the Liverpool technical college building. Built by Governor Macquarie, a restoration programme has commenced which will preserve for posterity a fine old building which is a link with the early history of Australia.

In 1977 the college enrolments were 3,500, with 157 teaching and administration staff.



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"THERE ARE TIMES, KRUKOWICZ, WHEN A DAY OFF TURNS OUT TO HAVE DONE MORE HARM THAN GOOD."

WIDE LOAD SLOWS OUR WIDE LOAD

An unexpected hazard delayed the first stage of the transportation to Berrima late last month of the huge 109 tonnes kiln tyre, a photograph of which we show on our inside front cover.

After being unloaded from the freighter without hitch, the Fleet Express transport company took the giant piece of metal to its yard at Mascot preparatory to transporting it by road to Berrima.

Traffic police required that this be made in two stages — the first from the Mascot yard to the Crossroads, near Liverpool, in the early am hours of Sunday, August 21, and the second from the Crossroads to Berrima, starting at daybreak on August 22.

But what the Fleet Express people did not know was that the police had also given permission for a 30ft wide weatherboard house to be moved to the Crossroads also on the morning of August 21.

This house was almost too wide and too high to pass some traffic lights and the old

truck towing it was barely up to its task.

The result was that the house tow came to an embarrassing stop in Hume Highway, with the traffic banking up behind it, forcing motorists to go to the wrong side of the road when opportunity offered to get around it.

This was the unhappy situation when the Fleet Express truck towing the kiln tyre bore down on the stationary house tow.

A traffic jam some kilometres long quickly built up on either side of this section of Hume Highway and police had to move in to straighten it out.

Unfortunately some motorists, not knowing the house tow was at fault, blamed Fleet Express and the kiln tyre tow for the delay.

Ultimately police directed the Fleet Express drivers to drive on the wrong side of the road with the kiln tyre in tow behind them to get around the isolated house tow.

After that it was plain sailing to the Crossroads and, at daybreak next day, to Berrima.

As a point of interest the kiln tyre came from Japan in a freighter whose main cargo was fully assembled Japanese cars.

Because there was not a great deal of weight in these cars, the freighter did not carry the tyre as deck cargo but stowed it in the bottom of a hold where it acted as ballast for the ship — ballast at freight rates!

LEARN RULES AND SAVE

Recently a Head Office executive made a U turn at traffic lights in Pacific Highway, North Sydney, just as a traffic policeman was passing. Result: An on-the-spot fine of \$30.

If you memorise the following road rules, you may well save yourself from an equally distressing experience:

Q: Where are you NOT permitted to make a U turn?

A: Across any unbroken lines, or double centre lines; at traffic control lights or where sign does not permit.

Q: When are you required to dip high-beam headlights?

A: Outside street-lighted areas, you must dip them approx. 200 metres from on-coming vehicle.

Q: What restriction is imposed when you are reversing?

a; You must not drive backwards for a greater distance than is necessary.

Q: What must you do on hearing the siren of a police, fire brigade, ambulance or Red Cross vehicle approaching?

A: Always drive to the left and stop.

Q: What restrictions are placed on car horns?

A: You must not use them except as a warning or when overtaking a vehicle.

Q: How close can you park to:

A: To another vehicle one metre (4ft)

To pedestrian crossing 9 metres (30ft)

Bus stop 18 metres (60ft)

Post box 4 metres (13ft)

Double centre lines: Not nearer than 3 metres (10ft)

FOR STAN THE RACE IS RUN

Stanley Wilfred Bell, a foreman at Marulan, died at his home at Marulan South on July 5, aged 59.

Stan served in the 2nd AIF for four years between 1941 and 1945, including 18 months in New Guinea.

He joined the company in Marulan in 1950 and worked as a welder for 27 years until appointed a foreman two years ago.

While working at the Quarry he took a keen interest in his workmates and served as union rep for the AMU for 20 years.

Stan played a very active part in life. He took a very keen interest in road

cycling, then helped form the Rugby League Club and worked very hard for it for about 10 years.

But his favorite hobby was fishing and he spent many week-ends with his workmates on the water.

He also had the honour of being an Olympic torch runner and was the eldest of the runners who carried the Olympic torch to the Melbourne Games. He was 38 when he ran his mile on Nov 19, 1956.

He was loved by his son Terry, daughter-in-law, Christine, grandchildren, Sandra, Suzanne and Ian, daughter Lorraine, son-in-law Tony, grandchildren Brian and Christopher.

So long, Stan. You will be remembered and missed by many.

Marulan Sports Lovers

Col Glacken's main interest is coaching Hockey, soccer and cricket. He spent more than 10 years as coach of the Marulan Soccer team which took out the premiership in 1974. He then retired from soccer.

In 1974 he became hockey coach/manager for Wollondilly School and is now coach for St. Pat's Club, St Pat's gold U/14.

He was coach/manager for Goulburn U/12 which went to Taree for the Shell-Rothman's hockey clinic. The team was away for a week during the May holidays.

Col coached Wollondilly School for their first year in cricket and took one U/10 team, Wollondilly gold. The team took out the premiership for 1976/77. Not bad for someone who has never played cricket.

Col Glacken



Ted Snowden, who, three years ago started at Blue Circle as a laborer, has worked in the Intermediate Bin section, Gyrator section and Jaw Crusher. He has twins, Patrick and Marie, who are 16. His hobbies are fishing and Aussie Rules. He travels from Goulburn to work.

Russell "Rissole" Thompson completed his S.P.C. in 1970. After four years as an electrical tradesman, Russell was appointed leading hand. This position led to him being appointed to the staff in May, 1977, as electrical maintenance foreman.

Russell is married with two children, Kimberly, 5, and Jason, 3. He is also interested in sport or as Russell says, "If there is a ball involved then I will have a game."

Ted Snowden



Russell Thompson



From Gunyidi to Yarralumla

Sir Zelman Cowen, our Governor-General designate, spent his formative years as a Melbourne schoolboy during the Great Depression of the 1930s. At this time his father, to whom he was devoted, struggled against enormous odds to keep his petrol-marketing business afloat. The lessons Zelman Cowen learned then no doubt influenced his subsequent career as a scholar and academic and as a self-achiever. It is fair to assume they will stand him in equal good stead when he assumes his onerous office later this year.

Zelman Cowen's father, Bernard Cowen, who died in Melbourne in 1975 aged 82, was a remarkable man — a fitting sire for the fourth Australian to attain the high office of Governor-General. He was the son of a London factor, educated at a Jewish school in London, and first came to Australia with his parents and younger brother, Mark, in 1908, aged 15. His parent did not like Australia and they all returned to England after only nine months.

But young Bernie Cowen loved the climate, the people, the rawness, the newness and the opportunity of Australia as it then

was. He returned as a migrant in 1911, aged 18, and went straight from the boat to a scrub cutting job at Gunyidi, halfway between Perth and Geraldton, at 50c per acre or \$3.00 per week. Because he was just under 160cm tall and weighed less than 49kg, his flint-hearted employer allowed him to use a 680 gram (1 3/4 lb) axe, a little smaller than the one kilo axes swung by Australian bushmen. After a week, with his hands blistered and bleeding, he returned to Perth and took a job as an invoice clerk.

From Perth he made his way to Melbourne and there earned his living selling

Sir Zelman Cowen



The Late Bernard Cowen

shoes and grindery, specialising in disposing of accumulated stocks of manufacturers' samples — a job he was doing when Zelman, his only son, was born on October 7, 1919.

For a while in the early 1920s, Bernie Cowen was a partner in a tyre retreading factory. Then, in 1924, he became a salesman for Melbourne's biggest distributor of American cars. At that time standard time-payment on a new car was one-third deposit and the balance in 18 months. Bernie Cowen sold for \$100 deposit and two-year terms and soon was the firm's top salesman.

He was a soft-voiced young man with kind brown eyes and a ready smile. He looked everyone — particularly his customers — straight in the eye. His word was his bond and his credo was never to try to put anything over anyone — nor allow anyone to put anything over on him. He was a devoted family man and Zelman was the apple of his eye. It was only natural, then, that he should send him to Melbourne's prestigious Scotch College.

In the mid-1920s a different type of Englishman, George Frederick Shepherd, joined the car firm. He was a big, slow-speaking, slow-moving, easy-going engineer and a mechanical genius (although no one, himself included, realised it at the time). In an attraction of opposites, Bernie Cowen and George Shepherd became friends and in 1929, on the eve of the Great Depression, they quit the car firm to take in partnership a Melbourne franchise for Morris cars from England.

They did not prosper because, as the Depression developed, it became harder and harder to sell cars. One day they met a friend who told them he was making a fortune with a pencil and a notebook. "I'm not selling cars. I'm selling petrol imported in drums from America," he told them.

This started a new career for Bernie Cowen and George Shepherd. They pooled their limited savings and started importing American petrol in 44 gallon drums. By persistent selling they built up a clientele among car and truck owners, including doctors, who needed a ready supply of petrol when Melbourne's garages were closed.

The latent inventor in George Shepherd came to the fore and he designed — and had made — 1200 hand pumps which they loaned, sold or leased to their customers. They made money, but not much. Their main problem was that the American petrol

came in 44 gallon drums of a light-gauge steel known as "single trippers", so called because, under Victorian regulations, they could not be re-used to hold petrol. These drums cost \$1.25 each in Los Angeles. But, once emptied, they were worth only 25¢ in Melbourne. It was an exciting but an erratic business and by early 1932 it became plain to the partners that if they were to stay in the petrol game they would need bulk storage and they did not have the money for that.

One day George Shepherd drove south to the unspoiled beauty of Westernport Bay, then little different from when Bass and Flinders sailed into it 100 years or so earlier. He looked around and came back with an idea. "Why don't we buy an old tanker, moor her in Westernport Bay and use her as a floating terminal?", he said in his slow, deliberate way. "My God!", said Bernie Cowen, "have you gone crazy!" Crazy or not, that's what they did!

They formed a syndicate of eight. Each agreed to put in \$10,000 with Cowen and Shepherd, both short of money, using the assets of their drum business as part payment for their shares. When they came to find a name for their company, Bernie Cowen suggested the Pacific Oil Company. One of the partners asked: "Pacific? Why Pacific, Bernie?", and Cowen replied, "Because I am a peaceful man". This was quite true. He was indeed a peaceful man — a good friend but a tough enemy. Cowen and his partners incorporated the Pacific Oil Company in June, 1932. For good measure they registered its trade name as PAX, a really peaceful name. Its life of three years, unfortunately, was not to be peaceful.

Cowen located a tanker of 4,500 tonnes deadweight tied up at Genoa, Italy, a coal-burner named VINCAS which hadn't been to sea for three years. He bought her for \$9,000 unseen and "as is", with no guarantee that her engines would work. He figured that if anyone could get her into shape for the voyage to Melbourne, George Shepherd could, so he sent George to Europe to check over VINCAS and to hire the cheapest crew he could find. George found VINCAS seaworthy and hired a motley crew — motley except for the master, Captain Thomas de Carteret, a handsome, polished descendant of one of the oldest families in the Channel Islands.

De Carteret sailed VINCAS to Curacao in the West Indies and took on board 1,500,000

gallons of petrol. Then he sailed via Panama for Australia. The trip across the Pacific was uneventful except that, off the coast of New South Wales VINCAS started to run out of coal, forcing de Carteret to make an emergency stop at Port Kembla. There Cowen authorised him to buy the minimum tonnage he estimated he needed to get to Westernport Bay. De Carteret miscalculated by about 12 km. For the last lap into the bay he kept up steam by feeding her furnaces with her doors and other woodwork the crew could tear loose!

ON November 12, 1932, de Carteret anchored VINCAS in Westernport Bay, half a mile offshore from Stony Point. She was the first overseas vessel to anchor in Westernport Bay and her arrival was marked by a Commonwealth Government proclamation declaring Westernport Bay as a port for overseas shipping. Where she anchored was a lonely place then. It is not lonely now because it is less than five kilometres from Long Island Point where, since 1970, super tankers of 50,000 tons or more, have loaded crude oil from the Bass Strait oil fields — enough to meet about 50 per cent of Australia's requirements.


It was a big day for Bernie Cowen and for Zelman, who five weeks earlier had turned 13. Bernie Cowen let his head go and spent \$50 on champagne. Halfway through the party he learned in dismay that he would have to repatriate VINCAS' crew to England. Then, to his relief, he discovered he could ship them home at \$6 per head as "distressed

seamen"! Naturally he arranged for them to sail on the first ship to London. Captain de Carteret remained and became a salesman for Pacific Oil.

While VINCAS was on her way to Australia, Bernie Cowen bought about 50 petrol pumps and induced garage owners in Melbourne and major Victorian country towns to install them in front of their garages. He offered the garage owners a good deal and fixed the retail price of Pax petrol 2c a gallon less than the price charged by the major oil companies — a provocative act that was to breed trouble.

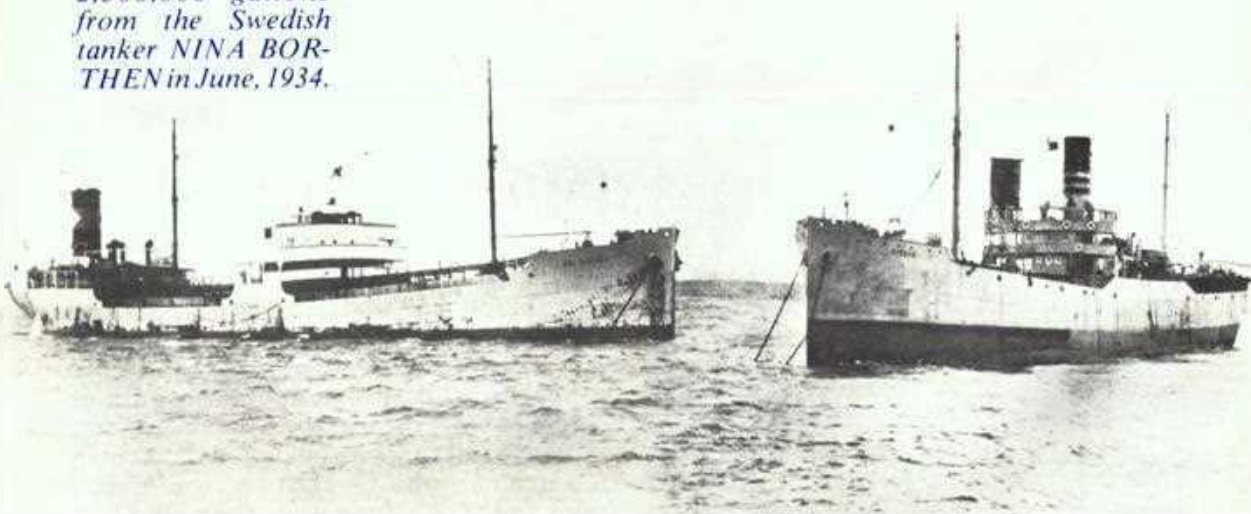
When VINCAS arrived, George Shepherd supervised the installation of a large tank above her deck. Petrol from the ship's main tanks was pumped into this and from it was run off through six automatic fillers into second-hand 44 gallon drums or "single trippers". These were taken ashore on lighters, transferred to trucks which carried them to garages in and around Melbourne.

But the drums weren't up to a second trip. No matter how hard the inventive George Shepherd tried, he could not devise a leak-proof bung washer. So Cowen had to finance six young men to buy their own road tankers and carry his petrol 24 hours a day if necessary on a flat gallon/mile basis. He sold trucks to them on no deposit and two years to pay. the petrol was still taken ashore in 44 gallon drums by lighter but the drums were emptied into the road tankers at a shore installation at Stony Point. The contractors



*VINCAS moored in
Westernport Bay.
Petrol was pumped
into overhead tanks
behind bridge and*

*VINCAS receiving
her last cargo of
2,500,000 gallons
from the Swedish
tanker NINA BOR-
THEN in June, 1934.*



remained Pax's road fleet for the life of the company.

By mid-1933 Pacific was well established throughout Victoria and was making money. Then in September the major companies slashed the price to 15 cents a gallon for first-grade and 14 cents a gallon for second-grade — the lowest prices at which petrol has ever been sold in Australia.

Up to this point Pacific had been able to make a profit but there was no profit at 15 and 14 cents a gallon. To make matters worse, by June, 1933, Pacific had sold the 1,500,000 gallons brought in by VINCAS and had received a second consignment of 2,000,000 brought in by a Swedish tanker and transferred into VINCAS at her anchorage in Westernport Bay.

After September, 1933, with most of its second shipment unsold, Pacific started losing money. The basic wage of the day was \$6.60 and few of the company's staff of 15 earned more than that. Despite this crisis, Cowen saw to it that Zelman remained at Scotch College. Friends advised Cowen and Shepherd to quit. But they could not afford to quit because every penny they had was in their business. One major company hinted to Cowen that it was prepared to buy him out. Cowen blandly said he wasn't interested. He had to say that because he knew that if he produced his books the company would learn just how close to the brink Pacific really was.

A desperate piece of strategy in this cut-

throat business environment helped save the company. Cowen won for Pacific a contract to supply the petrol needs of the Government of Victoria. He did this by cutting his price to the bare limit that would still let him make a profit and by not lodging his tender until the last moment. The major companies all put in early tenders. When their under-cover men reported there was no tender from Pacific they felt that Cowen was beaten at last. But, under Cowen's instructions, Pacific's secretary did not lodge the tender until 30 seconds before noon of closing day — 30 seconds before the "shutter came down". That way no one could leak to the major companies the price Pacific had quoted. With his back to the wall Cowen had guessed right. His price was half a cent a gallon better than any other! On the strength of that contract other users began to say "If Pacific is good enough for the Government it's good enough for us" and the company lived to fight another day.

The price war lasted into 1934. Cowen later estimated that it cost Pacific \$100,000 — a huge sum in those days. It was generally conceded that it cost the major companies \$8,000,000 but, unlike Cowen and Shepherd, they could afford to take the loss. As the price war eased, Cowen and his associates brought in a third consignment of 2,500,000 gallons which arrived in June, 1934. It was destined to be the last cargo transferred to VINCAS because in mid 1935 Pacific merged with Alba, another Victorian independent company.

Alba had an on-shore terminal so VINCAS became a surplus installation. Cowen, accordingly, sold her for scrap to a Japanese ship-breaking firm for \$11,000 — her purchase price plus \$2,000 — but tragedy, mystery and high drama were to engulf her before she reached Japan.

The agents who sold VINCAS at the same time sold an old freighter named PARINGA, which had been laid up in Adelaide, to a Hong Kong company for use in the China coastal trade. The Hong Kong buyers sent a crew of 30 Chinese seamen to Australia to sail PARINGA to China — a crew headed by three Scotsmen, Alex McInnes (master), S. C. Southam (Chief Officer) and G. M. Yuill (Chief Engineer). At the same time they arranged for PARINGA to tow VINCAS to Japan.

With Captain McInnes commanding, PARINGA sailed from Adelaide to Westernport Bay in November, 1935. In heavy weather during the voyage some of her plates opened and the crew sealed the openings with cement. Finally, after McInnes and his crew had spent some six weeks preparing VINCAS for the long tow, PARINGA left Stony Point with VINCAS in tow on December 23, 1935. Just before sailing McInnes engaged two local men, Mr R. Rutledge, as second officer, and Bob Baxter, who had worked on VINCAS for the Pacific Oil Company, as second engineer. Southam Yuill and 26 of the Chinese were also on PARINGA with four other Chinese as an emergency crew on VINCAS. Captain McInnes' final instructions to these four Chinese, none of whom could speak fluent English, was that if anything went amiss with the tow they were to drop anchor and await events.

At 11.50 am on December 26, 1935, PARINGA and VINCAS passed Wilson's Promontory, making slow speed in fair weather. Neither PARINGA nor the 31 men on board her were seen again. But two days later, after a fierce storm had swept the area, VINCAS was found anchored a mile offshore from Lakes Entrance, about 160km north-east of Wilson's Promontory, with the four Chinese still on board and with the 200m tow chain hanging from her bow. All that the Chinese could tell Commonwealth investigators was that PARINGA and VINCAS had run into a severe storm at night and that during the storm PARINGA had slipped the tow and soon afterwards had disappeared.

Thereafter VINCAS was blown before the gale towards Lakes Entrance with the heavy tow chain holding her steadily into the wind. As soon as they came in sight of land the Chinese dropped anchor in accordance with Captain McInnes' instructions. No one knows to this day what happened to PARINGA. At the time the authorities assumed that the plates which had opened on the voyage from Adelaide re-sprung in the gale she encountered after rounding Wilson's Promontory and that the old ship foundered somewhere off Victoria's Ninety Mile Beach. All that was ever found of her was a gangplank with two handrails washed ashore on Ninety Mile Beach.

Bereft and forlorn and deserted except by a watchman who checked her over once a week, VINCAS rode at anchor off Lakes Entrance for 17 months before her Japanese owners arranged for another vessel to tow her to Japan in May, 1937.

When she left her hull was still sound and she survived the three weeks' tow to Japan without mishap. No one knows the ultimate fate of this sturdy ship built on the Tyne in 1917. But one story is that her Japanese owners did not scrap her but recommissioned her as a tanker and that she served as such for the Japanese in World War II. During the years that this drama of VINCAS unfolded, Zelman Cowen grew to be a man. First he graduated Dux of Scotch College, then went on to top the law school at the University of Melbourne and become Australia's Rhodes Scholar for 1940. He took a rain-check on Oxford to join the Royal Australian Navy and, in 1942, to become a member of the personal staff of General Douglas MacArthur.

The eager, alert schoolboy who went, excited and proud, with his father 45 years ago to see VINCAS limp into Westernport Bay, today is one of Australia's most distinguished academics and soon is to become our Governor-General. He looks a lot like his father. Like Bernie Cowen, he is a kind, gentle family man, with a quiet air of reasonableness, a capacity for judgment and qualities of leadership and determination. The pity of it is that the 50c per acre scrub cutter from Gunyidi, the little man who loved him so much and who did so much to mould him, did not live to see him move into Yarralumla!

Next Issue: The story of George Shepherd, one of Australia's greatest inventors.

"Two bob he heads 'em!" was the cry during Maldon's construction

The latter part of the forties saw the completion of the Nepean Dam project and operations gaining momentum on the mighty Warragamba construction.

A huge labour force for this project was recruited from many parts of Australia and included large numbers of migrants.

The Metropolitan Water Sewerage and Drainage Board had employed a big proportion of the available manpower in the Wollondilly Shire during that period and most of these employees camped on the job.

The commencement of the Metropolitan Portland Cement Works at Portland proved a boon for many of these men, as local employment, with transport provided, kept families united.

Buses serviced the early construction site from Mittagong via the Hume Highway, Mittagong via the Picton loop line, Appin and Wilton areas and Campbelltown.

At the ripe young age of 18, I kicked the clods from a ploughed paddock from my boots, boarded the bus with my uncles, Tom and Andy Bowen and my father, to start on my first association with the cement industry.

Andy was a giant of a man with a heart to match. He became the first A.W.U. rep. at Maldon.

My first impression of the site was one of excitement. Before us stretched a great paddock, losing its overburden to bulldozers that gouged the hard shale base upon which, one day, a cement producing factory would stand.

MACHINERY FROM U.S.

The workforce grew in number daily. From all points of the quiet, rural district came carpenters, fitters, boilermakers, riggers, tinsmiths, electricians, plant operators and labourers.

Many were small property owners in the throes of developing their farms, many were poultry farmers whose dreams were to be realised in a venture that was to thrive and later fail.



"School's in!"

The site had been purchased from Mr. Wes Maunder and he remained in the employ of the Company for some years. His son became a proficient signwriter and contracts today, preparing signs for use at the Works.

Mysterious crates and strange shells and pieces of machinery began to dot the landscape. The area they covered grew daily as sections of the old Ford cement plant continued to arrive after its long haul from America.

The first general labourer gangs worked under Jim Stone and Bill Jordan.


The latter has three sons working on the plant today.

Harry Davis, also an early leading hand, still retains that position with the company, having logged many years of service.

The builder's labourers were supervised by Dave Dunsmore, who retired a couple of years ago, having been employed in latter years as a cement tester.

Archie Henderson headed the electricians, Arthur Miller was responsible for the carpentry and building.

Bill Wilson cared for the fitter's department and Eric Andrews looked after the



rigging section. Our present personnel officer, Bernard Carroll once worked in this department. Ken Tunks was in charge of the mechanic shop and close by stood the first blacksmith shop where Ted Sharpe attended the tool sharpening and general smithy work. Later the shop was re-located adjacent to the fitter's shop which stood then roughly where the top slurry silos stand today.

George Brown from Yanderra and I were employed as strikers. George struck for Len Turner and I struck for Les Turner. Lloyd Turner, now employed as a carpenter is a nephew of Les.

I marvelled at the time at the power of the Lima and Bay City cranes as they lifted their heavy loads, and I watched No. 1 and No. 2 kilns rolling up ramps to their positions on the piers.

SECTION NIPPERS

Each section had its own nipper who collected lunches from a kiosk managed by Mrs Young and her daughter Judith. They travelled daily from Hilltop and the kiosk was sited at the right hand corner of the works, in line with the present and original carpenter's shop.

Alan Smith, "Skeeter" Murray, "Abdul" Clarke, Darcy Smith and Frank Lambert were the nippers who attended the needs of the men in those far-off days when three-pence bought a meat pie!

The men mostly wore felt hats and many carried watches in belt pouches. Some wore ex-army berets and disposal shirts, slacks and boots were common.

Lunch time was a three-quarter hour break and many indulged in a two-up game that was held among the crates at the rear of the works.

SMALL TENT TOWN

Organised by two contractors, "Oxy" Jack and Leo Buring it flourished over a long period and many pounds changed hands as the shiny pennies spun in the sunlight and fell to give their result. It was a big game and at times large wagers were made, for many "darkies" were worked at that time and pays were big.

The house that stood at the left corner of the works, once occupied by Brian Garner and his wife and recently demolished, was the original farm house and at the rear of this stood a galley and a number of tents in which a number of employees were housed including myself.

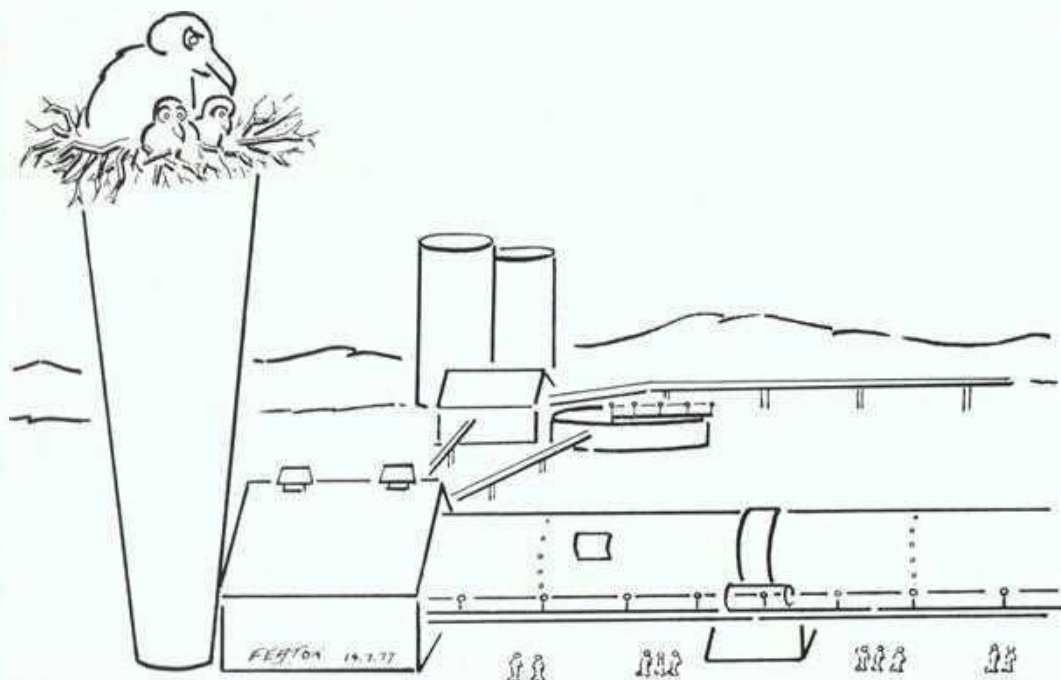
I was then employed for a period as gatekeeper-watchman. I worked a 4 p.m. to 12 m.n. shift and Danny O'Brien worked the 12 m.n. to 8 a.m. shift. I booked in after hours trucks and patrolled the works with a large black dog of disputable parentage and a dalmatian of mean nature.

At times Messrs. A. Taylor and R. Taylor, the original managers would arrive, and as a young fellow, I admired their cars, a Buick and a Mercury. Their plan for a slurry pipeline from Marulan never eventuated but their vision of a cement works did and today it stands as a very productive factory.

They were happy memories. Sometimes it seems but yesterday, yet it is 30 years since I heard that voice call: "Two bob he heads 'em!".

□ Bill Featon.

The Blue Circle Boys



Another telex from Sydney office asking reason for delay in light up.



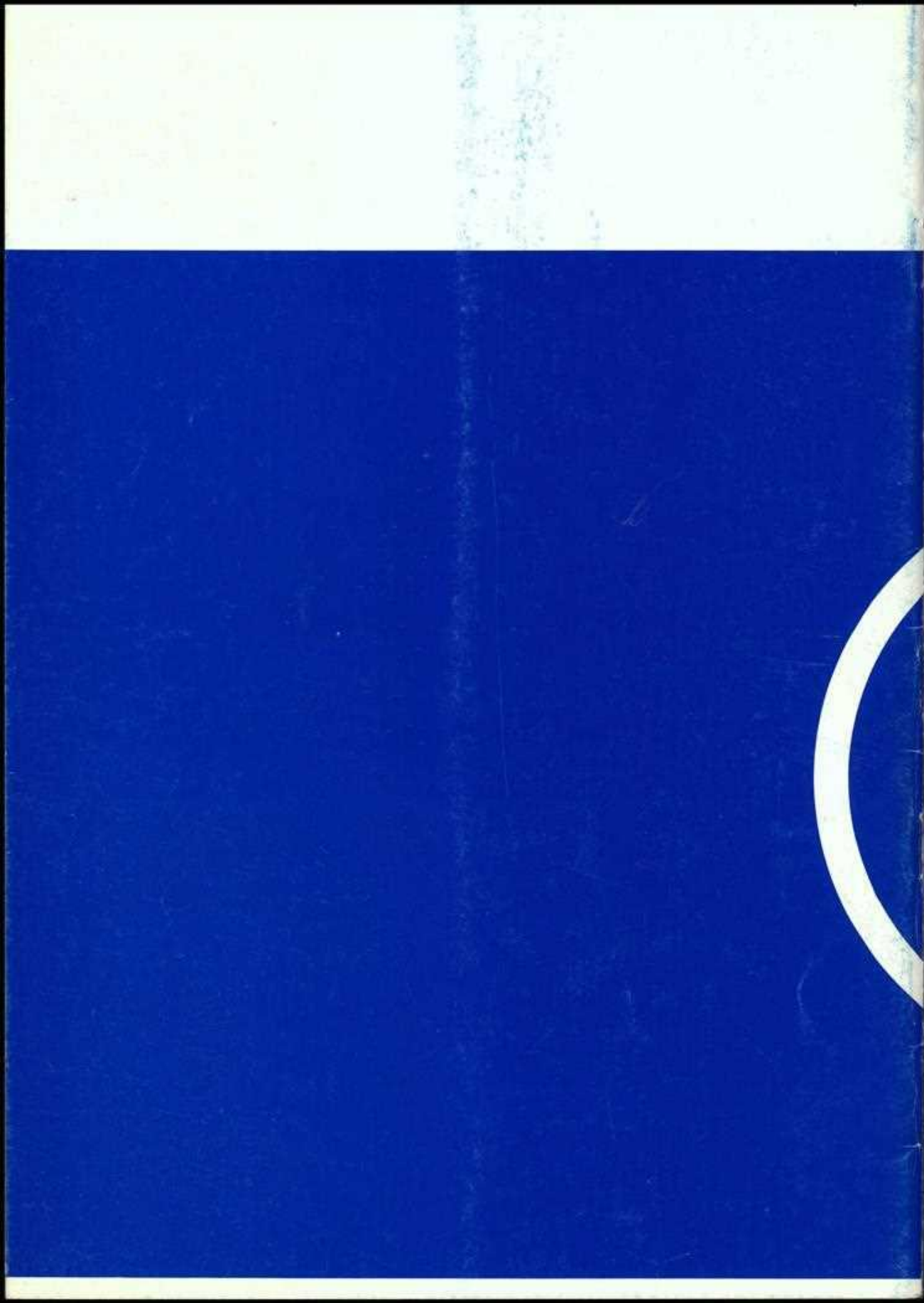
ATTRACTIVE MEMBERS OF PROJECT TEAM

At left are two attractive members of the team in the Blue Circle Project Office at North Sydney.

Standing at rear is Lesley Jefferson, 17, who joined the team as a tracer three months ago. It is Lesley's first job and she enjoys it very much.

She finished school last year and spent a year at Technical College before joining Blue Circle.



Ann O'Donnell, 20, (front) also a tracer, has been with the team for seven months. After trying her hand as a barmaid she went to Technical College and from there joined Blue Circle.



PS.

BLUE CIRCLE SOUTHERN LINK

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BLUE CIRCLE SOUTHERN LINK

October, 1977

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MALDON

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BIRD OF THE MONTH



*P*etite, blue-eyed Cathy Imbruglia, 19, who joined Head Office last month as a stenographer, is our Bird of the Month.

Cathy's paternal grandparents came to Australia from Italy but she is a second generation Australian and doesn't have any close ties with the land of her forebears.

Cathy worked with the Rural Bank before joining Blue Circle. She is a keen squash player and plays once a week. She makes most of her own clothes and is very keen on cooking. □

INSIDE FRONT COVER:

Model maker, Eric Batman, photographed last month as he made a last minute alteration to the \$7,000 model of what the Berrima Works will look like when the current \$72 million expansion programme is completed in 1978. The model is in the Blue Circle Project office at North Sydney. See story pages 2 and 3.

PROJECT TEAM'S PROGRESS

The team of design draughtsmen and engineers which has been working in the Blue Circle Project Office at North Sydney since last October is well on the way to completing designs for the \$72 mill. expansion programme now under way at Berrima, Maldon and Marulan.

Project Design Manager, Ron Bolsover, told LINK last month that design work for the Berrima extension was about 80 per cent complete and designs for Maldon were about 95 per cent complete "with only a few odds and ends to go." Design of the expansion at Marulan is still in the preliminary stage.

At Berrima all excavations for the plant extensions have been completed. The site has been consolidated and pouring of foundations for the kiln piers is almost completed. In addition, pouring of foundations for the coal mill, the raw materials and blending store and the blended coal store are well under way.

Ron Bolsover, who joined the Blue Circle Group at the Hope Works in England in January, 1939, as an apprentice draughtsman and who worked his way up the ladder "the hard way", arrived in Sydney on October 15 last year to take up the position of second in command on the Project Team.

Ron has spent most of his 38 years with Blue Circle working on design and construction in northern England. But his last job before coming to Australia was Project Design Engineer on a new Blue Circle Group cement plant at Ashaka in Northern Nigeria.

Chief of the Project Team is Project Administration Supervisor Trevor W. Herbert, who has been seconded to Blue Circle Southern Cement Ltd by The Broken Hill Proprietary Company Limited.

Like Ron Bolsover, Trevor started with B.H.P. as an apprentice engineer. In recent years he has worked on massive, multi-million dollar steel mill expansion projects at Port Kembla and Newcastle.

Other members of the Project Team are:

Bert McIntosh, veteran Blue Circle Mechanical Engineer

Jim Stowe, B.Sc., Electrical Engineer, who has been with Blue Circle since 1971.

Peter Clayton, Engineer, who has been 10 years with Blue Circle.

Alan Ransley-Smith, Chief Draughtsman, who joined Blue Circle in 1972.

Eddie Hoskins, Draughtsman, who joined in the same year.

Geoff Leigh, Civil Engineer, on loan from B.H.P.

Jeff Stevenson, Construction Manager, from the Blue Circle Group, England.

Jack Brzozowski, Engineer, also on loan from B.H.P.

Les Byron, Contract Draughtsman, of Crooks, Michell, Peacock, Stewart Pty Ltd, consulting engineers.

Tom Ban, another Contract Draughtsman, is currently on six months holiday overseas.

Clive Norman, Senior Design Draughtsman, of the Blue Circle Group, England, worked with the team for some months but has now returned to England.

Frank Farrajotta, who was on the team when the project started, is now Site Engineer at Maldon.

Clerk **Tom Bell**, typists **Lyn Taylor-Reid** and **Elizabeth Manuel**, tracers **Ann O'Connell** and **Lesley Jefferson** and printer **Sandra McNair** complete the team.

Soon after the team started work last October one of its first tasks was to prepare plans to enable K.M.A. Pty Ltd, a Sydney firm of model makers, to make detailed scale models of what the Berrima and Maldon works will look like when the huge expansion programme is completed.

Construction of these models was a first priority because, unlike designers of entirely brand new construction, the Project Team had the difficult task of locating additional new plant into existing works in a way that would not only integrate the additions with the existing plant but also would cause a minimum of interference to existing operations.

The team prepared initial layout plans and early this year K.M.A.'s model makers started to convert these into scale miniatures of what the finished plants will look like.

They completed the models about six months ago and from time to time since then they have improved or amended them as changes and streamlining have been made in

the overall design.

Even the draughtsmen who designed them learned from the models.

"When the models were first built they showed up some problem areas and, as a result, we changed the design to overcome these problems," said Alan Ransley-Smith.

"One of the big features of the models is that they show that the new plants are readily accessible to rail and road traffic.

"In the general scheme of things the models have proved to be of great value and will continue to do so as work on the expansion programme progresses.

"Not everyone can understand a drawing.

"Therefore, the models give everyone associated with the expansion programme — from the builder to the management of Blue Circle — a better understanding of what we are doing at Berrima and at Maldon.

"Since the models were built we have incorporated in them various ideas for smoother operations on the various works which have been put to the Project Team."

Construction at Maldon and Berrima is now in full swing.

Next page, please

THIS TRIO WORKS FOR US — NOT TELECOM!

In the distribution office at Head Office, North Sydney, is a most unusual assembly of 16 telephones. For good measure a battery-operated truck radio transceiver is there as well, plus a link with a power-operated transceiver.

Distribution Supervisor, Joe Paardekooper, and his assistants, Nick Wyatt (bulk cement) and Greg Laughton (bag cement), use the battery of phones and the two-way radios to direct the distribution of all the

cement manufactured at Portland, Berrima and Maldon — just about all the cement needed by the construction industry in New South Wales.

They seek and receive orders for cement from customers and then relay the orders to about 40 Blue Circle bulk and bag transports and, on average, to an equal number of cement trucks operated by three transport companies which service Blue Circle.

Six of their telephone are **BLACK**; one is **GREEN**; five are **GREY**; and four are **CREAM**. Needless to say neither Joe, Greg nor Nick are colour blind!

This is what the phones do: Four **BLACK** phones with hand winders instead of dials are direct lines to the three transport companies used by Blue Circle (Alltrans, Aztec Haulage and Pittmans) and to Blue Circle's Alexandria depot.

Two **BLACK** phones (with dials) are intercom telephones for internal communication. These were in use before the present PABX system was installed and are still in use.

Five **GREY** phones go through the Head Office switchboard but are not adjusted to prevent direct trunk calls as are all other grey phones in Head Office.



Greg Laughton, veteran of the distribution office, takes things easy in between phone calls. Needless to say he doesn't get too many chances to do this!

At Maldon new plant will increase existing grinding capacity by 150 per cent.

Some of the equipment going into Berrima, notably a Pfeiffer vertical spindle raw mill from Germany, will be the largest and most modern of its kind in Australia.

Another ultra-modern unit, a four-stage Cyclone pre-heater tower, is being built in Australia by Vickers Ruwolt to the design of F. L. Smidth, of Copenhagen, Denmark. Gear boxes and other specialised items will come from Denmark.

A huge Smidth planetary cooler kiln will be the first of its kind in Australia.

These installations will help make Berrima Australia's biggest and most modern cement plant and will lift its

production capacity to a maximum of 2,300 tonnes a day — almost double its existing maximum capacity.

As work gets under way at Berrima and Maldon drawings by the score keep coming out of the Project office at North Sydney from draughtsmen and women working at a twin row of 14 large drawing boards.

Last month the Chief Executive of Blue Circle International, Dr Gordon Marshall, called on the Project Team during a quick visit to Australia and was most impressed with progress to date.

Dr Marshall admired the models of Berrima and Maldon. When construction is complete they will go to the works and there be used in training courses. □



The distribution office team at work with some of their battery of 16 telephones in the foreground. From left: Greg Laughton, Joe Paardekooper and Nick Wyatt.

Because Joe, Nick and Greg are constantly calling country plants or country customers they make direct trunk calls on these phones.

For incoming calls from plants or customers a special link on the Head Office switchboard enables the call to go to whichever of these five phones are free.

The four **CREAM** phones and the **GREEN** phone are direct lines with three numbers different from the Head office number so that customers for bulk or bag cement, or cement truck drivers, can call Joe, Nick or Greg without going through the Head Office switchboard. The cream phones are in parallel on two lines (two phones ring when each number is called). The green phone and one grey phone are in parallel on the third direct line.

All this adds up to 16 phones and 13 distinct lines. Until last month Blue Circle maintained a power-operated transceiver in a tall building at Crow's Nest about half a mile from head office with an aerial on the building's roof and a landline to a handset in the distribution office.

Early this year Distribution Manager John Bain decided to experiment with a

transceiver in the distribution office. He had an aerial erected on the Head Office roof and a truck transceiver, along with a truck battery, installed in the distribution office.

Joe, Nick and Greg have been using the experimental unit as a back-up for the power unit to talk directly to drivers of radio-equipped Blue Circle cement trucks, keeping track of them, checking if there are any delays or relaying changes in order.

It has worked so well that last month the company installed a power-operated transceiver in the distribution office. In keeping with the 16 telephones in the room the handpiece for the two-way radio is shaped like a telephone!

Between them Joe, Nick and Greg collect orders from customers and allocate these deliveries to Blue Circle and private carrier transport, working out a day's work, usually three loads, for each driver.

They control all Blue Circle trucks operating into and around Sydney and to the Wollongong, Central Coast, Canberra and western areas.

Next page, please

LAST LAP FOR LANGLEYS

Mr Clive Langley, Works Manager at Waurin Ponds, here concludes his account of the visit he and Mrs Langley made last May to Sagunto Works near Valencia in Spain.

Our return from Spain to London coincided with preliminaries to two other great events in the English calendar. The most important of these, of course, was the Jubilee celebrations.

Economic despondency and national self-doubt were being submerged in a tide of carnivals, processions, fireworks, bonfires, pageants and innumerable street parties.

London was bursting at the seams with overseas tourists, all of whom appeared to be just as badly infected with "Royal Fever" as were the locals.

It was a real old "knees up" all round.

Of the three, Greg Laughton has been with Blue Circle longest. He joined the accounts staff in March, 1969, and moved to distribution in April, 1970, when the company operated only 10 bulk trucks.

Nick Wyatt joined Blue Circle in 1972 and went to distribution a year later.

Joe Paardekooper, who was born in Holland and came to Australia with his parents in 1952 aged nine, joined Blue Circle five years ago and was a sales representative for 2½ years before moving to distribution.

The whole operation is supervised by Distribution Manager John Bain, former Rugby Union international forward and manager of the 1976 touring Wallabies.

Next to Mr Allan Fagan, John has the longest continuous service of anyone in Blue Circle and is one of the most knowledgeable men in the cement business in Australia.

He started in February, 1946, with the Standard Portland Cement Company because, as he puts it, "the old man was the boss".

His father, the late Walter Stewart Bain, joined a firm of Sydney chartered accountants in the early 1920s when the firm's main activity was associated with racecourse totalisators.

When one of the partners formed the Standard Portland Cement Company,

Through the generosity of Mr John Milne, A.P.C.M. Group Managing Director, we were fortunate to obtain two tickets to the final practice of the Trooping of the Colour.

The day of the final practice, Saturday June 4, dawned a glorious English summer morning such as grandparents reminisce about and tourists never believe.

The spectacle was truly magnificent, with a seemingly never-ending pulsing column of bands, guardsmen and cavalry erupting from a side street into the Mall to assemble on the parade ground in front of St. James' Palace.

The party had really begun in earnest and if any doubts had existed regarding the need of England for its Royal Family they were now dispelled. Even two somewhat cynical colonials had to admit that the Royals were a British necessity.

The second important event to take place

Walter Bain became the company's first secretary and rose to become its managing director.

He remained with it until the formation of Blue Circle Southern Cement Ltd and became a director of Blue Circle on his retirement.

John Bain still uses his father's desk. A younger brother, Robert, is a Sydney sales representative for Blue Circle.

Last month, as technicians installed the new radio transceiver in the distribution room, John Bain remarked that it was part of the major change that has occurred in his 31½ years in the cement business — the change from manual operation in 1946 to instrument operation of today.

Behind the distribution department is the transport division and naturally Transport Executive, Peter Hodder, an automotive engineer, works in close liaison with John Bain, Joe Paardekooper, Nick Wyatt and Greg Laughton to keep Blue Circle's fleet of cement trucks rolling.

Peter's job is to keep as many Blue Circle trucks as possible on the road so that the company can get the best use out of its transport fleet.

Distribution gets the orders and allocates them. Peter Hodder and his team see that the cement is delivered on time. □

on that same day was the annual England v Scotland soccer match. The Scottish invasion began on the Friday and gained in intensity throughout Friday night and Saturday morning, culminating on Saturday afternoon in uninhibited Scottish jubilation after their first victory in 10 years.

London's streets appeared to be filled with elated young Scots on Saturday evening, each equipped with beer mug in one hand and yellow lion rampant banners in the other.

Although newspapers reported violence and numerous arrests, our observations were only of high spirits. Even the London bobbies appeared to be good-humouredly entering into the spirit of the celebration.

In a practical sense they had little option because the streets were so crowded. One often-asked question was answered when a Bow Street magistrate fined one young Scot £50 for lifting his kilt in crowded Shaftesbury Avenue.

Our place of abode for the week in London was the Cavendish Hotel in Piccadilly, which served as the model for the "Bentinck Hotel" in the BBC television serial "The Duchess of Duke Street".

Many reminders of Rosa Lewis (Louise in the serial) the hotel's famous administrator of 50 years still adorn the walls of the hotel lounge.

Rosa ran the hotel with an iron fist from 1902 until 1952 when she died aged 85.

In her hey-day she was the most sought after cook in London and prepared food for the most important people of the time in England and the continent.

Since her death the hotel has been completely rebuilt but I fancy her critical influence remains because meals and service were excellent.

Incidentally, the Australian Test cricket team was in England at this time. But although they were being downed continuously, the newspapers gave little space to these morale-lifting victories.

Despite the general atmosphere of celebration, cement was still being produced and sold and Yours Truly paid calls to Hope Works in Derbyshire, Research Department, Theale Depot and Portland House. Jean managed a trip to Edinburgh to visit her cousin and returned enraptured by the northern countryside.

Our last day in London turned out somewhat of an anticlimax with the weather returning to traditional cold and damp.

Undeterred by the weather's change of mood the kerbside vendors were lined up in force along Piccadilly displaying a seemingly unlimited variety of goods for an also seemingly unlimited variety of prospective customers.

We managed successfully to negotiate past the temptations of the kerbside magnates to explore the famed and less crowded expanse of Hyde Park, the Serpentine, Rotten Row, and all that.

It was a relief to get away from the still crowded streets for a while. The chestnut trees in full bloom were making a brave showing although somewhat bedraggled by the rain and the Laburnum Vossis were magnificent.

We even discovered a trio of somewhat homesick blue gums trying to compete with the natives. Our knowledge of deciduous trees being somewhat less than good, we agreed that the majority must have been elephant trees because they all had trunks.

The next day we set out for Germany where we were to be met by a Humboldt representative at Frankfurt airport. Significantly it was June 6, the 33rd anniversary of "D Day" and through an omission in the Humboldt organisation we were not met.

We found out later that our would-be guide in Germany had dashed off to Turkey at short notice without remembering to allocate a proxy for our benefit.

Fortunately we found a most co-operative taxi driver who also spoke good English. Seigfried proved to be most helpful and somewhat restored our faith in Teutonic efficiency.

However, our programme for Germany was by now sadly behind schedule but some rapid re-arrangement by Humboldt people on our arrival at their main office in Cologne rectified this problem, although it meant a very full day coming up.

After technical discussions with Humboldt engineers on the Tuesday morning we set out for the Lengfurt works of the Heidelberger Cement Coy, some 270 km away.

The journey in a Mercedes taxi over the German autobahnen was a pleasant respite.

The German countryside was very picturesque and magnificent in its verdant covering of early spring growth.

The Lengfurt works was most impressive

Next page, please

Staff Aid Community Chest

Above Mr Wal Lake (left), employee representative, presents a cheque for \$336.50 to Mr John Thornton, Industrial Chairman of the Geelong and District Community Chest Appeal 1977 (centre), with Mr C. W. Langley, Works Manager, looking on. The cheque represents employee and staff weekly contribution deductions and brings the total for the year ending July 31 to \$778.75.

This year 48 beneficiaries, — health and welfare organisations — throughout the Geelong District will benefit through this united way of giving by the people of Geelong through industry, commerce and public donations.

The Appeal raised \$284,000 in 1976 and it

is hoped to better this figure through the efforts of the 1977 appeal.

The Community Chest Appeal has been an annual event since 1954 and was originally started through Apex after learning of its success in Cleveland, Ohio, U.S.A.

with its efficient 5.2 metre diameter Humboldt kiln churning out 3,100 tonnes per day of clinker — an extremely clean and efficient works, as might be expected in that country.

Unfortunately time was pressing and we had to return to Frankfurt to board the Lufthansa plane for our return to Australia.

The journey home was pleasant and uneventful although a little wearying toward the end, taking just on 24 hours flying time,

with touch-downs at Bombay, Singapore and Jakarta.

The sun was just preparing to rise over the Australian coastline as we made our approach to Sydney and a most pleasant sight it was to two weary travellers.

In completing this narrative I would like to place on record our thanks for the efficient organisation of our trip by our own people in Sydney, Blue Circle South Africa and A.P.C.M. London.

VISITORS TO WAURN PONDS



Tony Sewell, Assistant Works Manager at Waurn Ponds (left), with distinguished visitor Mr J. C. McNeill, Managing Director B.H.P. Windy and gusty conditions did not deter the welcome visit in August to Waurn Ponds by Mr McNeill who was accompanied by Mr R. Coulton, Group General Manager Subsidiaries B.H.P.

Mr. David Scott (L) Plant Technologist from Swan Portland Cement, Riverdale, Perth, is seen with Waurn Ponds Production Manager, Bill Graham, on his two-day visit to the Waurn Ponds works.

\$5,000 Donation to Art Centre

At lower right we show the presentation of a cheque for \$5,000 from Blue Circle Southern Cement Ltd Victorian Division to the Geelong Cultural Art Centre Building Appeal.

Pictured in our photo taken at the Waurn Ponds Works are (from left) Mr Don Taylor, Appeal Industrial sub-committee chairman; Mr Harold Leach, Appeal Chairman; Mr Eric Mathlin, General Manager B.C.S.C. Victoria Division and Mr Tony Sewell, Assistant Works Manager.

Our donation of \$5,000 brings the progressive total of the appeal to \$734,719, about \$65,000 short of the public appeal target of \$800,000.

The local councils and the State Government are providing the rest to make up the total cost of the project of \$5.25 million.

The performing arts and patrons will benefit by the erection of two theatres and remodelling to update adjacent theatre

interiors.

A walkway is planned between Ryrie Street and Little Malop Street for public use and there will be art and other exhibitions on show, plus tables equipped with umbrellas so that people can sit and have lunch and browse through these different exhibitions.

When completed, Geelong will have something to be really proud of because the Geelong Cultural Art Centre, with its many new features, will make it one of the most modern centres in the southern hemisphere.



MIGHTY MARULAN MEN



David Eddy (left) joined the company in January, 1975, and is now a third-year apprentice. He is getting married soon. He lives at Marulan south and his hobbies are shooting and soccer.

Mr A van der Kop (centre) Works Chemist for Marulan Works, has been with the company since 1951. Before migrating to Australia he was a sugar chemist in Indonesia. He holds a diploma in chemistry

from the University of Sourabaya (now Djakarta). He is a grandfather with young hobbies: scuba diving, kayaks and yoga.

Bill Lamb (right) joined the company in February, 1975, as a cleaner, then transferred to lime plant assistant and is now relief burner. He lives in Goulburn with his wife, son Bede, three, and daughter Natalie, 22 months. He likes fishing and has his own snooker table.



Les O'Brien (left) joined the company in March, 1962, as a fitter and turner, after serving his apprenticeship with Southern Motors in Goulburn. So far he has succeeded in avoiding all the glamorous young ladies who have tried to lead him to the altar. He is a District Scout Leader for the Tablelands District and is keen on sailing and boat building.

Bill McKenzie (centre) joined the company in March, 1974, as a gyrotor

attendant. He transferred to the maintenance department in 1974 and is now a serviceman. He has lived in the Goulburn district for 20 years and has been married 16 years. His hobby is horse riding.

Greg Thompson (right) joined the company as an apprentice on December 6, 1966, and is now a fitter and turner. He is married with one daughter Jodie, aged two. He lives in Marulan south and his hobbies are soccer and social cricket.



PRESENTATION IN WEST

Jim Bennett, who completed his four years' apprenticeship with Swan as a Boilermaker/Welder in 1976 and is now a draftsman at our Rivervale plant, is congratulated (above) by Assistant Works Manager, Mr Jeff Trew, on attaining the ripe old age of 21.

Jim is a second generation Swan man, father Don being a senior member of the stockhouse staff.

Our photograph below shows Paul Conti,

former assistant to Riverdale's Research Officer, Geoff Ledsham, receiving some gifts and warm good wishes from his workmates on the eve of his departure on a working holiday which will encompass Britain, Western Europe and his family's home town in Italy.

Pictured in the farewell function in the Laboratory are (l to r) Paul, Ron Cuthertson, John Dowse (obs) Suzanne Deverall, Lynne Townsend and Geoff Ledsham. □



OCTOBER IN THE GARDEN

by Mrs C.G. Crowe
Berrima Bridge Nurseries, Old Berrima

PLANT NOW FOR SUMMER

FLOWERS:

SOW: Ageratum, antirrhinum, aster, aquilegia, balsam, candytuft, celosia, cosmos, dahlia, delphinium, dianthus, gaillardia, godetia, nasturtium, petunia, phlox, portulaca, statice, sweet pea, verbenas, zinnia.

PLANT: antirrhinum, aster, carnation, dianthus, delphinium, petunia, phlox, gladioli.

HASTEN VEGETABLE GROWTH

VEGETABLES

SOW: broad beans, French beans, cabbage, celery, cucumber, lettuce, melons, peas, pumpkin, marrow, radish, beetroot, silver beet, herbs, kohlrabi, parsley, tomato, turnip.

PLANT: Cabbage, lettuce, silver beet, tomato, sweet potato.

August was a very dry, cold, frosty month, with below average morning temperatures, and sunny, cold days. This weather resulted in many plants which normally tolerate reasonably frosty conditions being badly "burnt", some, particularly natives, being completely killed. Watch these varieties in future and plant them in sheltered positions, where they do not get the early morning sun on the leaves in Winter.

Late flowering crab apples and flowering cherries, which bloom particularly well in our climate, are at their best this month. Plant Summer blooming annuals, dwarf shrubs and alpines, chrysanthemum plants and dahlia tubers now. Place stakes in position for the dahlias before they grow so that they can be tied to them without disturbance. In this way the names of the dahlias can be permanently attached to the supporting stakes. Give all rose bushes a good handful of blood and bone or rose fertiliser this month to promote strong growth and encourage flowering.

Tomato plants can be planted out, but be prepared to cover them on cold nights, as we can still have heavy frosts. Give any green, leafy vegetables a side dressing of complete fertiliser to hasten their growth and keep the weeds under control by cultivating between rows.

Bait for slugs and snails and watch for aphids and thrips on new growths and in flowers.

This is a good time to visit native flower reserves and fauna sanctuaries to become familiar with native plants, birds and animals. The rule is "Look but do not touch or disturb".



(L to R) Les Williams (he just got in the picture), Terry ("Rubber Wheels") Byrnes, Terry Roache and Garry Blythe test the quality of the brew at the Transport Department barbeque at Prospect Dam.

TIDINGS FROM TRANSPORT



Barry Smith and Lee Benson discuss Lee's election as secretary of the Transport Department social club. Below: Garry Smith and his Dad.

It is quite some time since Link has heard from the Transport Department, Sydney Depot. Despite the silence we would like to advise that we are still here and that Link will be hearing from us more often in the future.

We extend our very best wishes to Helen and Nick Wyatt on the birth of a son recently (118" long, according to his proud Papa!), and also to Mr and Mrs Fred Missingham, Moss Vale, on the recent birth of Wayne, who looks just like Papa.

Congratulations are also in order for Betty and Merv Wallington whose daughter, Judy, is about to make them grandparents for the second time. Congratulations to all three families.

Big Col Wiles, after a slight altercation with his tank in which he broke his leg,

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ox a raffle





Lyndelle and Glenn Roache share a cold can at the Prospect Dam barbeque.

appears to be mending and we hope it won't be long before he is on deck again. Gred Tippelt is nursing bruised ribs after he and his truck parted company last month outside Canberra. Hurry up and get well, Fred.

On Sunday August 14, a barbeque was held at Prospect Dam. A great time was had by all who attended. The roll up could have been better because it was a lovely, sunny day and Prospect Dam is a fine site for a day's outing. A raffle of a Wiltshire stay sharp knife was won by Jan Crosskill who says it is the first time she has won anything. Three cheers for Jan.

Before lunch a general meeting was held for the election of new officers and the following were elected: President: Mrs B. Williams; Vice-President: Mr. T. Roche; Secretary: Miss I. Benson; Assistant

Secretary: Mrs N. Knox; Treasurer: Mrs Y. Ross; Public Relations: Mr L. Williams

In general discussion it was decided that an all out effort should be made in the future to raise funds to support the Blue Circle Drivers' Club.

Suggestions were called for, the first of which was that each month we would hold a B.B.Q. at a driver's home at a cost of \$2.00 per family; bring your own meat and grog; the salad will be provided. The first of these B.B.Q.s will be at the home of Jan and Graham Crosskill on October 15 at 6 p.m. and we have further bookings for each month up to August of next year.

The actual date of these functions will appear in the preceding month's Link — **SO WATCH OUT FOR IT!!** We hope to see a good roll up at the Crosskill's in October. □

Worthy Ron's a Real Whiz!

Portland Works' Brian Pattison races a trotter which he leases with Terry Middleton and Ron Gardiner.

The trotter, a five-year-old named Worthy Ron, was trained and driven locally by Brian and won eight races.

Now trained at Tweed Heads by Tony Turnbull, Worthy Ron is still winning races, with four wins at Albion Park, Brisbane, two at Tweed Heads and one at Southport.

All told, in 15 starts up north, Worthy Ron has only been unplaced three times.

Brian trains four other trotters. One, Band Rhythm, has won four local races. The others

are still too young to start racing but Brian has very high hopes for them.

We expect Worthy Ron to keep winning for the trio and hope that Brian is just as successful with his younger trotters.

Brian has an enlarged photo of each of Worthy Ron's wins.

He is having his house extended to give him a spare room in which to display these photos of which, naturally, he is justly proud.



"PERSONALLY, I LOST FAITH IN THE BUDGET WHEN THEY REPOSSESSED HIS ELECTRONIC CALCULATOR."

TALLY HO! Often They Smell Like \$50 Bills

Noel Newman, maintenance shift foreman at Marulan, is one of hundreds of Australians who have cashed in during the past winter on the current high demand for Australian red fox skins.

Other Blue Circle marksmen at Portland and Berrima also report that they have had a most successful hunting season.

In most areas where the red fox roams it has been a severe winter with frosts as heavy as many people have ever seen.

The result has been first-class pelts and first-class prices, ranging up to \$50 a skin.

For Noel Newman, fox shooting is a hobby which shows a profit. He uses a .224 cal. Hornet hair-trigger rifle fitted with a Karhles variable telescope. He also uses a lure whistle, which makes a noise like a squealing rabbit, to attract the fox and picks up his victim, as it responds to the whistle, with a powerful spotlight.

Noel is not a greedy hunter. He operates only at weekends and makes his own bullets, adhering to a carefully scaled weight formula. On each excursion he takes only 10 bullets — one clip of five in the rifle and a second clip in his bag. On his last shoot for the season he bagged seven prime foxes from 10 shots.

Some Blue Circle marksmen at Portland hunt red foxes with a spotlight and whistle lure but shoot them with shotguns as they trot up eagerly to answer the lure. Some of the foxes they have shot had magnificent pelts but they missed top price because they killed with a shotgun.

According to the hunters they earn every cent they get because of the unpleasant smell of the fox and of the care they must exercise in taking off the pelt. They have to skin the fox from the tip of nose to the end of tail. Any slip in skinning naturally reduces the value of the pelt.

The hunters report that the unpleasant smell decreases noticeably when they get a fox with a prime pelt.

Fox hunting by Blue Circle marksmen is only a minute part of a new rural "industry" which has developed in the last two years as demand has grown for red fox pelts.

New South Wales skin dealers estimate that in the past four months they have purchased more than 200,000 pelts worth up



Noel Newman and his rifle.

to \$3,000,000 to the shooters alone.

One fox skin agent in the north-western New South Wales town of Inverell has handled more than 7,000 fox skins. Buyers at Moree and Guyra have handled almost as many.

Most of these skins were brought in by graziers who have been hard hit by the continuing low prices for cattle. These people have always shot foxes. Until a couple of years ago they regarded them as pests — as nuisance predators which could kill poultry and young lambs and which should be shot out of hand.

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June Viles (left) and Maisie Sweeney of Head Office show what happens to the red fox pelts brought in by marksmen like Noel Newman. The full length coat June is trying on in the Sydney salon of Cornelius Furs sells for \$1200 while the shorter coat worn by Maisie is worth \$600. If you think this is luxury, consider Victorian builder Jim Allister who last winter spent \$3,500 on a fur fox rug and matching ear muffs for his promising three-year-old racehorse, Obedient, plus \$1,000 for a red fox jacket for the girl who rides Obedient in track work. Allister wanted both to be warm during Melbourne's cold winter! Needless to say he ordered the furs after a big win on Obedient at Flemington!

with so many being killed each year and with no indication of any diminution in the demand? Will we reach the stage where it is profitable to farm red foxes in Australia?

Conservationist Vincent Serventy makes no secret of his dislike of red foxes or of his disinterest in whether the pelt hunters exterminate them.

"I would not lose any sleep if they wiped them out", he says, "they are an introduced predator which destroy many ground nesting birds and smaller marsupials."

Serventy doubts the economics of farming them. "The virtue of the current trade in Australian red fox skins is that no one has to feed the foxes", he says. "If we had red fox farms the farmers would be up for the cost of feed and labour and the profit per pelt would drop accordingly."

"Perhaps the ideal situation would be a combined rabbit-fox farm. The farmer could grow lucerne for the rabbits. When he skinned the rabbits he could feed the carcasses to the foxes!"

No way, says Garry Allan, spokesman for Sharay Investments Pty Ltd, which is about to establish a rabbit farm at Broken Hill at an initial cost of \$3 million and a possible total investment of \$24 million.

It is a farm designed to carry 500,000 of a special breed of large white rabbits developed in New Zealand. When fully operative it expects to employ 200.

"We will market everything in our rabbits except the squeal," Mr Allan says.

"We will send the pelts to Hong Kong to be made into fur coats, fur jackets, fur slippers and fur odds and ends, mainly for the European and American markets."

"After all, the manufacture of fur products for the western world is one of the major industries of China."

"We will export the carcasses of our rabbits to Hong Kong to be marketed there as 'Asian chicken'."

"There is a very big and unsatisfied demand for rabbit in Asia."

Oh well . . . Brer Fox has survived in the wild in Australia for the best part of 200 years and will almost surely survive the current demand for his slinky fur.

And as for that rabbit farm . . .

The best way to keep in rabbits is wire-netting set very deep in burrow-proof concrete made from good Blue Circle cement! □

Noel shows how he lines up a fox.

In those days they would go out at night in a car fitted with a powerful spotlight, carrying a high-power rifle fitted with a 'scope.

With the spotlight, one person in the car would pick up the eyes of a fox maybe 200 yards away in the bush. The driver would then stop the car, take aim, shoot out the eyes, then drive on.

They still follow this procedure **but now they don't drive on after shooting the fox.**

Instead, in the light of the spotlight, the hunter walks up to the dead fox and skins it, trying, as he does so, not to notice the smell.

Most graziers go fox shooting the night before they plan to go to town. They do not peg out the fox skins but roll them in coarse salt and deliver them "wet" to the skin buyer next day.

Many graziers have been shooting up to 10 foxes a night and collecting up to \$350 for the pelts next day — a worthwhile addition to their income at a time when about \$90 is the best they can get for a prime steer.

About 70 per cent of the harvest of red fox skins is exported. Some go to European countries but most go to Hong Kong. Some go out tanned (dressed) but most are shipped undressed.

Everyone makes a profit but the shooter gets the shortest end. It takes about 20 skins to make an Australian red fox full-length coat — 20 pelts — that cost about \$500 "raw". The finished coat retails for between \$1,200 and \$1,500 in Australia and for up to \$2,000 in Europe.

How long will this profitable side-line last? How long will the supply of red foxes hold up,

LABORATORY CLASS OF '35

Liol Bush, Transport Officer of Berrima Land the second longest employee, has kindly loaned the photo at right. Taken in 1935 outside the old laboratory, it shows (l to r) the 1935 laboratory staff of (back row) Bill Thomas and Jack Schott; (centre row) Dick Christopher and Cedric Rouse; and (front row) Stan Druery and Liol Bush — all names very well known by the old hands at Berrima and in the cement industry.

Globe trotting at the moment is Berrima's Production Superintendent, Wayne Roderick (below). In a short note to the foreman's office, Wayne reported that the weather was wonderful while he was in California and that San Francisco is every bit as beautiful as the song suggests.

During August, Berrima welcomed two additions to the electrical staff, John Lee and Paul Wilson. John has been transferred from Portland where he was the Works Electrical Engineer. Before going to Portland, John spent a number of years in the electrical department at Maldon Works. He comes to Berrima as Development Engineer (Electrical).

Paul has been transferred from Charbon Works where he was employed as an Electrical Foreman. Paul served his apprenticeship at Charbon and has had a very good grounding in the cement industry. His position at Berrima is Electrical Foreman and he will work for Bob Strode.

Back on the job in the machineworkshop where he works as a maintenance clerk is Eric

Johnston after a trip covering 13,300 kilometres with his wife and some friends.

Leaving Moss Vale, Eric's first stop was Hay. After leaving Hay he drove on to Adelaide and up the centre of Australia, visiting Port Pirie, Port Augusta, Coober Pedy, Ayers Rock, The Olgas, Alice Springs, Simpson Gap, Stanley Chasm, Katherine and on to Darwin.

After reaching Darwin, Eric and his party retraced their steps to Katherine where they visited the Ord River scheme and Humpty Doo where the large rice fields are.

Eric had a very good trip with little car trouble. He is now looking forward to his next trip down the west coast of Australia.

Welcome back to Martin Eringa, who has returned to work after his visit to his native homeland — Holland.

Congratulations to Lionel King (Production Shift Foreman) and his wife Joan on the birth of their second daughter born on August 9.

Also receiving congratulations on the birth of their fourth child is Ray Morris (Acting Foreman in charge of the Fettleys) and his wife, Patricia



Services Team Very Quiet 'til They Go Into Action!

Berrima Services Team is a small group of tradesmen who go about their jobs in a very quiet way until No. 5 kiln comes off for rebricking.

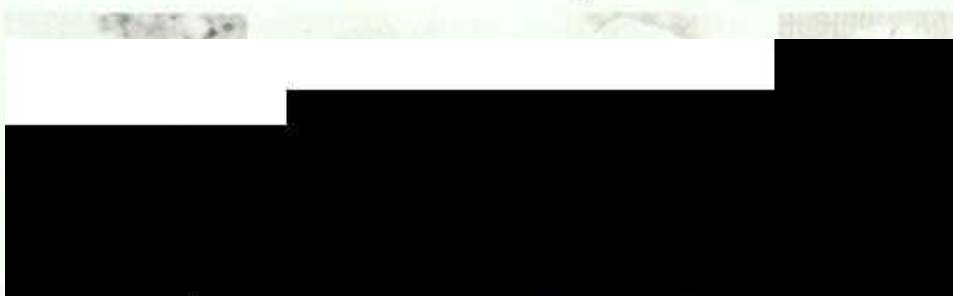
Then they spring into action, sometimes working anything up to three weeks on 12-

hour shifts.

The team (shown below) consists of three carpenters, two apprentice carpenters, one bricklayer, one bricklayer's mate, one painter, one apprentice painter and a leading hand bricklayer. □



From left: **TOM LYMBERY** (carpenter) 20 years' service; **NIGEL ELTON** (apprentice painter) **PAUL RELIC** (painter) who rejoined Berrima in 1972; **ADAM WILK** (bricklayer's laborer) 26 years' service; **DANNY SARAMAGA** (bricklayer) 17 years' service.



From left: **VERN AVENT** (carpenter) 13 years' service; **JIM MOORE**, who started at Berrima in 1952; **ALAN REID** and **LEW KNIGHT** (apprentice carpenters) and **NEVILLE BROWN**, carpenter who joined last year.

BERRIMA SPORT SNIPPETS

In July and August the sporting committees associated with the Berrima recreation club were very busy with three outstanding days. All the participants and spectators wish to congratulate the committees for their part in organising these sporting events.

On Sunday July 17, 40 people braved the weather to participate in the inaugural fishing competition held at Comerong Island near Nowra.

Although the fish were not on, a great day was had by all with Kevin Richards from the machineshop taking out the trophy kindly donated by Ernie Beveridge for the biggest fish. Kevin also won the biggest variety

award.

The ladies award was won by Sue Sutton, the only woman to catch anything. Sue's trophy was donated by Geoff White.

Not neglecting the children or non-fishing people, a competition for shell collecting was held, the prizes being some very good books on sea life around Australia donated by Mrs Helen Staubner. The lucky winners were Michelle Batty for the biggest shell in the over 12 years class and Alison Packet in the under 12 years class. Second prize in the under 12 years went to Karen and Lucille Beveridge.

The organisers, Peter Sutton and Graham Beveridge, would like to thank Ernie

NEW FACES AT PORTLAND

Julie Francis (top left), who recently joined the Portland office staff, lives at Wallerawang and teaches piano, guitar and singing in her spare time.

Julie studied for a degree in music but suffered a hand injury which caused her to give up her studies. But she is a very competent teacher and helps out at local concerts by singing, reciting or playing the piano. For quite a while she was a member of the Lithgow Choral Society and Lithgow Theatre Group.

She is a keen member of the Wallerawang Boy Scout Group Committee and her son is a cub. Her favourite sport is squash.

Guy Fitzgerald (centre) who joined us recently is another Portland resident who has had a spell at Groote Eylandt. Guy joins his father, Bob, sister Lyn and uncle, Tom, at Portland Works.

Peter Bender (right) was working at the Lithgow Small Arms Factory. But with cement manufacture in his blood he decided to join up at Portland.

Assistant Works Manager, **Terry McCarthy**, who is well known at Portland, is back at the Works from Charbon. With him came **Reg Broadbent**, **Albert Tildesley** and **Lew Geiser**, all well known Charbon identities.

Fred Jubb and **Bill Ford**, both burners, are also at Portland and appear to have organised themselves very satisfactorily.

Michael Clarke, son of burner **Bill Clarke**, and **Brian Lowry** have also signed up at Portland. Brian is a Queenslander and worked in a sugar mill before he moved his family to Sydney. Now they are back in the fresh air.

BERRIMA SPORTS SNIPPETS (Cont.)

Beveridge, Geoff White, Gus Hermes and Helen Staubner, who kindly donated the trophies.

On Saturday August 20, the Women's B Grade hockey team played in the grand final against the Kangaroo Valley team. Unfortunately the more experienced Kangaroo Valley team proved too strong and defeated Berrima two goals to nil.

On August 21, a very successful 7-a-side hockey carnival was held.

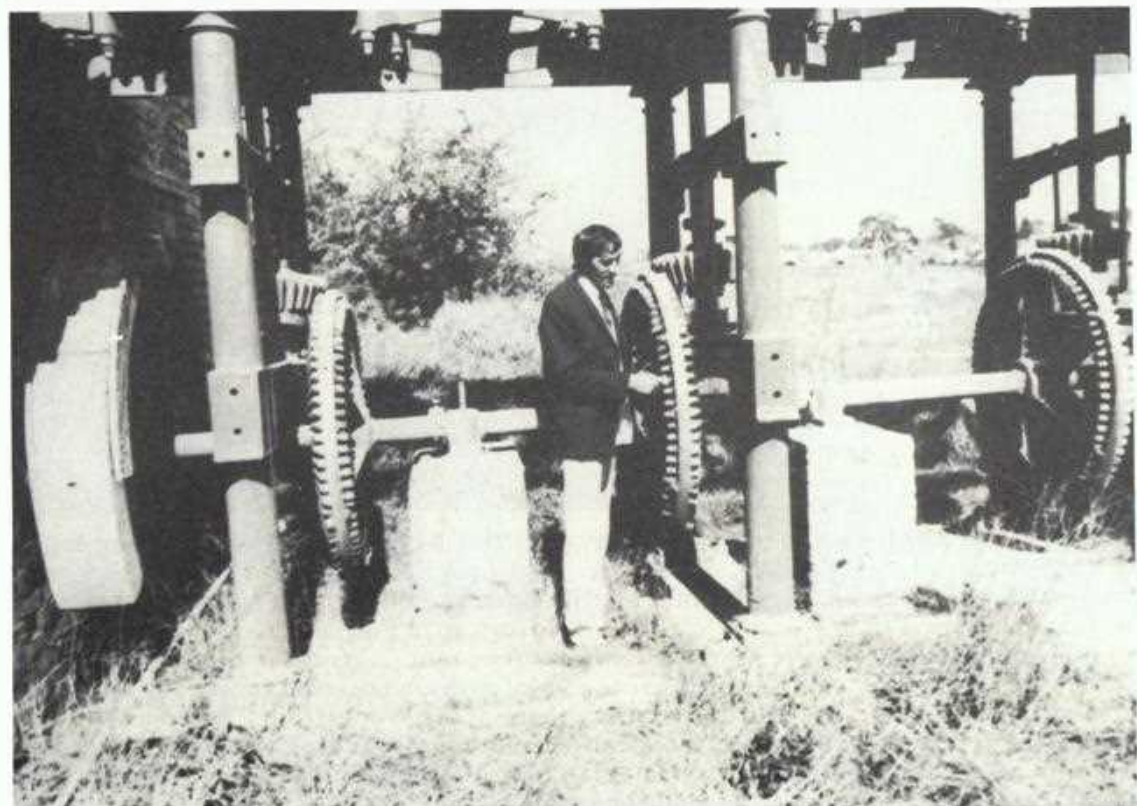
The overall winners of the day in the men's competition were North Sydney who

defeated the Goulburn team the "Drifters". Winners of the mixed competition was another Goulburn team "Panthers 1" who defeated Goulburn North Blues by one long corner.

The 100m goalies race was won by Roy Lambert from Goulburn, while Roslyn Slater, also from Goulburn, won the women's goalies race.

Richard O'Brien, from Laggan Club, won the men's 100m sprint and Janet Crocher, another Goulburn girl, won the women's.

Congratulations to Harry Chapman, John Miller, Roger Goward, Wendy Tickner, Mary-Ann Chapman, Steve Sutton, Karen Moore, who organised the carnival and the many helpers who worked so hard on the day of the carnival. □



Derek Brown, Link's Portland representative, stands beside the wooden gears of the 19th century mill at Portland.

HOW THEY MADE CEMENT IN THE GOOD OLD DAYS

As any historian will tell you, cement was made in Portland long before the works on its present site went into production. In the past mention has been made of our beehive kilns but there is another part of that historic era which has been passed by.

Near where the lime plant was located are some gears still standing, I imagine, as they have for nigh on 80 years, or even longer.

The remarkable thing about these gears is that the teeth are made of wood and are still in reasonable condition although no one knows for sure how long they have lain idle.

According to some old hands, these gears drove a very small kiln and one measurement quoted to me is that the kiln was about 2ft in diameter.

Also in the area was a mill which was of the disc type and, I believe, was not capable of

giving the regular grind that we are accustomed to today.

In those far-off days wood was also used as brake lining for a quarry winch.

I am assured that on one occasion when new linings were required, and no replacement linings were available, the winch crew made their own linings out of local stringybark.

I am told that these home-made linings proved far superior to the normal replacement linings.

Derek Brown



VERY DEEP IN THOUGHT



At left above, ignoring the camera and concentrating on the job in hand is Portland boilermaker, Graham Kearns. Graham served a five-year apprenticeship with Portland during the 1960s. This time around he has been with us since 1970.

Ironworker Tim Bender (centre) joined us in 1956. Here the photographer also catches

him deep in thought. At right Supervisor of Works Accounting, Gordon McRae, keeps his eye on the figures. Gordon is a keen traveller with Island cruises and a world tour behind him. He's bound to be up to something so we wonder what he's planning next.

SOUR GRAPES

When most folks are watching Tele, or sitting in the Club

And others on the Golf Course or drinking in the Pub,

I feel a twinge of jealousy start creeping up my spine

For the life of those fortunate people is far different to that of mine.

The things that they take for granted when the clocks go back an hour,

Like twilight Bowls and Bar-B-Ques or Chinese sweet and sour,

Those things I have to plan for, usually one week in four,

And I turn down invitations, until I'm not offered any more.

So spare a thought you lucky ones, for the less fortunate like me.

The chaps that work on shifts in our Modern Industry.

PORTLAND SCRIBE

FAMOUS STEAM LOCOS.

It is amazing just how famous Portland's steam locos are.

A month or so ago Mr R. J. Stratton, a shunter on the New Zealand railways who lives at Hamilton in the North Island, called and asked if he could see them.

Derek Brown arranged this and while looking the locos over Mr Stratton confided that he was holidaying in Australia and while in Melbourne was told by a friend that steam locomotives were still in use at Portland.

Next day he caught a train to Sydney where he changed trains and went on to Portland . . . all in the cause of his love of the steam loco.

When Derek remarked that he had come a long way to see the engines Mr Stratton said that it had been time well spent!

GOLF DAY BIG SUCCESS

The Waurn Ponds Social Club's August golf day was highly commended by all who participated.

Our photo at right shows the line up of trophy winners. From left to right: Bill Graham (best stick score); John Truswell (longest drive); Andrew McNicol (Bradman Trophy) and Norm Sutcliffe (winner of two trophies — nearest the pin and best handicap score).

Bill Graham, winner of the best stick score, was right at home on the Anglesea Course. Knowledge of the ground really paid off with him though he was very hotly pressed by Assistant Works Accountant, Stan Thompson, with one stroke difference.

Norm Sutcliffe (fitter) who claims relationship with the great English cricketer of the past, although not a whisper about this before this year, won the nearest to the pin. Some of his mates(!) say he bowled it onto the green.

It is not surprising that fitter John Truswell won the longest drive. Much of his leisure time is spent practising.

Andrew McNicol (apprentice fitter and turner) in winning the Bradman Trophy with a score of 257, made a certainty of it by using left-hand sticks.

As well as being right-handed someone should have taken him under their wing and explained the difference between cricket and golf scoring. Anyway he did have an enjoyable day.

Good scores were noticed from Mick Baron, John Truswell, Alan Ollis and one or two others.

But the grapevine has it that Jill Ollis is getting very tired of taking Alan's meals out to the golf course each weekend because he is practising hard to improve his style.

Our electrical department were represented, but appeared to lack their usual spark — something to do with a birthday party their leader Ron Smith had the day before.

The Golf Day was voted a tremendous success and being the first for some time seems certain to be repeated in the near future.

The Waurn Ponds pool competition for this season ended on August 10 when the Moriac "Monks", who lead practically all the year, defeated the Moriac "Friars" in the

grand final at Moriac Hotel. The players from all sides wholeheartedly congratulate Monks who proved themselves the best side for 1977.

Local sides from B.C.S.C., namely V.P.C. and Blue O acquitted themselves quite well and had many chances to improve their position on the list throughout the year.

The association's presentation night at the Waurn Ponds Hotel was again a great success. V.P.C. player Ken Massey narrowly won the competition best player award.

A pool knock-out was won by J. Lambert of "Golfers" which was a popular win.

Golfers is captained by Roy Daniels from the Laboratory. Roy also received a special trophy for his efforts throughout the year.

* * *

DUAL CONTROL

A DOCTOR was surprised to find a cute trainee nurse holding a patient by both wrists. "You don't have to do that to check his pulse," he pointed out.

"I'm not," said the girl, "I'm checking his impulse."

* * *

THINKING

THE Lord gave us two ends to use — one to think with — one to sit on; Success depends on which we use. Heads we win, tails we lose.

JOHN'S KEEN ON KARATE



Waurn Ponds Assistant Diamond Driller John Blanimires devotes much of his time to karate and has started a Kyokushinkai karate school at Winchelsea.

The Kyokushinkai style originated in Japan, being developed by Master Masutatsa, a student of Ginchin Funakoshi, who introduced karate to Japan.

In 1952 Masutatsa introduced karate to a foreign country and now 300,000 students practice his style in 47 countries throughout the world.

John Blanimires recently opened a school at Winchelsea and has 12 students in training.

He received his first dan in 1976 and hopes to achieve his second dan within the next two years.

Four of his students work at Waurn Ponds and are in the photos above. At left we see (back l to r) Plant Operators Quarry Graham Sharp and Des Larkins and Des' wife, Debbie, and Materials Handling Operator, Robert Plunkett. (Front row l to r) Plant Operator Michael Helps and John Blanimires.

At right we see Graham Sharp (left) having a work-out with Robert Plunkett under the watchful eye of instructor John Blanimires.



At left Laboratory Tester, **Andrew Dekker**, his wife **Tilly**, and daughter, **Nadine**, as they prepared for their holiday flight to Amsterdam via Singapore, Dubai and Frankfurt. In Holland they met up with Andrew's parents who were holidaying overseas. While in Europe Andie and Tilly attended a wedding in Germany and visited the Black Forest. At right we see Yard employee **Rodney Long** who has a big reason to smile — he won a \$25 meat freezer pack in the first monthly competition organised by Waurn Ponds Social Club.



They Serve at Kooragang

LES WISEMAN, bag filler, (above) is also Kooragang's first-aid man. Les obtained his Ambulance Certificate with flying colours a few months ago and has proven his capabilities on a number of "sore" points.

One recent medical task Les couldn't deal with was the birth of his first son.

Shayne, on September 7, was born 7lb 9oz and is a healthy brother for Kathy.

Proud Dad and Mum, Margaret, are receiving congratulations.

Both mother and son are doing well.

CHARLIE CRIGHTON, tanker driver (above) is one of Kooragang's versatile drivers. Charlie, with wife, Heather, and son, Craig, often take to the mountains with their caravan and friends to camp. Charlie loves the fresh mountain air and the mountain streams. He is also a keen squash player and enjoys an occasional round of golf.

Charlie is now enjoying annual leave. Everyone wishes him a good holiday, be it the mountains, golf course, squash court or the whole lot.

TALL TARPAULIN TALE

Kooragang recently lost a bright orange Kooragang branded 24ft x 16ft tarpaulin.

Distribution Supervisor, **JOHN MEHAN**, advertised both locally and on the Central Coast offering a reward.

After the loss, the local police rang advising they had found it . . . so did a dozen other people.

That tarpaulin got around. But, it ultimately turned up at the local police station.

The Kooragang Punters' Club has been holding its own.

With only 12 more weeks left till the end of

the year, the Punters would like a big win.

Warren Millward had a win recently bringing the Club ahead. To add to that Jan Gibson won a little less with a win on Silent Gift at Caulfield.

Jan's tip is to watch **Unaware**. She believes he shows good promise for the Caulfield Cup.

RICK PLEASH, clerk, has just returned from a five-week trip to South Africa. Rick hasn't quite returned himself but when he does, he will give a full report. We are looking forward to reading about your adventures, **Rick**.



EVENBREAKS TWIST ELBOWS

Above we see the Evenbreaks (Production) team which defeated the Elbows (Apprentices) in the major division of the Berrima SPC Soccer Club's Inter Works 7-a-side competition on August 14. Third from right in back row is coach Bill Strong.

Competition was strong between the eight teams which participated.

The World Cup Wackers (Machine shop) shown below left defeated the Laboratory team to win the minor division.

Below right are two of the players, Greg Mackey (left) and John Vis at the

well, showing the younger members how to play. But a combination of the heat and strain (and, to a lesser extent, that amber fluid) saw some of them fall by the wayside.

An enjoyable day was had by all and it is hoped to hold the carnival annually. □



SIX SMILES FROM MALDON

Three brothers work for Blue Circle at Maldon — Bob and Mick Jordan (above left) who are employed unloading limestone and coal trains and Colin Jordan (right) who is employed on shift — as a raw materials attendant.

Below (left) we introduce Tom McKell, Works Maintenance controller at Maldon.

Tom has the reputation of being a great procurement man who can obtain anything (*almost*) from anywhere at any time (*almost*) and what's more **"AT THE RIGHT PRICE"**.

At lower right, carpenter apprentices David Alderson (left) and Chris Owen were enjoying a joke as they faced our camera. □



HURT, BUT STILL USEFUL!

Terry Digger, second year fitter/machinist apprentice at Maldon, broke his wrist while playing as captain of the under 18 Picton Rugby League team.

The injury did not stop Terry from making himself very useful around the works.

Above he puts the finishing touches to a display at Maldon promoting the use of personal protective clothing and equipment.

The display, located close to the works amenities block, was used as the subject of works safety group meetings during August.

Below (left) we see Terry learning some of the basics of administration. At lower right is Maldon painter, Steve Ritchie, who keeps on going up in the world. □



The Castor King: The Benefit He Gave; The Example He Set

Last month we told how the late Bernard Cowen, father of Sir Zelman Cowen, our Governor-General designate, and his partner, the late George Frederick Shepherd, had to struggle during the Depression years in Melbourne to keep their small discount petrol organisation — the Pacific Oil Company — in business. Here we tell of George Shepherd and of his invention of one of the most ingenious and most widely successful mechanical devices ever developed in Australia.

Today in Australia (and in almost every other country, iron or bamboo curtains notwithstanding) everything that moves on castors moves on Shepherd castors. In hospitals, in supermarkets, in schools, in industry, in commerce — from the chairs in the board room to the chairs of junior clerks — everything meant to move moves on four small wheels that have free mobility in any direction — four castors which came from the creative brain of a modest, quietly-spoken English-born engineer named George Shepherd, whose example and integrity helped mould the character of Sir Zelman Cowen when he was a Melbourne schoolboy.

Having helped the late Bernard Cowen create and sustain the Pacific Oil Company from 1932 until its merger with the Alba Company in 1935, George Shepherd then went to work for Alba as an engineer. In his lunch hours, and at home after work, he set about to build not a better mousetrap but a castor wheel infinitely better than any then on the market.

It all started because George and his wife, Mary, were keen bridge players. But George liked to be comfortable when he played so he designed a round table made of a circle of oak mounted on to a central steel column so that there were no legs in the way of the players. Four arms, each on a castor, supported this column, enabling the table to be moved, but not in any direction. At the same time George designed four bridge chairs, each mounted on castors.

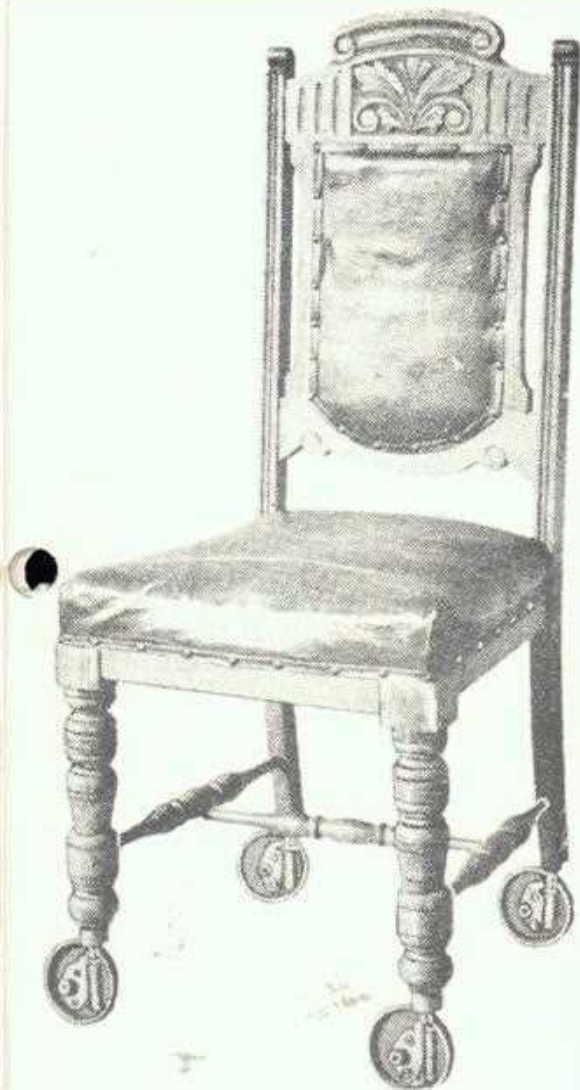
He bought the best castors he could find but did not like them because they did not give the mobility he considered essential. "I was determined to have castors that would enable a chair to be moved by its occupant while sitting in it," he said years later. So, in



George Frederick Shepherd

1936, he started making his own castors and the Shepherd castor was born.

His first castors looked like small flying saucers. But they rolled and castored better than anything he had ever seen. Soon after he finished them, Mary Shepherd fell and



The straight-backed dining room chair to which the late George Shepherd fitted his prototype castors.

suffered a compound fracture of an ankle which had to be kept in plaster for months. Her doctor loaned her crutches but she did not like them. So George fitted his prototype castors to a straight-backed chair. In this, with the aid of a walking stick, Mary Shepherd could steer herself anywhere.

This was a first-class test of the castors because she traversed carpets, lino, mat edges and concrete for weeks. Thus a hobby (which some of George's friends had regarded as a fad) became a very serious business and George quickly patented his design.

Next he made 60 four-inch castors by hand and fitted them to all the heavy chairs, settees, wardrobes and beds in his home, which became a centre for demonstration. After 38

years of service they are still in perfect condition, every bearing still well lubricated by its original charge of oil.

George continued his experiments during World War II. In 1944 he made some three-inch castors from zinc alloy and fitted a set to a car trailer carrying 800lb and towed it for miles. Then he subjected them to a standing test in which they supported one tonne for six months. They passed each test without showing any sign of flow or fatigue of the metal. So George had tools made so that he could start die casting as soon as World War II ended.

In 1945 Mr Mark Cowen, Sir Zelman Cowen's uncle, who had been with George Shepherd in the old Pacific Oil Company, was discharged from the AIF. George granted him a licence to manufacture his castors in Australia, at the same time granting a licence to a New Zealander to manufacture in the shaggy isles. Thus the first three-inch castors went on the market in Australia and in New Zealand in 1946, to be replaced in 1948 by a more versatile 2½ inch castor. This is the 2½ inch Standard Shepherd Castor now sold all over the world.

Two big hardware stores — one in Melbourne and one in Sydney — agreed to sell the castors. They put them on show in bins so that the public could see and examine them. This sowing-the-seed operation was exceedingly slow at first, but gradually it started to grow. After a few years stores all over Australia and New Zealand wanted Shepherd castors and the demand forced the most obstinate manufacturers to fit them to their furniture and other products.

In 1950 Archibald Kenrich and Sons Ltd, of West Bromwich, in the heart of England's Black Country, became the sole licencees for Great Britain. Within four years they had made 1,000,000 castors. They celebrated the occasion by presenting George and Mary Shepherd with a set of gold-plated castors. One of the places Kenrich's supplied with Shepherd castors, incidentally, was the Tower of London.

In the late 1950s George Shepherd licenced the manufacture of his castors in France, USA, Canada, Israel and Italy. Later he learned that vast numbers were being manufactured behind the iron curtain but he didn't get any royalties from this production.

The next development was a four-inch rubber castor which gives the same general

efficiency as the metal castors for loads up to 100lb each and which is suitable for all kinds of hard floors. Considerable extra research was required to get the correct design for rubber but once again George succeeded and the rubber castor now is extensively used in supermarkets and on equipment where silence is required — as in schools and hospitals.

In 1960, to cater for such light articles of contemporary furniture as TV sets, a two-inch junior model which can carry up to 60lb per castor was introduced. Around the same time George came up with his *piece-de-resistance*: a steel-based rubber castor fitted with a foot brake — designed for use on hospital beds.

George Shepherd was one of those fortunate men who "married his secretary and lived happily ever after". When he and the late Bernard Cowen started importing American petrol in 44 gallon drums in 1930 (an operation which was a forerunner to the creation of the Pacific Oil Company), one of the first employees they hired was a small, bright-eyed young lady named Mary Campbell who took over as company secretary and promptly fell in love with George Shepherd.

In 1932, when Cowen and Shepherd formed Pacific Oil, Shepherd went to Europe to buy the tied-up oil tanker VINCAS. Mary met him in Colombo on his way back to Australia. There they married and spent their honeymoon.

As we have indicated, Mary became the centre of George Shepherd's life. She travelled the world with him during the 1950s and 1960s as demand for the Shepherd castor grew in many countries.

George Shepherd was a most methodical man. Every six months, on the same day, he would go to several doctors in Collins Street, Melbourne, for a complete medical check up, leaving Mary in his car to fight off parking policemen. He used to grumble because he could not go to one place to get the whole lot done.

In 1967, when he was 76, his doctor became concerned about his condition and suggested that George should accompany him to the Mayo Clinic in the United States for exhaustive tests.

At the clinic Shepherd was most impressed by the fact that sick people could go there and stay for two or three days if necessary while doctors tested them for "everything".

While in Honolulu on his way home to

Australia he told his doctor and Mary that he'd like to be remembered by his own version of the Mayo Clinic — by a multiphasic testing centre, the prototype of things to come, which seemed to him the most valuable gift he could give to his adopted country.

As a result he set aside \$250,000 from the fortune he had made from his castors "to provide a centre in Victoria for regular health screening in order to facilitate an early diagnosis of disease and to carry out research and education in these fields of medicine".

The trip to the Mayo Clinic had been too late for this big-hearted engineer. He had a terminal illness but by an act of pure will he held on for four years until 1971 when the Shepherd Foundation, located off St Kilda Road, Melbourne, was completed.

He was mortally ill the day the Foundation was opened. His doctor sent a hire car for him with a wheelchair in it. At the Foundation George Shepherd scorned the wheelchair and, assisted by Mary, walked proudly into the building. He died, aged 80, soon afterwards.

In 1960 George Shepherd produced a small, 24-page booklet about how he invented and developed the Shepherd castor.

Now, 17 years later, his concluding paragraphs are as pertinent as the day he wrote them. This is what he said:

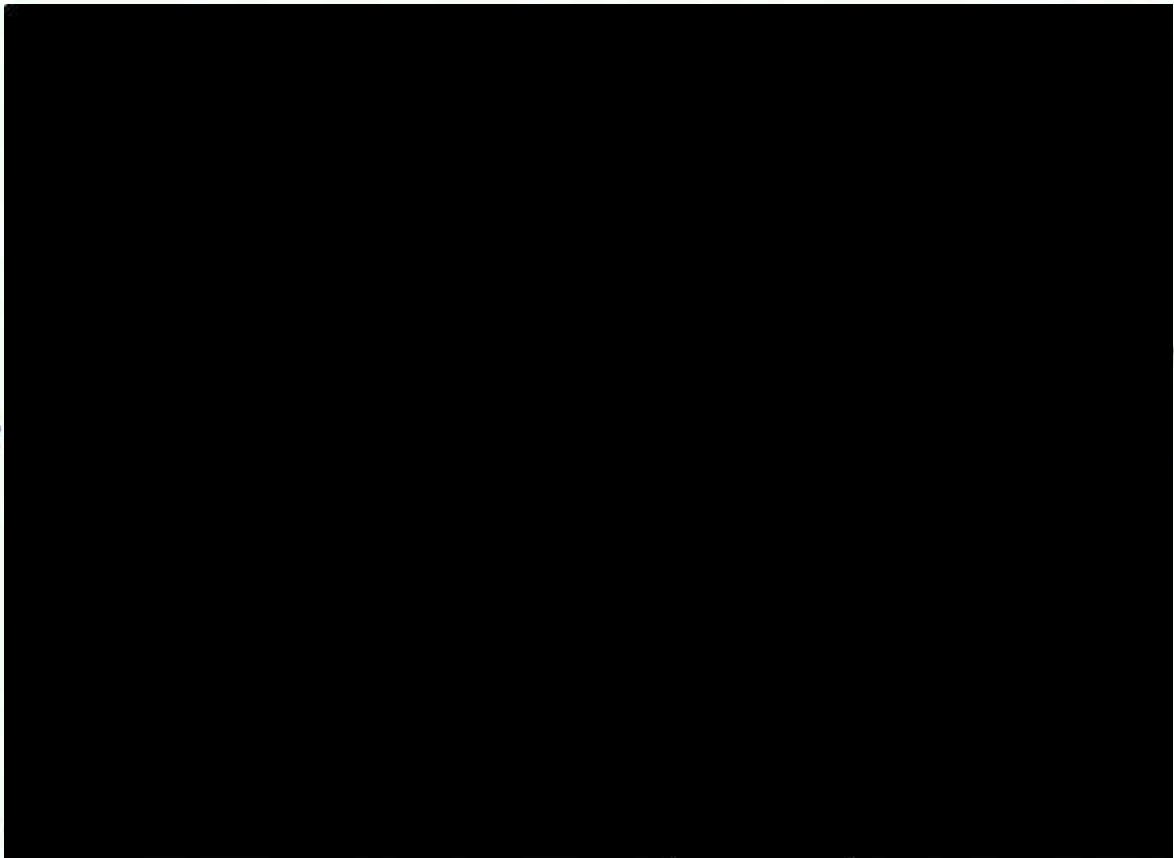
"All forms of progress begin with an idea. The conception of the castor sprang from a desire for something out of reach and illustrates what can be developed from an idea."

"Fortunately I had the urge to pursue an idea which led to something worthwhile. I have had other sorts of urges, too. I fully realise that many other people could have developed the castor, probably in less time, but they were not lucky enough to have the right urge. Although it was purely a personal desire that started me on castors, the greatest satisfaction now is in having accomplished something that has helped a lot of people."

"I refer particularly to disabled soldiers, spastic children, polio victims, semi-invalids and old people generally. Also, of course, the castor has brought financial gain both to me and to a lot of interesting people around the world."

"I hope this story will be of interest and that it may help some to believe that perseverance and hard work are worthwhile if they contribute something to our way of life." □

The Blue Circle Boys



Records state that this is the third time in 12 months you want time off while your wife has a baby.

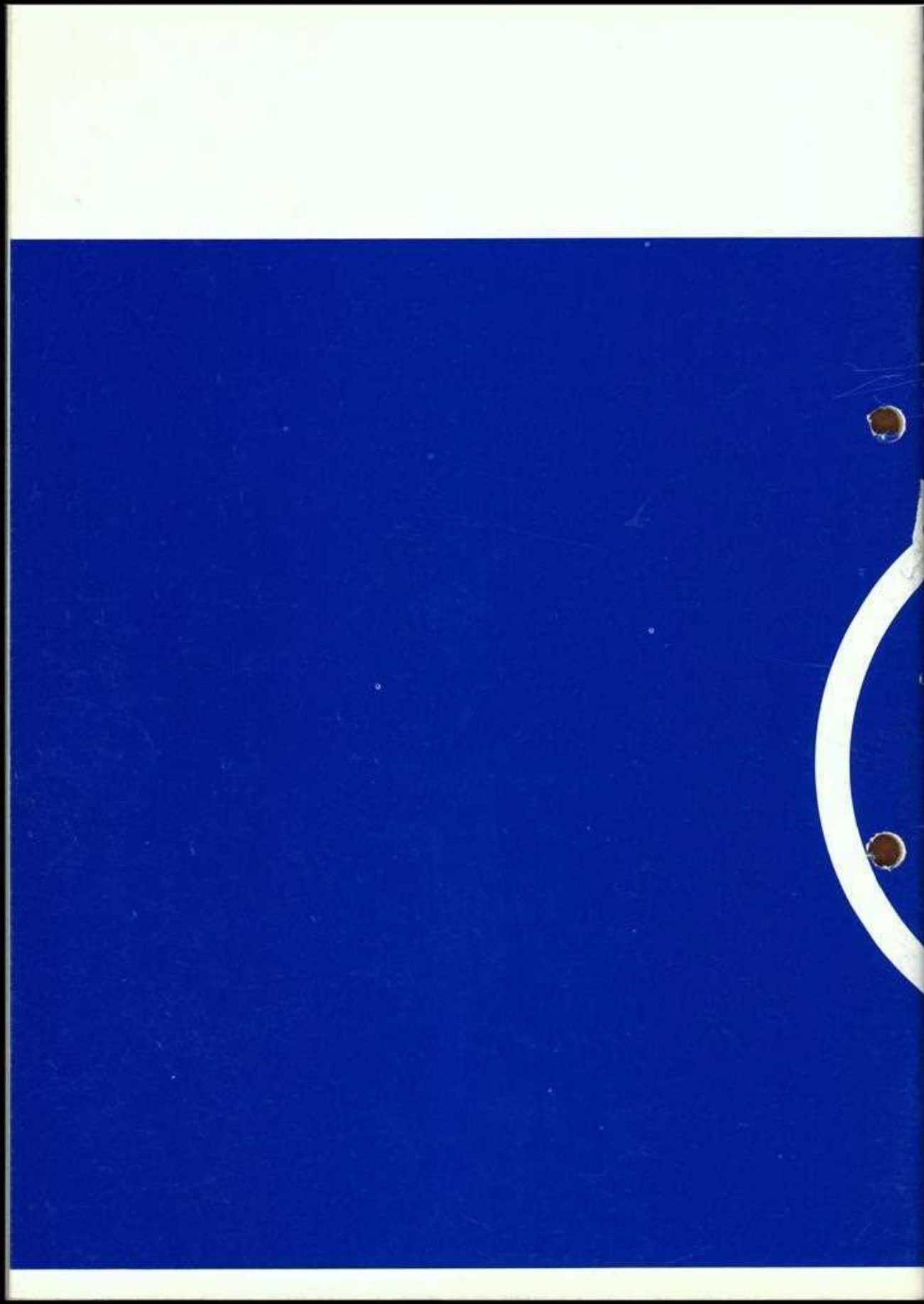
SIX WEEKS-AND SIX MILLION MEMORIES.

Our Melbourne office telephonist, Mrs Maureen May, is enjoying in retrospect an exciting six weeks' trip to her home town, London. Maureen, husband Ed, and their two children flew out from Tullamarine aboard a Singapore Airlines Jumbo on June 24 in fulfilment of an idea to return home and see the many friends and relatives to whom Maureen and Ed had said goodbye so many years before.

Six weeks is but a short time in which to accomplish such a task. But, being keen and with bundles of enthusiasm, they managed to combine tours to most of the outstanding places of interest in and around London and still contact old acquaintances.

Fortunately, for Maureen and her family the English weather assisted by turning on some really good periods of sunshine.

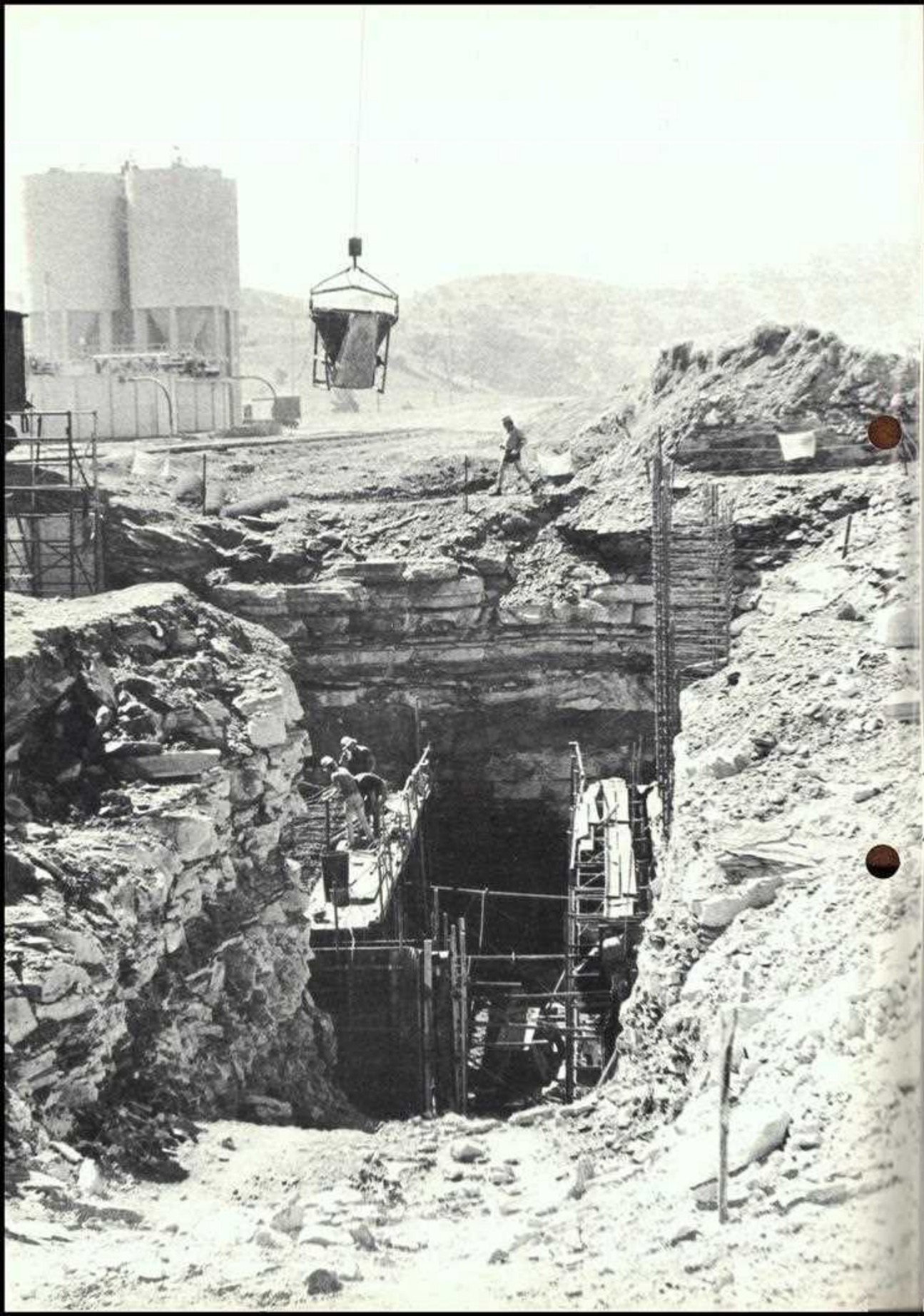
Homebound and back to work, rumour has it that Maureen and Ed are again saving their dollars for another trip.



BLUE CIRCLE SOUTHERN LINK

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BLUE CIRCLE SOUTHERN LINK

November, 1977

Vol 4, No. 5

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MALDON

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BIRD OF THE MONTH



*M*elbourne Office are proud to introduce Miss Helen Doody as their lovely of the month.

Helen has just recently joined the Company and is working in the Accounts Division as accounting machine operator.

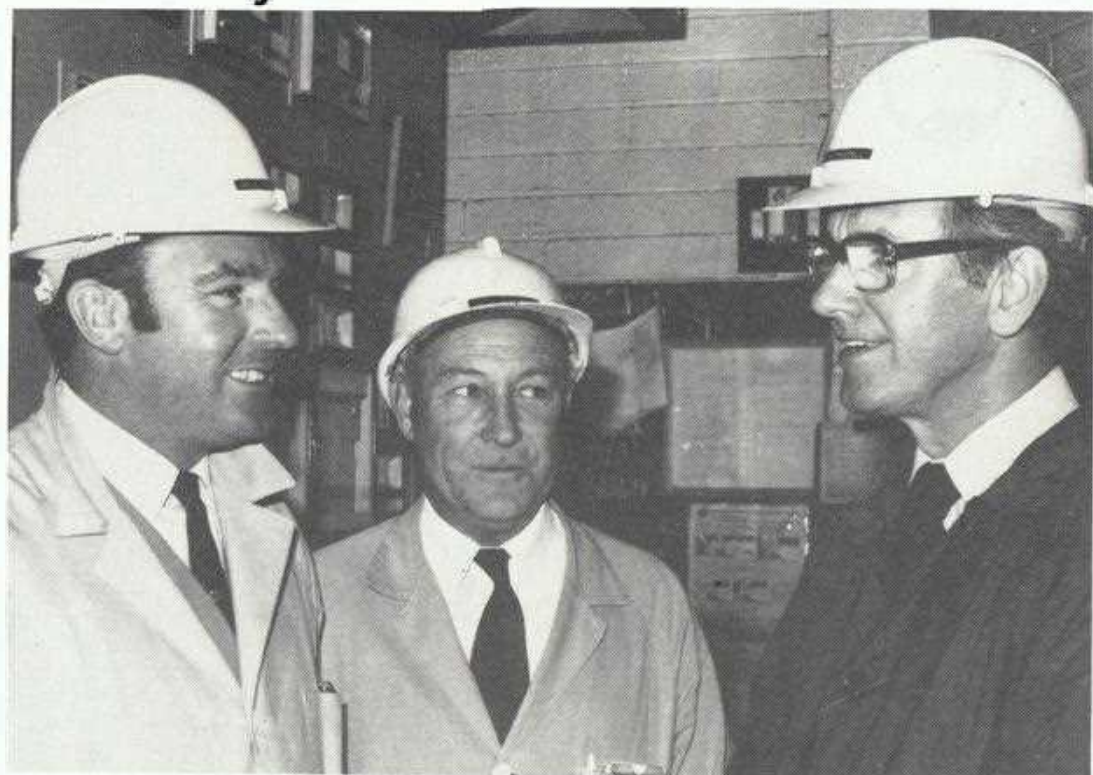
In her early twenties and still single, Helen with dark brown hair is a good looking bird with an appealing smile and a very pleasant manner.

One of her main interests is horse trotting which is understandable when she comes from a great trotting town like Echuca. □

INSIDE FRONT COVER:

This hole in the rock at Maldon will become the underground rail unloading station for clinker from Berrima. Our photograph shows workmen pouring concrete for the base and walls of the intake cavern. See story pages 2, 3, 4.

Visit By Dr. Gordon Marshall



In September we were visited by the Chief Executive for the international activities of the Associated Portland Cement Manufacturers' Ltd (Vic), Dr Marshall (right) who is shown here during his visit to Waurin Ponds with Mr Jim Layt, Director of Finance and Administration (left) and Mr Clive Langley, Works Manager (centre).

PROGRESS ON NEW PLANT AT BERRIMA AND MALDON

Massive Australian-made machinery for the new extensions at Berrima has been arriving on site since mid-September and some should be in position before the end of the year.

Up to the end of October, four huge segments of the new dry process rotary kiln, which is being manufactured by Vickers Ruwolt, at Richmond, Melbourne, to a design of F. L. Smidth, of Copenhagen, had reached Berrima.

All told Vickers Ruwolt will send 14 segments of the kiln which, when welded together, will be 85 metres long and 5 metres in diameter.

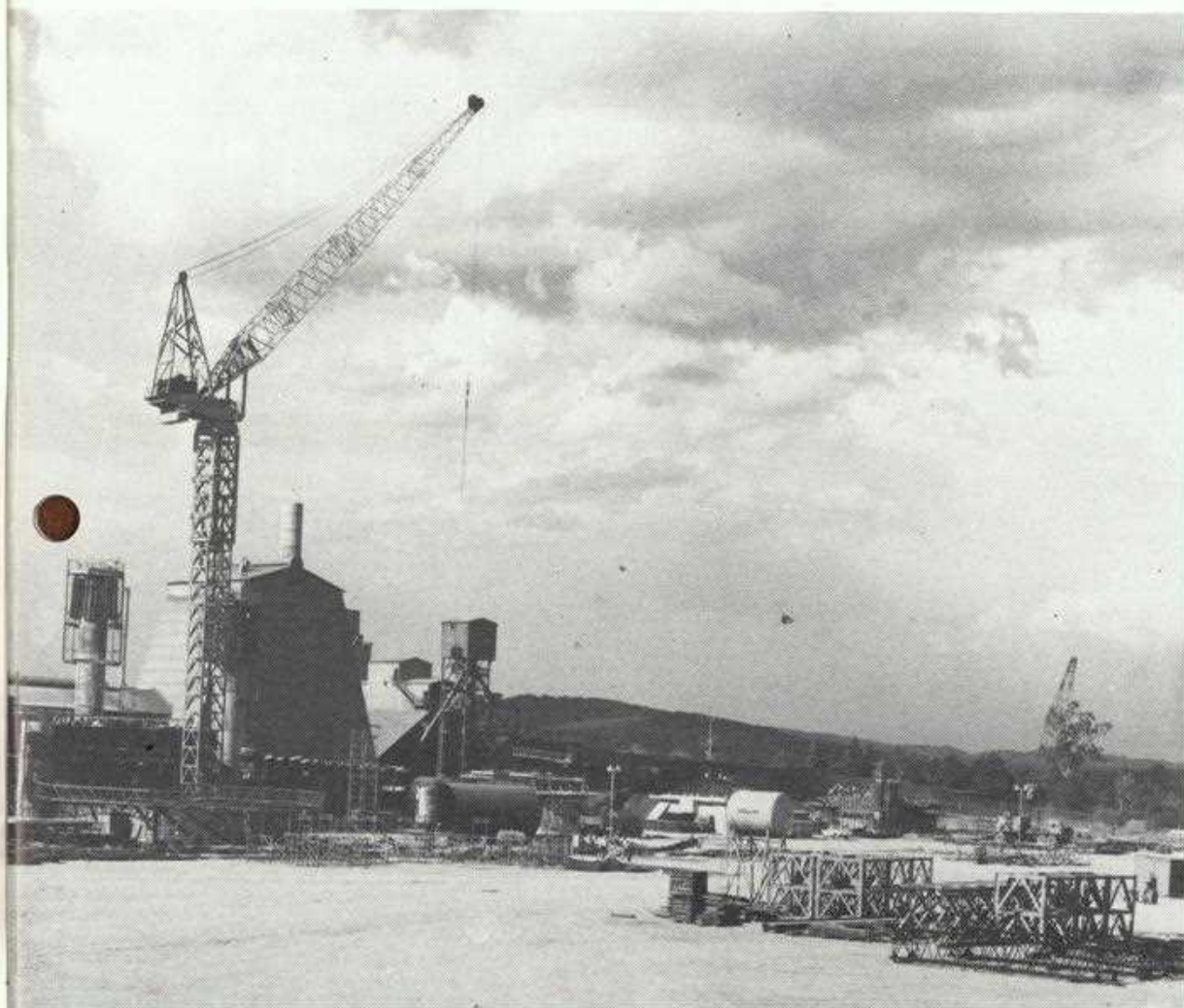
Four more segments are due in November and the last six in December, with the final delivery on December 20.

Each segment is made of boiler quality plate up to 100mm thick. Welding techniques used at Vickers Ruwolt are tightly specified, requiring both ultra sonic and radiograph inspection.

All told the kiln weighs 707 tonnes.

One of the first four segments to reach the site was 14.3 metres long and weighed 63 tonnes.

The segments come from Melbourne by road transport — a long, slow haul which in some instances took 72 hours, making allowance for the fact that the police-



The overall scene in the new construction area at Berrima. At left of the tall crane is the start of construction on the pre-heater tower. To the right of the crane is one of the four segments of the 5 metre diameter dry rotary kiln which have come by road from Melbourne. Behind this segment, and to its right, are the four concrete bases on which the assembled kiln will finally be installed.

escorted convoy could only travel in daylight.

By the end of October the four huge concrete bases which will support the new kiln were almost complete, ready for installation of the support roller bearings or trunions.

Once these are in place the segments will be lifted into position and a team of welders will start welding them into a whole.

Progress at Berrima has transformed the 1.5 hectare site of the new production area in the year that has passed since the chairman of BHP, Sir Ian McLennan, turned the first sod for the \$72 million expansion on November

2, 1976.

The four concrete bases for the new dry rotary kiln are in position. Construction of the four-stage cyclone preheater tower, which will rise as high as a 15-storey building, is well under way and a second large crane is about to go up to enable work to start on the new raw mill building and the precipitator.

These are busy days indeed for Project Construction Supervisor, Steve Stevenson, and former Berrima civil foreman, Ray McCallum, who is project civil inspector, Bob Magnus, former Berrima construction supervisor, who is now construction

Next Page Please



Start of construction of the four-stage cyclone pre-heater tower at Berrima.

supervisor and for old Berrima hand, Gordon Ross, who is on the project team as production clerk. Helen Staubner is also on the team as secretary/stenographer.

At Maldon the additions and extensions are a little behind schedule but site engineer for the expansion programme, Frank Farrajota, and his deputy, Mick Burke, are

confident that the contractors can catch up and complete the work on schedule by next April. All told new work at Maldon is expected to cost about \$17 million.

Work on construction of the new conveyor installations which will handle clinker from Berrima is going ahead apace.

The clinker unloading area is located

beside the railway line in an area where formerly waste water accumulated. Workmen here have excavated through sandstone and shale to a depth of some 11 metres and pouring of concrete for the base and walls of the unloading area is nearing completion.

In this underground terminal, clinker from rail trucks will empty into 50 tonne hoppers. From these it will feed to a huge conveyor belt which will run for 400 metres to the clinker store.

Other excavations and foundations needed for conveyors which will transfer the clinker from the store to the cement mill are also well up to schedule.

Work is proceeding on the new 3400 kw cement grinding mill which is being erected right in the centre of the works on a site which until last year was occupied by two World War II Allis Chalmers mills which were the original cement producers at Maldon. The

War II.

Maldon is a wet process plant on the main southern (Sydney-Melbourne) rail line 3km east of Picton. It is located in a rich dairying district in what could be considered the most unlikely of places for a cement works. Its limestone comes by rail about 113km from Marulan. Its coal, which came originally about 50km from Medway, near Berrima, now comes 210km from Mount Victoria.

Despite these apparent disadvantages, Arnold S. Taylor had a very tangible reason for locating his new plant 3km east of Picton. By doing so he placed it 5km inside what in 1948 was classified as the limits of the "metropolitan area of Sydney" and thus exempt from heavy road tax which, fortunately, no longer applies.

Arnold first got the idea of starting at Maldon early in 1948 when he learned that the Ford Motor Company wished to sell a World War II cement plant in Detroit to make way for expansion of the Ford automotive plant. One of the conditions was the immediate removal of the plant from the site.

Arnold foresaw the tremendous post-war building expansion in Australia and persuaded the then Federal Government to provide him with \$US1,190,000 to buy the plant — at a time when US dollars were extremely scarce.

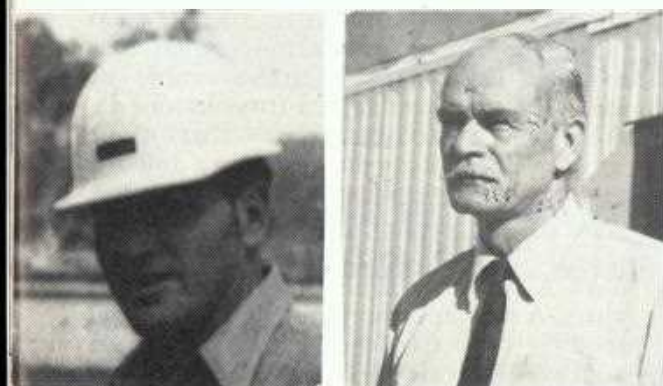
He then floated Metropolitan Cement Ltd with a capital of \$1,500,000 and closed the deal with Ford.

He sent Australian engineers to Detroit. They supervised the dismantling of the Ford plant, photographing every section before it was dismantled. The machinery was packed into numbered crates and shipped to Australia to be reassembled at Maldon under the supervision of the engineers who had dismantled it.

Unfortunately the early years of operation of Metropolitan Portland Cement brought large financial losses. This led the company being taken over by Commonwealth Portland Cement and in May, 1960, the plant became part of the Blue Circle Group.

The original plant could produce 130,000 tonnes a year. In 1967 new plant came into operation lifting production to 300,000 tonnes a year. Now the plant's capacity is being increased by 150 per cent, from 60 tonnes per hour to 90 tonnes per hour.

After nearly 30 years some of the old Ford plant from Detroit is still in operation. □



Mick Burke

Gordon Ross

new mill is going up in a confined area in the midst of current production.

"We expect our biggest difficulties to come in the mill area because of the congestive nature of the site," says Frank Farrajota.

The new cement mill will be vastly different from the two old style mills it replaces.

Not only will its machinery be more modern (as is to be expected after 36 years) but, with the exception of gear boxes from Denmark and some motors from Japan, it will be manufactured in Australia, mainly by Vickers Ruwolt in Victoria to a design by F. L. Smith, of Copenhagen.

The new 4500 hp (3400 kw) closed circuit cement mill and ancillaries is the largest for cement manufacture in Australia — a huge step forward from the conception of a visionary named Arnold S. Taylor who created Maldon soon after the end of World

EDITOR SAFE — SURVIVES EPIDEMICS!

LINK'S Editor, Terry Southwell-Keely, just back from a three-month holiday in Great Britain, France, Italy and Iran, was most interested in the story in our last issue about fox hunter Kevin Newman, of Marulan, and the booming trade in Australian red fox skins.

He was also most interested in the swoops in September by Federal quarantine officials on three aviaries in Queensland and NSW in which they gassed exotic and native birds worth more than \$90,000 because they were thought to be infected with *Newcastle Disease*, a virus which, if it spread, could wipe out Australia's poultry industry overnight.

Terry is convinced that Australia really is the "lucky country", at least in respect of deadly veterinary diseases. While he was in Europe he was jolted by skull and crossbone warnings of *La Rage*, *La Rabbia* and *Die Tollwut* French, Italian and German for the dread word *rabies*, the lethal nerve disease which suddenly accelerated while Terry was in Europe to be a potential threat to both domestic animals and humans.

In Europe, *rabies*, a virus disease, is carried mostly by red foxes, the same genus as the Australian red fox which Kevin Newman hunts. Luckily for us, while Australian red foxes smell to high heaven, they are healthier than their European cousins. So far in Europe in 1977 more than 7,000 cases of *rabies* in animals have been reported. Two Swiss, bitten by rabid dogs, have died.

The epidemic results from a dramatic increase in Europe's fox population, largely because the fox's natural enemy, the wolf, has just about disappeared and because of a proliferation of its favoured prey, the field mouse.

Fox dens have even been found in large metropolitan parks and built-up suburbs where rubbish dumps offer plenty of edible pickings for these wily animals.

Widespread poison gassing of fox dens is the only effective way to contain the threat. Through gassing of fox dens, Denmark has been able to throw up a *cordon sanitaire* between itself and the rest of Europe and

remains *rabies* free so far. Great Britain has long protected itself from *rabies* by insisting that all animals brought into the country be quarantined for six months and by threatening would-be pet smugglers with stiff penalties.

In addition, Terry learned, after he had safely passed through customs in London, that British customs are now testing a device that would detect a pet concealed in its owner's clothing. This procedure intrigued him because he has a kennel of chihuahuas and some people are reported to have smuggled these miniature Mexican pooches into Britain and Australia in their pockets.

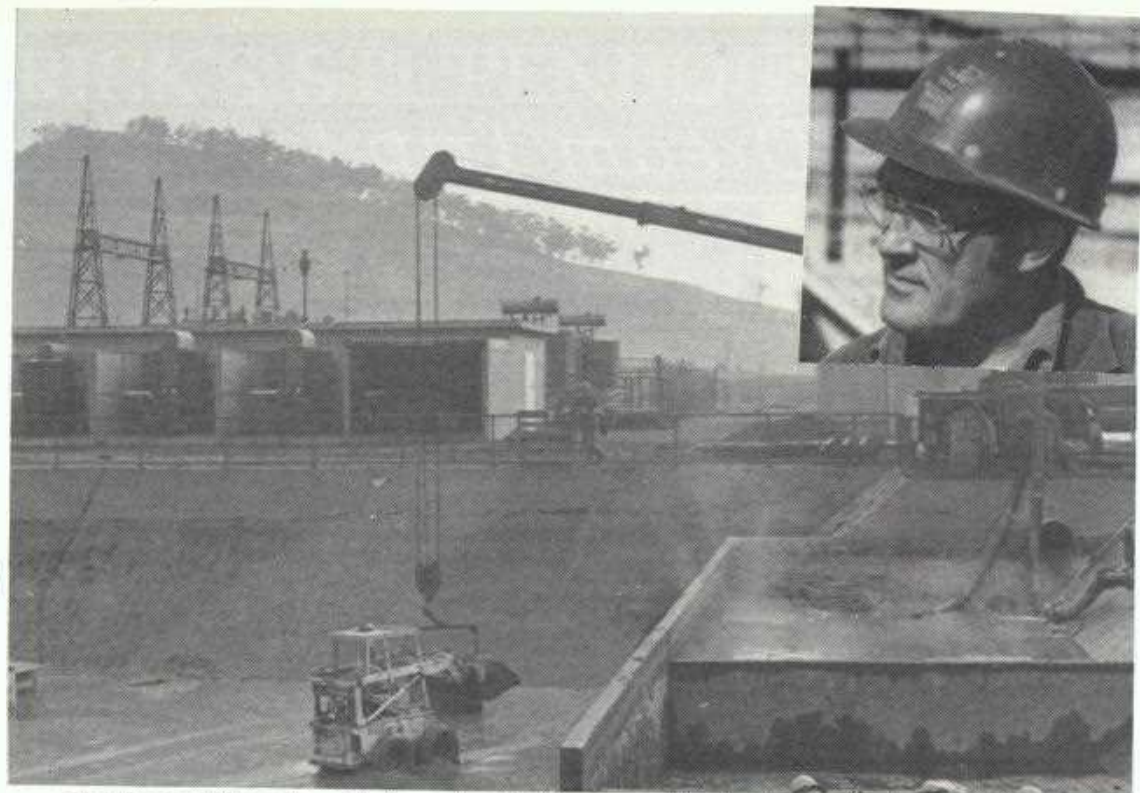
Australia's strict quarantine laws have succeeded in keeping *rabies* out of Australia. But the threat is ever present. Just as the Commonwealth authorities suspect that *Newcastle Disease* was introduced into the aviaries they destroyed in September by infected parrots smuggled from Indonesia, there is a constant risk that some irresponsible person may bring in a dog or a cat infected with the *rabies* virus.

At present in the United States if a person is bitten by a suspect rabid animal, he has to have 24 separate injections to control the virus. A new and more potent vaccine that requires only six doses has recently been approved for use in France and Germany and is expected to be licensed this year in the US where the disease seems to be carried in the wild predominantly by skunks.

US researchers have been working on a vaccine which they place in tiny sugar-coated pellets and insert into meat or other bait. This research stopped last April when a 34-year-old technician got *rabies* apparently because he inhaled some of the vaccine virus. Although he is partially paralysed and unable to speak, he is expected to survive. If he does he will be only the third person to survive *rabies* in medical history.

Having successfully evaded any contact with the *rabies* virus while in France and Italy, Terry Southwell-Keely found himself in the middle of a cholera epidemic when he reached Iran.

Luckily for LINK, our intrepid Editor also survived the cholera bacillus (reportedly by taking only a minimum of water with his Scotch). He will tell of his adventures in future issues! □



The home of the eels — No 2 pond at Maldon — as it looked in the final stage of the clean-out last June. Inset top right Frank Jackson.

Frank Feels For His Eels!

FRANK JACKSON,, a fitter-welder at Maldon, is a do-it-yourself gourmet. His favorite dish is jellied freshwater eel — particularly when he catches and cooks the eels himself!

Frank is an Englishman from Failsworth, near Manchester, and his accent hasn't altered a bit in the nine years he's been in Australia.

He's been at Maldon for eight years — joining the company exactly a year to the day after his arrival in Australia.

Last June, when workmen started to clean out No. 2 pond at Maldon because of the weed which had accumulated in the pond, gourmet Frank was in his element.

As an automatic pump started to pump out the water, it began disgorging eels — much to Frank's delight.

Water in the pond is drawn from the Nepean River and baby eels are sucked up with the incoming water. The longer they stay in the weeds at the bottom of the pond the bigger they grow.

All told last June about 40 eels were recovered from No. 2 pond. Some were 4ft long, others 2ft long.

Not all came out through the pumps. Once the water had been removed many were uncovered and captured when a calldozer scooped weeds towards a mobile shovel.

Of the 40 captured, Frank took six of the plumpest home. He cleaned them and put them in his deep freeze.

Now, when his fancy takes him, he gets one out, cooks it and sets it in aspic. He has jellied eel with salads and sometimes on his sandwiches.

"It's pretty rich tucker. I don't have it too often," Frank confides.

In the last three months he reckons the pond has been restocked with eels and he's all set to replenish his larder when the next clean out comes around.

In addition to eels Frank gets freshwater shrimp which are drawn into the works from the Nepean and trapped in the compressor filters. He uses them as bait when he goes fishing — his favorite hobby! □

Family's Dream Trip to U.S.

Nancye King, clerk in the general office at Berima, is still recounting wonderful experiences she and her husband, Ross, and children Brent (15), Julie (13), Vicki (11) and Ronald (6), had a couple of months ago during a never-to-be-forgotten holiday in California and Hawaii.

Nancye and her family departed by Pan American jumbo jet on August 15 after months of organising the trip. They flew to San Francisco in 18 hours with stops at Pago Pago and Hawaii.

"We spent four days in San Francisco and while there visited Fishermen's Wharf with its museums of

Nancye and Ross and an Indian Chief at Disneyland.

sailing ships and ferries. We also tried a wonderful meal of fresh cooked crab," Nancye reports.

"We took a ride in one of San Francisco's world-famed cable cars. It was an experience we'll never forget, clanging up some of the steepest hills one could find in any city.

"Later we tried walking up one of the hills but soon gave up.

"On leaving San Francisco we flew to Las Vegas and the Grand Canyon. Vegas is very exciting with its non-stop casinos and shows. We could not go to any of the shows because they would not let our children in.

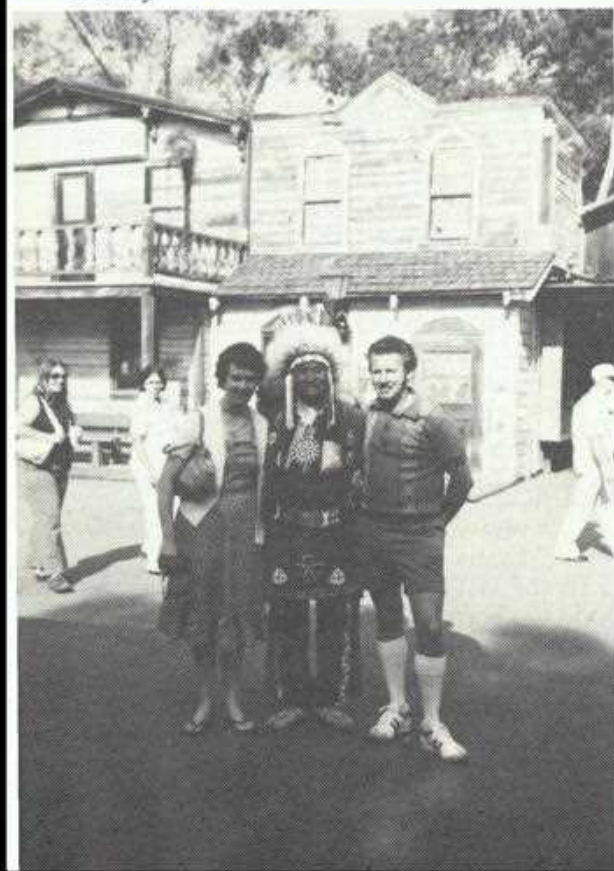
"A day trip to the Grand Canyon with its unspoilt panoramas, beautiful colour and rock formations, was fantastic.

"Then we went to San Diego where the US Navy had a fleet in mothballs. We travelled around in a rent-a-car and though we had a few near misses we didn't hit anyone.

"Next we went by bus across the Mexican border to Tijuana. Goods were very cheap there and we had a real shopping spree.

"Later we travelled by coach from San Diego to Disneyland at Anaheim. This was what the children had been waiting for. We spent two nights (until 1 am) and a full day there.

"Next we went by coach from Disneyland



RICK'S STUPENDOUS SAFARI

RICK PLEASH, 20, office clerk at Kooragang, is still bubbling with enthusiasm about a month's tour of South Africa he and Bruce McKinnon, 20, a Newcastle friend, made recently with 15 other young people from Europe.

Rick and Bruce are members of the Newcastle Leo Club (Junior Lions). They were the only Australians to take up an offer by South African Leo Clubs to host a youth exchange visit to that beautiful but controversial land.

Most expensive part of the tour was the air fare of \$1,500 because discount fares do not operate between Australia and South Africa.

Only other expenses were "out of pocket". These totalled around \$1,000 but Rick reckons it was the best \$1,000 he has ever spent.

In Johannesburg, after a 16-hour flight from Sydney, he and Bruce linked up with 10 young men and five girls from Austria, Germany and Belgium and all were taken over by their Leo Club hosts from Johannesburg.

Thereafter the party travelled throughout South Africa in a specially chartered 20-seater bus, being hosted by SA Leo Club members at each town they visited.

They spent three fabulous days in Kruger National Park, getting within camera range of a large variety of animals, before travelling 300 miles south to Durban, a city about the size of Newcastle.

After that they travelled through the Transkei Republic to the cities of East London and Port Elizabeth, then on to Outshourn, where the party visited an ostrich farm and tasted dried meat called "biltong".

Next the bus took them to Capetown for three days of sightseeing, including a visit to a wine farm. Then they flew back to Johannesburg to pick up a connecting flight to Rome and Athens.

Rick and Bruce spent a day and a half in the Greek capital and there encountered the language barrier for the first time.

Athens, in the late European summer, was very hot, so Rick (using sign language) asked a cab driver to take them to a local beach for a swim.

The cabbie took them to a beach 29km out of Athens and they had to hitch-hike their way back to town!

After Athens and a quick stop at Bangkok, Rick and Bruce were back home ready to start saving up for their next international jaunt. □

Vicki, Julie, Nancye, Ronald and Ross in a quaint old street car at Fishermen's Wharf, San Francisco.

to Hollywood in Los Angeles, dropping off at the Universal Studios for a quick look-see at film and tv program production. While in Los Angeles we went to the baseball stadium and saw the Los Angeles Dodgers play the St Louis Cardinals. We again rented a car in Los Angeles and saw quite a bit of the outskirts of the city and the beaches and the film stars' homes in Beverly Hills.

"On the way home we had four days' rest in Honolulu. On arriving at Waikiki Village Hotel, Julie had the misfortune of having her handbag, containing all her souvenirs and jewellery, stolen.

"We left the beautiful sunshine of the west coast of America and Hawaii to arrive home to snow and cold winds. But we'll never forget the wonderful time we had." □



LIKE MUHAMMAD, JIMMY IS GREATEST

JIMMY SHARP, apprentice boilermaker Portland, last month won the Leading Apprentice Award of NSW and in a ceremony at Sydney's Wentworth Hotel received a medal from the NSW Minister for Industrial Relations (Mr P. D. Hills). At right we see Jimmy admiring his medal of which, needless to say, he is immensely proud.

All at Portland are proud to hear of Jim's well deserved success.

He joins Technologist **FRED ANDREWS** and Assistant Engineer **TOM NICHOLSON** as a winner of the Leading Apprentice Award. Fred (below right) gained his award in 1969 while an apprentice fitter and turner in the Royal Australian Navy. He also gained the Governor General's award for the most outstanding apprentice in the R.A.N. He received his honours at HMAS Nirimba Apprentice establishment from the Flag Officer in charge of the Australian fleet.

Tom Nicholson (below left) gained his medal for the highest pass in NSW in the welding trade, a course which preceded our present boilermaking course. He received his medal at Lithgow. □



Transfers From Portland

Technologist Bill Geerts, who joined Portland staff as a draughtsman in 1968, has now settled in at Waurin Ponds after his transfer to the Geelong works.

Bill, who originally came from Holland, replaced an Argentinian when he first came to Portland.

He quickly decided to make the cement industry his career and in recent years, during a trip home to Holland, visited Blue Circle Group works in England and Germany.

Our photograph above shows Works Chemist, George Render, wishing Bill good luck at Waurin Ponds. Our photograph below is of Electrical Engineer, John Leet, and his wife, Jane, being farewelled at Portland Bowling Club on the eve of John's transfer to Berrima.

John joined Blue Circle at Maldon in 1965, as understudy to electrical engineer, Glen Booth, who earlier had been electrical engineer at Portland. John transferred to Portland in 1973. □

NOVEMBER IN THE GARDEN

by Mrs C. G. Crowe
Berrima Bridge Nurseries, Old Berrima

WATCH NOW FOR APHIDS

FLOWERS:

SOW: amaranthus, antirrhinum, aster, balsam, coreopsis, celosia, convolvulus, cosmos, dahlia, dianthus, eschscholtzia, gaillardia, gomphrena, helianthus, marigold (African and French), nasturtium, phlox drummondii, portulaca, salpiglossis, salvia, scabiosa, sweet pea, sweet sultan, zinnia.

PLANT: antirrhinum, aster, carnation, marigold, petunia, phlox, salvia, zinnia.

VEGETABLES:

SOW: beans (dwarf and climbing), beet, carrot, celery, parsnip, peas, sweet corn, tomato, white turnip, cucumber, melons, pumpkin, squash, vegetable marrow, cress, lettuce, mustard, onion, radish.

PLANT: beetroot, lettuce, potato, sweet potato, herbs.

Bait For Slugs, Snails

During this month the latest of the crab apples, the double pink and double red hawthorns, lilacs, and weigelas are flowering. The flowering cherries in this district, the southern highlands, have been particularly beautiful this spring.

Flowering cherries need very little pruning, except for the removal of crossing branches and a careful shortening back of any branches which have grown too long.

If doubtful when to prune, **prune after flowering!** Remember that certain shrubs such as rhododendrons, and some varieties of dogwoods and viburnums, set buds in the autumn for spring flowering.

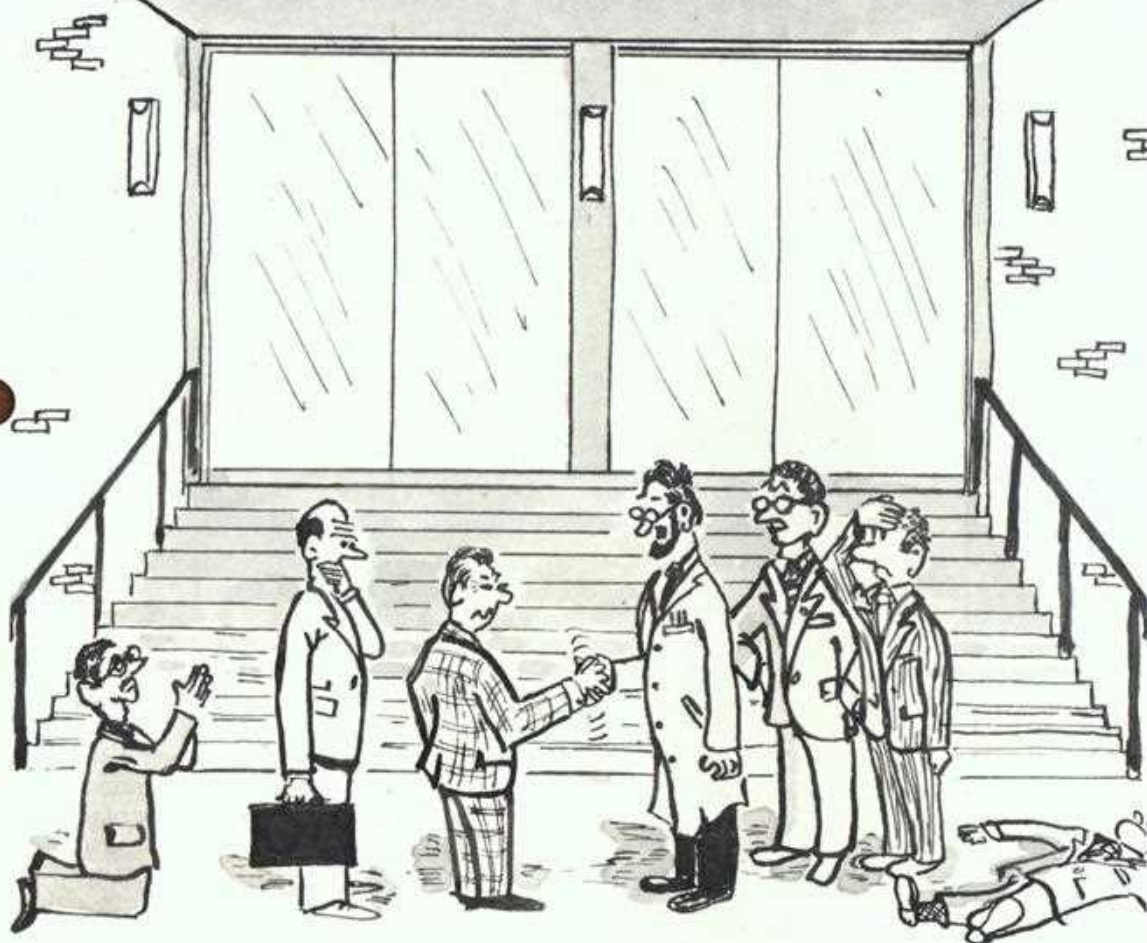
Watch for aphids and spray as soon as they are seen, with a good "all-purpose" spray or with one of the "pressure-pack" sprays on the market. These insects suck sap out of the stems and a sooty black fungus grows on the sugary fluid which the aphids leave. This "sooty mould" blocks the plants' breathing pores, and weakens the plants.

Any winter flowering annuals which have finished blooming should be removed now and burned because many of them will carry fungus spores accumulated during the cooler months.

Keep the vegetable garden cultivated to control weeds and give leafy vegetables a side-dressing of liquid fertiliser to hasten growth.

Keep baiting for slugs and snails, watching the new dahlia growths particularly because they attack these very vigorously. □

BLUE CIRCLE SOUTHERN CEMENT LABORATORY



EQUUS

"THESE NEW FACILITIES WILL BE VERY MUCH APPRECIATED, SIR, AND WILL MATERIALLY ADVANCE MY RESEARCH ON CHEAP PORTLAND CEMENT SUBSTITUTES."

to the terminal, insisting on being towed in.

The mishap caused a five-hour delay and made Jim and Anne a little apprehensive that they may have started off on the wrong foot.

But after Sydney everything went to plan and they had a most exciting time. They flew to London via Singapore, Bangkok, Bahrain and Rome.

During their few days stop-over in London, before proceeding on to Scotland, they did some sightseeing and managed to get a glimpse of Queen Elizabeth and Prince Philip, also the Queen Mother and Princess Anne.

On arrival in Scotland they saw many old friends and revisited many familiar places.

Because time was limited, their stay was planned to include visits to Edinburgh, Invergarry and Braemar Castles, the picturesque lochs and, of course, the heather on the hills which Jim claims is a real sight to see.

The biggest change they found was the new highways and overpasses around the cities.

The highlight of their visit was going to the British open golf and having a chat with the famous Jack Nicklaus.

They also visited the legendary St Andrew's and Gleneaghs courses.

Their homeward journey included a five-day stop-over in Hong Kong. The landing on Kai Tak airport, jutting some 3,450 metres into the harbour off the Kowloon walled city

Jim Coutts at the control panel . . . still thinking of that nine-course meal!

at night and the beauty of the cities' lights, was something they will always remember.

Outstanding among the many places they visited during their stay were the Tiger Balm Gardens (consisting of grottoes and pavilions displaying effigies from Chinese mythology. They rode on the peak tram (a funicular cable car) which is the most spectacular way to reach the peak or the whole upper level residential area some 400 metres above sea level.

The tram service first opened in 1888 and has operated since without an accident.

The two tram cars now operating carry 72 passengers each. They are pulled by 5,000 separate steel cables which wind on separate drums. While one ascends, the other descends.

On a visit to the Lok Ma Chau lookout, they viewed the border of the Chinese Peoples' Republic through a telescope and were able to observe life going on within the Chinese village on the other side of the Shumchun River, which is the boundary.

They enjoyed dining in Hong Kong. Jim still licks his lips when he recalls one nine-course meal they had and a night out they spent in a floating restaurant. □

ROBIN MAWSON, a fourth-year apprentice diesel motor mechanic in the Wauru Ponds Quarry Workshop, was one of the 10 top Geelong apprentices to be nominated for selection in the Geelong Regional Apprentice of the Year award. Although Robin did not win the top award, everyone at Wauru Ponds applauds him for the effort he has put into his apprenticeship and for the honor he attained in being included in the top 10.

In addition to his interest in diesel mechanics, throughout his apprenticeship Robin has shown a keen interest in safety. In acknowledgement of this he received the National Safety Council of Australia award which was a place on the September Accident Control Stage I course over three days.

In the Wauru Ponds Quarry Workshop, part of Robin's work is to assemble the differentials of huge Foden trucks. Our photograph above shows workshop leading hand, Keith Henderson (right) casting an approving eye over the work of Robin (left) and second-year apprentice motor mechanic Peter Fox (centre).

For Robin, being at Wauru Ponds is by no means all work and no play. He had the good fortune to win second prize of a digital

alarm clock in the Wauru Ponds Social Club's September fund-raising effort. Our photo below shows club president Chris Morgan (left) handing over the clock. □



Prize for Beautiful Garden

Above we show Karen Beveridge, wife of shift chemist Graham Beveridge, sitting in Graham's magnificent garden, which won the Bank of NSW trophy for the best garden of half an acre or more at the Bowral Tulip Time garden competition.

He also won the Godfrey Award for the best new garden of half an acre or more established since September 30, 1972, and second prize for woodland garden, unrestricted area featuring shrubs, trees and a degree of informality.

Wendy Tickner, stenographer in the Berrima Works Office, is wearing a beautiful ring as a symbol of her engagement to Ross Sayers, who is in the permanent army.

Some 70 members and friends attended the 14th annual general meeting of the Berrima SPC Employees' Credit Union at Moss Vale Bowling Club on September 23.

The chairman, Mr Jim Galloway, welcomed them and extended a particular welcome to Mr Ken Byrne, new Secretary/Manager who has taken over from Mr Tom

Richards who was Secretary/Manager for just over 10 years.

Ken comes from Earlwood and has had extensive experience in the Credit Union Movement as development officer and manager.

Referring to the previous year's business, Mr Galloway said it had been a good year for the Credit Union. The balance sheet showed an operating surplus of \$7,285 after tax.

The election of officers resulted in the following being elected to the Board of Directors: Messrs Liol Bush, Jim Galloway, Col McCue, Alf Forrester, Alf Knapman, John Vis, Geoff White, Ron Bell and Les Humphries.

Alf Knapman, Safety Officer at Berrima Works, was elected in place of Ron Budden who did not seek re-election this year.

At a subsequent meeting of the board, Mr Jim Galloway was again elected chairman of the board.

Addressing the meeting Mr Ken Byrne said he was looking forward to his association with the Credit Union and to meeting members.

At the conclusion of the meeting, light refreshments were served. Eddie Read and Eddie Cooper from Marulan and Max Francis at the piano, supplied the music.

PAUL'S A WEEKEND FENDER BENDER

PAUL BOWORTH, leading hand in the bagging shed at Kooragang, leads a double life.

Workadays he controls the steady flow of bagged and bulk cement out of the plant. He wears a hard hat, drives a fork lift fitted with a massive protective cage (top right) and a more law-abiding, rule-observing driver you'd have to walk a country kilometre to meet.

But at weekends Paul swaps his hard hat for a race driver's safety helmet and his fork lift for a 1963 EJ Holden (lower right) to compete in "fender bender" stock car races at Heddon Greta.

So far he's pushed his EJ to second and third place but is confident that next season he will score the chequered flag. Best of luck, Paul. As you can see by the emblem on the EJ, Kooragang is beside him ALL the way!

MATT HAMPSON, Kooragang's Quality Control Officer, who is back at work after a bout of illness, is a more sedate driver away from work. His idea of a perfect holiday is to go camping around Lake Macquarie in his Campmobile (lower right). He finds it as comfortable as any motel, being fully equipped with all home comforts. The vehicle, incidentally, was fitted out in Germany and thus is fully imported. No wonder Matt is looking forward to his month's holiday this year. □



HE WON A NIGHT OUT

In the Waurin Ponds Social



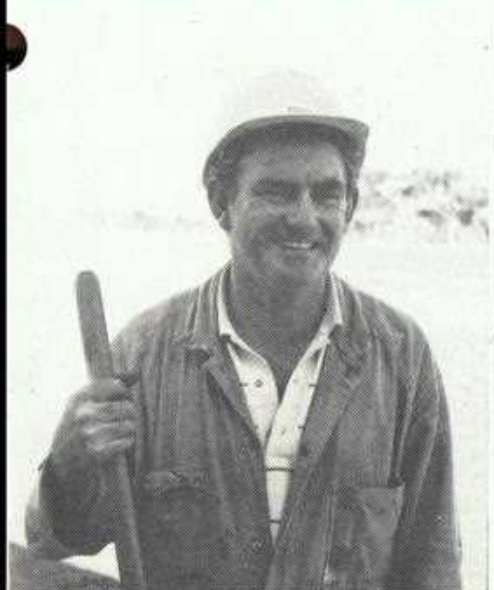
WORDS AND PICTURES FROM WAURN PONDS

BILL GILLETT, raw miller at Waurm Ponds, is a particularly honest person. Recently on checking his pay envelope he found he had been overpaid \$1.00.

Our photograph at right shows a smiling Bill handing the dollar bill to bearded paymaster Max Beacom!

Lower left we present the smiling face of Charlie Cromer, Experienced Factory Operator at Waurm Ponds. Charlie is No 1 Torquay netball follower. In the Bellerine netball championships three Torquay teams took out their respective grade premiership while a fourth was runner up in its grade. The teams celebrated their success with their families at a big barbeque down at Drysdale and smiling supporter Charlie Cromer was chief chef!

At lower right we see Mr R. Wulf, Waurm Ponds Works Electrical Engineer, wishing all the best to electrician, Stan Mirkovic, who has resigned to start his own business. His many workmate friends presented Stan with a portable work bench. In the background are J. Truswell (fitter) and Ron Smith (Assistant Electrical Engineer). □



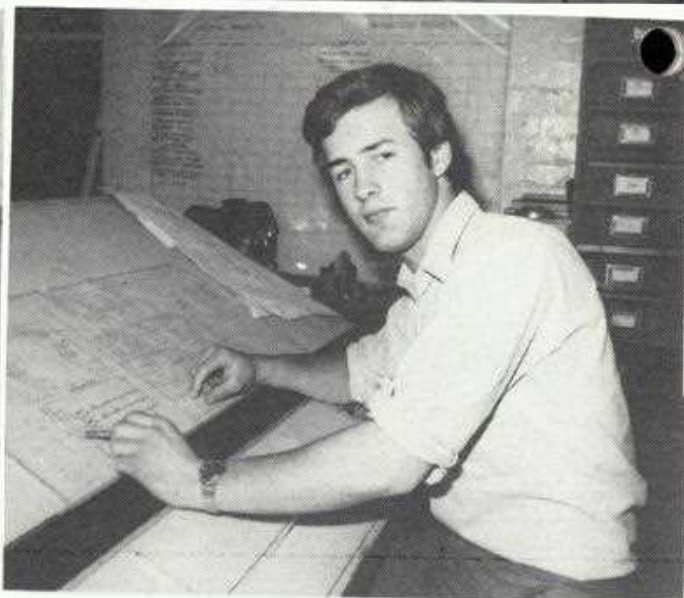
This Trio Has Good Looks To Spare

The young men in the drawing office at Portland claim they are the most handsome in any Blue Circle drawing office anywhere and to substantiate their claim have been asking our Portland representative to photograph them.

We have no way of telling whether, like Muhammad Ali, the Portland boys are the "greatest", but we must agree they are pretty easy on the eye. We present them, diligently slaving over their work. What do you think?

At right is Neil Harris, 18, third-year fitter and turner. At lower left is Graeme Glazebrook, 21, fourth-year apprentice draughtsman. He is the son of Don Glazebrook, of the Electrical Department, and a grandson of a retired Portland employee.

At lower right is Digby MacPhee, 18, third-year apprentice electrician. Digby is a very skilled car and motorbike mechanic and has been for as long as he can remember because since he started to walk he's been helping his dad with the farm machinery on the family farm near Cullen Bullen. □



WORKSHOP FOLLOW UP TO PORTLAND ART SHOW

In September, as a follow-up to the successful art exhibition at the Portland Show last January (an event inspired by Mr Ken Hulonce, Manager of Portland Works), the Portland Art Purchase Committee (on which Portland Works is strongly represented), staged a most successful weekend art workshop in the Presbyterian Church Hall in Portland.

Mr Hulonce suggested the exhibition to the Show Society and the directors of Blue Circle Southern offered sponsorship of \$1,000 followed by \$500 from Portland contractor, Jack Stait, \$350 from the Western Gold trucking firm and \$200 from Portland Rotary Club.

More than 1,800 people attended the exhibition which attracted 247 paintings by artists from Melbourne to the Queensland border. Of these, 57 were sold, realising nearly \$6,500.

The 57 sold included four purchased by the sponsors for the amounts they nominated. The painting for which Blue Circle Southern paid \$1,000 is a piece of contemporary art entitled *South of Taree*. It hangs over the Portland switchboard.

In proposing the exhibition, and by heading up the panel of sponsors, Mr Hulonce's principal objective was to foster and encourage art among residents of Portland.

The September weekend art workshop organised by the Portland Art Committee, demonstrated how successfully he has achieved this objective.

The Committee, which includes Miss Sue Holmes, Mr Hulonce's secretary, Mr Roy Humphreys, Project Engineer, Mr Dave Burton, Superintendent of Works Administration and Accounting, Verna Peters, housekeeper, Directors' Lodge, and Mr Hulonce, organised a workshop of 24 artists under the tuition of Mount Wilson artist, Mr Jock Lumsden.

Among the 24 artists were three sponsored students from local high schools: Karen O'Farrel (De La Salle), Grahame Mostyn



The three sponsored student artists Karen O'Farrel, Grahame Mostyn and Mark Kearns, watch intently as tutor artist Jock Lumsden demonstrates his technique.

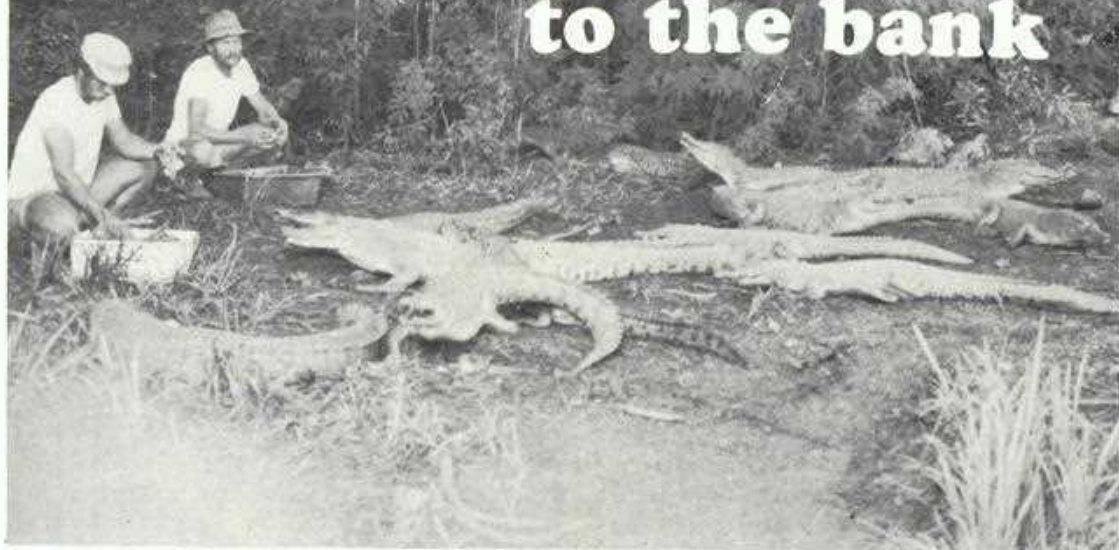
(Lithgow High), and Mark Kearns (Portland). The Art Purchase Committee paid their expenses and fee from a small profit made from the Show exhibition last January. The 21 other students paid their own way.

The main feature of the workshop was the concentration by tutor Jock Lumsden on tonal quality and effect, a feature to which the student artists were quick to respond.

By the end of the last session the results appearing on the numerous canvases gave clear evidence of the success achieved and the workshop closed to a resounding vote of thanks by all concerned.

In January next the second Portland Art Exhibition will be held. As a result of the continuing support of Blue Circle Southern and additional generous support from local companies and organisations, the Committee can now boast a total sponsorship of \$2,800. □

They'll Cry (Crocodile Tears) . . . all the way to the bank



Feeding time for some of the 500 crocodiles at the Edward River Station north of Cairns. These reptiles have been hand fed since hatching. They are not vicious — but they can still be dangerous and the attendants take no chances. Photo by courtesy of Applied Ecology Pty Ltd.

Within five years Papua New Guinea hopes to become the crocodile capital of the world and the world's most reliable supplier of top-quality crocodile skins to the international market.

Also within five years — with a little luck — Australia should have the nucleus of commercial crocodile skin production with crocodile farms in north Queensland and in the Kimberleys of Western Australia.

Papua New Guinea now has more than 300 crocodile farms, some situated on the Sepik River in one of the last truly off-the-beaten-track areas left in the world.

Over the past two years a United Nations development team has worked in conjunction with the Wildlife Branch of the Papua New Guinea Department of natural Resources in a \$750,000 United Nations programme to get these farms established.

The project aims at conserving New Guinea's crocodile species while assisting the economic development of people living in swamps and river areas.

During the 1950s and 1960s Australian and European hunters made fortunes by killing the larger crocodiles — the breeders — and in the process decimated New Guinea's

crocodile population.

Papua New Guineans have traditionally killed crocodiles for food but did not view them as an economic or functional item until the white hunters appeared. Now crocodile farming and hunting is a reserved activity under national investment regulations and only citizens may participate.

The export of skins of more than 50cm in belly width is prohibited because the larger crocodiles, generally 2.5m and more in length, are the breeders. With fertility at the rate of 50-70 eggs a season for the female salt water crocodile, the loss of even one breeder can reduce the number of potential young crocodiles by up to 1,000 over a breeding life of 25 years.

Export of skins with a belly width of less than 25cm also carries a penalty because these skins are well below optimum economic value.

At present in Singapore (where the majority of Papua New Guinea's crocodile

skins are marketed) a 25cm wide skin brings \$90. Had the reptile been allowed to grow for another three years the skin would be worth up to \$900.

This is the reason for the crocodile farms. Once caught, younger crocodiles with a belly width of less than 25cm are to be kept in village and small business farms for up to three-four years.

At present there are about 15,000 young crocodiles in the 300 farms. The aim is to have 100,000 crocodiles in the farms to ensure the orderly marketing of at least 30,000 skins a year. This would be in addition to the 30,000 to 50,000 skins a year presently obtained by hunters in the swamps.

The natives have taken to crocodile farming with great enthusiasm, particularly in catching for the farms. They drift at night on a river in a canoe until they spot the eyes of a young crocodile in the beam of a strong torch. They then drift quietly up to the reptile and a native in the boat grabs it behind the head or around the jaws and wrestles it into a wet copra sack.

The natives at first force feed freshly caught young crocodiles. They place a small piece of fish in the reptile's mouth, gently pushing it down its gullet with a smooth, blunt stick. Then they massage under the crocodile's neck to induce it to swallow.

In the villages the natives keep their crocodiles in pens near river water. A pen no bigger than six metres square is big enough to raise 50 young crocodiles to marketing size.

The overall plan envisages two large-scale farms of 10,000 crocodiles each supported by a network of small business farms which in turn are supplied by a large number of village farms. The plan is for village farms to sell crocodiles live to the small business farms. There they will grow to optimum size and there they will be killed and skinned.

At present the majority of Papua New Guinea's crocodile skins are marketed through Singapore but the Papua New Guinea government this year sent skins to tanneries in France, Italy, India and the United States. Each tanner declared that Papua New Guinea's saltwater crocodile skins are the best quality available.

Wildlife officers are also attempting to promote crocodile meat as a gimmick food in restaurants. One restaurant in France is already negotiating a trial purchase.

Meanwhile at the Kokoda Trail Hotel, on the Sogeri plateau 40km from Port Moresby, diners are treated to crocodile *kebabs* and barbecued crocodile meat. Proprietor Phil Wilcock says the dishes are the most popular on his menu.

At this stage the breeding of crocodiles at the Papua New Guinea farms is being discouraged. The breeders perform well in their wild environment and at present farm breeding is considered unnecessary.

In contrast to this policy, Applied Ecology Pty Ltd, a Government financed private company under the Commonwealth Ministry for Aboriginal Affairs, has succeeded in breeding about 500 crocodiles from eggs taken from the wild at the Edward River Station government crocodile farm about 650km north of Cairns.

The Edward River Station is run by the Queensland Department of Aboriginal and Islander Administration and the natives are employed in the experimental crocodile farm which is located in a picturesque 25ha breeding lagoon. Already the station is an attraction for tourists prepared to venture so far north into Cape York peninsular.

Applied Ecology has been operating here for nearly five years. Some of the crocodiles on the farm are almost of breeding age and before 1980 the company should be able to determine whether commercial crocodile farming at the station will be a viable proposition.

Applied Ecology has a second experimental crocodile farm at the Benedictine Mission at Kalumburu south of Wyndham in Western Australia.

Here Aborigines, under the direction of Benedictine monks, have gathered crocodile eggs from the wild and have succeeded in hatching out young crocodiles which now are thriving and which, hopefully, within the next decade, will be the nucleus for a new industry which will bring new wealth and a new purpose to the Aborigines at the Mission.

An interesting aspect of the experimental work at the Edward River Station in Cape York is that the wild crocodile is returning to the Archer, Edward and Mukden Rivers — to waters which only a couple of years ago were believed to have been "hunted out".

This demonstrates the resilience of this remarkable reptile which has survived unchanged for millions of years. □

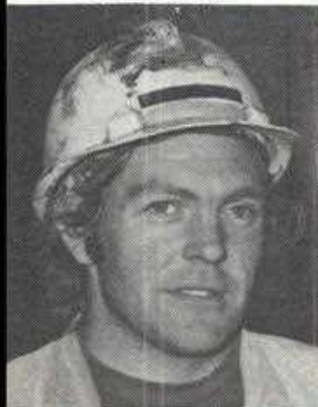
MARULAN STALWARTS



Rex Izzard

REX IZZARD, lime burner at Marulan, celebrated his 21st year with the company last August. In that time Rex has worked as a shovel driver, lorry driver, fitter's laborer and electrician's laborer before becoming a kiln burner.

He does a fair amount of seven-days-straight shift work and spends his time off on a small farm he runs near Marulan.



Chris Allen

RENO VESPIGNANI, lime plant assistant, who joined Blue Circle in January, 1968, as a fitter brakesman, is looking forward with growing excitement to a holiday to his native Italy with Mrs Vespignani next year. Needless to say they are counting the weeks until they see family and friends again.

TERRY WILD, leading hand brakesman, has been at Marulan nearly 5½ years and has worked his way up from a start as a laborer. Occasionally he drives the 55-tonne off-highway Euclids which bring limestone from the quarry to the crusher. Terry is a very keen cricketer and tennis player.



Chris Riley

PETER MANFRED, apprentice fitter, joined the Marulan team in January, 1975, as an apprentice fitter and has just completed his third year.

CHRIS ALLEN, serviceman, joined Blue Circle in late 1971 as a spareman in Production Team. He transferred to the Maintenance Department during 1972. He and his wife are eagerly awaiting the arrival of their first child. His hobbies are go-karts and shooting.

CHRIS RILEY, fitter and turner, joined Blue Circle in 1968 as an apprentice. He has been married for three years. His hobbies are shooting, fishing and farming.

DANNY MURPHY, apprentice fitter, is the son of Maintenance Foreman Stan Murphy and brother of Barry, who is a tradesman's assistant. Danny, who is just completing his fourth year, is taking a post trade certificate in industrial hydraulics. His hobbies are soccer and trail bike riding. □



Danny Murphy



Terry Wild



Peter Manfred



Reno Vespignani

ARE YOU INCHING YOUR WAY TO METRICATION?

How have you adjusted to metrication? Can you forget, in your everyday activities, such terms as acres, inches, gallons, horsepower, miles and yards? If you haven't adjusted, you'd better start trying because in Australia the past belongs to the past.

According to the Metric Conversion Board by this time 70 per cent of Australia and 70 per cent of Australians have converted to metrics.

That's a rather bold assertion. Does it take into account those "oldies" among us who stubbornly refuse to think or talk in metric terms?

If the more modern among you think these "oldies" are eccentric, please be tolerant. They are merely running true to form because, in all history, nothing is more eccentric than the manner in which our weights and measures have evolved over thousands of years, back to the days of the Babylonians and Egyptians, to the Romans and Vikings and to assorted English monarchs of centuries ago.

According to Genesis, Noah built his ark 300 cubits long. But what cubit did he use? The earliest recorded cubit was based on the length of the arm from elbow to finger tip — roughly 18 inches (now a forbidden word) or 458 mm. But whose elbow-to-finger tip did Noah use?

Among the 30 per cent whom the Metric Conversion Board classes as the unconverted (or unconvertible) are gem merchants and those lucky enough to be their customers. They still trade in carats, a measure thousands of years old which derived from the carob seed of antiquity.

America is just about the only major nation which today refers to a measure of distance as a "mile". The Hardie-Ferodo at Bathurst now is run over 1,000km. But the legendary Indianapolis is raced over its original distance — 500 miles. It is a term that has survived for 2,000 years, from the *mille passus* of Caesar's BC day — 1,000 double steps by a Roman legionary or 5,000 Roman feet. Queen Bess, in the 16th century, added 280 feet so that the mile would be exactly eight "furrow longs" or furlongs.

No one knows how the yard got started although it may be no coincidence that it is a double cubit. The word itself comes from the old English word, *gierd*, rod, the staff used for measuring. Henry I established the yard

as the distance from the tip of his Royal nose to his fingertips!

As for the inch, in the 10th century it was the span of the knuckles on King Edgar's thumb. And the foot was decreed by Charlemagne to be the length of his own foot (about 12.7 pre-metric inches)!

The six-foot fathom (another measure which the Metric Conversion Board dares not meddle with) is still used by seafaring men. It came from the span of a Viking's outstretched arms!

The acre (replaced by the hectare) was the amount of land ploughed by a yoke of oxen in one day.

As for gallons . . . well, there is only one litre but there are two gallons: the American gallon (the same as the wine gallon of Queen Anne's day) and the larger (and now defunct) Imperial gallon.

But proponents of metrics need not joke about the evolution of the measures we have mentioned.

Admittedly the metric system, a product of the ferment of the French revolution of the 1790s and the upsurge in interest in science in that decade, is the most remarkable plan for measurement ever devised.

But it has its own eccentricities.

Its keystone, the metre, from the Greek *metron* meaning a measure, was not derived from the variables of the human anatomy but sprang from the universe itself. As approved by the French National Convention in 1795, it was to be one ten-millionth of the length of the earth's meridian between the Equator and the North Pole.

The Treaty of the Metre, signed by all major countries in Paris in 1875, refined the metric system. One refinement was to establish the kilogram as the weight of a block of platinum iridium alloy, selected because its resistance to corrosion and expansion enabled it to be reproduced most accurately. In the early 1960s the metre itself was redefined for greater accuracy as 1,650,763.73 wavelengths of orange-red light emitted by the krypton -86 atom.

"Tex" Cooper kneels beside his latest pride and joy — a black leghorn bantam (in cage) which is winning "Tex" a lot of prizes at poultry shows.



Teddy Brown, who has been at Kooragang for almost five years, takes a breather outside the clinker storage shed.

TEX MAKES A BIRD OF IT

Les ("Tex") Cooper, storeman at Marulan, and Teddy Brown, loader driver at Kooragang, are about the same age and build but their sparetime activities are vastly different.

"Tex" breeds championship poultry while Teddy, a former Rugby League player, is a devoted Rugby League fan at Newcastle during the season and a dedicated bowler when he isn't watching Rugby League.

"Tex's" advice to Teddy is that if ever he tires of Rugby League or bowls he could not take up a more interesting hobby than breeding prize fowls — particularly bantams.

"Tex" came to Marulan South back in 1951 as a fireman on the loco hauling stone from the Quarry to Medway Siding. One of his workmates, the late Tom Friend, was a poultry exhibitor at the time and he induced "Tex" to take up the pastime.

"I started with a two-colour breed of fowls known as Anconas," "Tex" recalls. "It was very hard to breed prize-winning birds true to colour but I persevered and ended up being very successful with them.

"Then I started with large black leghorns and Peking bantams and I won a lot of prizes with these breeds, too.

"I still have the big black leghorns and black leghorn bantams and many of them have won ribbons.

"I also have golden hamburgs, andalusians and blue leghorn bantams."

There is variety in size and colour in "Tex's" poultry yard and equal variety in size, shape and colour among the trophies and ribbons he displays in his living room.

He makes a pet of every bird he exhibits and can recall every bird which has won a trophy for him.

"My birds are my friends," he says. "Being friends with them helps make them healthy and happy and helps them win prizes."

"Tex" was president of the Goulburn Poultry Fanciers' Club for many years and two years ago was voted a life member.

"I would recommend to any young employee of Blue Circle — even the not so young — who may be looking for an interesting hobby — that they should take up exhibiting show poultry," he says.

"It gives you the incentive to try to create something that is true to breed and perfect and that is what life is all about.

"It also gives you the opportunity of meeting wonderful people and making wonderful friends." □

A DUSTY WOOL STORE — JAM PACKED WITH TREASURE!

At some time in the future (not too distant, we hope), the Government of NSW will decide to spend millions on a unique, world-class, sure-fire attraction for Sydney — the only one of its kind in Australia. The building, almost surely, will be of concrete (from Blue Circle cement, we hope). Unlike Sydney Opera House, it will be utilitarian rather than ornate; just a huge concrete-floored, concrete-walled barn. It must be of concrete because it must last for centuries, be fire-proof, thief-proof and vandal-proof — a true repository for treasure. A new Mint? you may ask. Indeed, no. Rather a Museum of Transportation as good as any in the world containing irreplaceable historic machinery on which it would be almost impossible to place a value.

The Government already has the exhibits for this mechanical wonderland. It has a possible site (two hectares near Macquarie University at North Ryde in Sydney's north-western suburbs). All it needs is the money to put up the building and complete restoration of some of the exhibits. And what are the exhibits?

Starting in age, and also in value, they would include:

THE OLDEST STEAM ENGINE IN THE WORLD:

This unique machine was built by Matthew Boulton and James Watt in 1784 — 14 years after Captain Cook discovered Australia and four years before Governor Phillip arrived in the first fleet.

Capable of "performing the work of 70 horses", it has a connecting rod 18ft (5.5m) long, a fly wheel 16ft (4.8m) in diameter and a beam showing parallel motion of 6.10m (20ft).

Boulton and Watt installed this immense engine in Whitbread's brewery in London and it served there faithfully for 102 years until it was pulled down in 1887 to make room for a more powerful engine which burnt less than half the fuel per horse power.

Boulton and Watt built an identical engine in 1784. It went into the Albion Mills in England but was destroyed when the mills were burned down — leaving the Whitbread engine unique in all the world.

Australians can thank Professor Liversidge, who was Emeritus Professor of chemistry at the University of Sydney in 1887, that we have this priceless, historic machine.

When he learned that Whitbreads were about to dismantle the Boulton-Watt engine, Professor Liversidge was chairman of a

committee setting up the Sydney Technological Museum. Using all his powers of persuasion he induced Whitbreads to present the engine to the then Government of NSW. When they agreed, Liversidge immediately changed the plans for the proposed technological museum in Harris Street, Ultimo (now the Museum of Applied Arts and Sciences), to include two special, high-ceiling chambers at the rear of the main building to house the engine and a second historic exhibit he had acquired four years earlier in 1883 — the No 1 **RAILWAY LOCOMOTIVE USED IN AUSTRALIA.**

The legendary George Stephenson and his son built this loco at Newcastle-on-Tyne in 1854, 24 years after Stephenson's "Rocket" was acclaimed as the world's first practical rail locomotive.

The 22-tonne engine and tender, built at a cost of \$6,169.54, arrived in Sydney in January, 1855. A team of 20 picked horses hauled it to a shed in a paddock that later became the railway workshops at Eveleigh, near Redfern. It commenced running on May 15, 1855, with the ballast train engaged in the construction of the line between Sydney and Granville — a stretch of 13 miles 616 yards (about 21.5km) which cost \$1,131,420 to build. Afterwards it pulled passenger trains between Sydney and Parramatta up to May 15, 1877, when it ended its service, by which time it had run 386,636 miles.

With its brass-topped funnel, its brass steam outlet and a large, distinctive brass "I" on its front, this engine was stored at Eveleigh for 16 years until the Technological Museum was completed in 1893. Then another team of 20 horses hauled it to Harris Street and it was

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Loco No 1 outside the chamber at the Museum of Applied Arts and Sciences, Harris Street, Ultimo, which has been its home for 84 years. The men in the picture are the team who first manhandled the old engine into its "garage" in 1893.

manhandled into its special chamber, standing on two of the original rails laid down on the line from Sydney to Parramatta.

In the 84 years it has been at Ultimo it has been removed only twice — in 1905 for a celebration of the first 50 years of the NSW railways and in 1938 when a big truck hauled it to Martin Place as part of Sydney's sesquicentenary celebrations. Now, 94 years after the museum first acquired it, and 100 years since it went out of service, it still awaits a fitting final resting place.

Not too many people know that these renowned machines are on public view at the Museum of Applied Arts and Sciences.

Not many of the 250,000 who visit the museum each year go to the rear building in which they are housed. But anyone can inspect them at any time on application to the Chief Attendant. The Watt steam engine is connected to an electric motor and, if you ask nicely, may be seen in operation.

When the Government builds Sydney's transportation museum these priceless exhibits will occupy pride of place. If there is sufficient room — and there should be — the museum will be able to put on display one of the passenger trains which loco No 1 hauled between Sydney and Parramatta 120 years ago.

The Museum of Applied Arts and Sciences possesses the tender for the engine, plus four passenger carriages which demonstrate the unashamed class distinction which ruled 120 years ago. The first-class carriage has windows, leather upholstered seats and carpet on the floor. Second and third-class carriages have no windows, no carpet and plain wooden seats. Sydney/Parramatta fares in 1855 were 40 cents first class, 30 cents second class and 20 cents third class. The journey took 55 minutes. Today the fare by electric train is 60 cents and the journey takes 35 minutes.

The four carriages are stored along with exhibits which must be worth around \$2,000,000 in an asbestos cement building at Alexandria built by the Australian Wool Board during World War II to store wool.

This squat, oblong-shaped structure is 50 metres long and 32 metres wide. It is crowded — jammed is a more fitting word — with hundreds of exhibits, most of them related to transportation, be it on land, at sea or in the air. Some have been meticulously restored with a lot of the fine detail work having been performed by students of Sydney Technical College and Public Transport Commission apprentices. Others, still in the condition in which the museum received them, could readily be restored to their former glory at relatively little expense.

Among the fully restored exhibits, for example, is a horse-drawn bus which plied in Paddington and Woollahra between 1880 and 1890, a fascinating double decker with a curving stairway at the rear. It seated 26 with 12 on the top deck. This relic lay forgotten in a breaking down yard for more than 50 years until discovered in 1950 and subsequently restored.

Another fully-restored exhibit is a 16-passenger cable tram trailer (passenger car) built in Sydney in 1894. This is how Mr Norman Harwood, Keeper of Transport and

Engineering of the Museum of Arts and Sciences, describes its discovery and restoration.

"This trailer began service in 1894 on the Edgecliff tramway which ran from King Street wharf, Sydney, to Ocean Street, Woollahra. Cable haulage on this line ceased in 1905 with the introduction of electric trams and all the trailers were sold.

"This one was bought by a man who moved it to Cronulla in 1906 and built it into and under the main roof of a house, with a laundry attached to the other end and a trellis surrounding the sides. To incorporate the vehicle into the house he cut off both canopies and one of the boarding platforms and, with the seats, burnt them.

"We discovered this historic vehicle in this situation in 1962. The under-carriage and wheels, although buried in earth for 56 years, were intact, despite heavy rusting. Much of the woodwork had dry rot and all the brass fittings had disappeared.

"We recovered it by jacking up the main roof, disconnecting the electricity and water supply, dismantling the laundry and by removing about two tonnes of earth and laying rails under the wheels so that the vehicle could be drawn away from the house. Then we removed the debris and repaired the house!

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A team of 20 picked horses hauls Loco No 1 through Sydney in 1905 on its way to be displayed at the celebration of the first 50 years of the NSW railways.



"In 1970 first-year apprentices of the Public Transport Commission went to work on the dilapidated skeleton and converted it into virtually a new cable trailer, resplendent in its paint work, inside seats, coloured glass, tramway insignias and polished brass fittings."

Also in the Alexandria store is a 22-passenger cable "dummy" which houses the mechanism which gripped the fast-moving underground cable to propel both the "dummy" and the "trailer" along the street.

The exhibits also include a fully-restored horse-drawn tram which ran to Manly about 1890. Mr Harwood found this dumped in bush at French's Forest but such is the workmanship of the apprentices who restored it that you would never think this now.

Among the fully-restored exhibits is a handsome Australian Six tourer motor car circa 1923, one of four survivors of the 980 of these unique automobiles assembled in Sydney between 1919 and 1926 — truly Australia's first locally made motor car. It is magnificently restored... and thereby hangs another extraordinary tale.

In 1962 *Modern Motor* magazine discovered the wreck of an Australian Six standing on four large rocks on the property of Mr Les McAlpin, of Windeyer, near Mudgee, NSW — a 1923 model which Mr McAlpin bought in 1930 and later converted into a utility truck. In 1953 he jacked it up, put four large rocks under each disc wheel and left it to the elements.

When *Modern Motor* found it the body panels were red with rust but there were very few holes and almost all of the metal underneath was sound. It had 24 inch (710mm) disc wheels which Mr McAlpin had borrowed from an old American Dodge. But its original Rutenbar six-cylinder engine still had plenty of go. When Mr McAlpin primed it with petrol and cranked it three or four times it roared into life although it had not been started in nine years. He didn't run it for long because it had no radiator hose and no water in the engine.

Its original huge Rolls Royce shaped radiator was intact, its nickel-plated top, like its windscreen frame, was only slightly tarnished. It was a wreck but a most valuable one because only three other Australian Sixes survive.

Soon afterwards Norman Harwood learned of another Australian Six "wreck",

this one at coastal Toukley, north of Sydney. It had been owned by the former lighthouse-keeper at Norah Head, one Charles Hargraves, grandson of Edward Hammond Hargraves, who first found gold in Australia in 1851.

For years Charles Hargraves had used it to drive from his home across sand hills to the lighthouse. He declared it the only vehicle capable of negotiating the sand hills. When he retired he sold this incredible car to a Toukley timber miller who promptly stripped it to engine and chassis and used the engine for unrecorded thousands of hours to drive a circular saw in his timber mill. It was thus engaged when Norman Harwood found it and bought it.

Harwood and his apprentices used the best bits from the two wrecks to assemble an Australian Six in perfect running order, restored in mint condition. The late Donald Harkness, one of Australia's leading automotive engineers, who had been associated with the manufacture of the cars between 1919 and 1926 and who had run a fleet of them as hire cars, supervised the restoration.

Luckily Les McAlpin had kept the original wooden hoops of his car's canvas hood, the rear seat squabs, folding seats which fitted into the back of the front seats (making the car a seven-seater) and the original hexagon-shaped headlights.

Under Harkness' direction, upholsterers redid the seats in fine leather. Bradmill Industries Ltd ran off a special weave of canvas to duplicate the original hood. They did this for free because their imaginative chairman, Sir Robert Webster, was president of the Museum's Board of Trustees. When Dunlop Tyres learned of his gesture they tossed in a set of tyres of the size originally supplied to Australian Sixes — tyres especially imported from England!

Now this piece of Australian history gathers dust (but does not deteriorate) under a calico shroud in the store at Alexandria.

Also fully restored is a 1924 model Stanley Steamer, one of the most remarkable motorcars ever built — a luxury seven-seater weighing nearly two tonnes which could travel at 90 km/h propelled by a steam engine burning one pint of kerosine for every 20km. Its only drawback was that it couldn't travel long distances without stopping for water. This no-petrol car of the '20s could be a sensation if put on display in the '70s and '80s!

There are several cars which have not been restored but which would need little to put them into perfect running order.

By far the most valuable is a huge, 1913 three-litre Sheffield Simplex, once owned by Reg L. ("Snowy") Baker, the Olympic swimmer/boxer who built the original Sydney Stadium — a playboy who became an Australian film star during World War I and who went to Hollywood about 1920.

According to Lord Montague, of Beaulieu, one of the most eminent authorities on antique and vintage cars in the world, there are only two similar models in existence. He places a value of at least \$100,000 on this vehicle which, of course, has its own story.

The Sheffield Simplex went out of production in 1922 but between 1907 and 1922 its reputation was second only to the Rolls Royce. It is 17ft (5m) long and its wheels are 27in (686mm) in diameter.

It is intact, right down to its narrow, huge diameter tyres (now rotting) except for its instruments, all of which are missing. Despite this, Museum authorities believe it has travelled less than 20,000km. One story is that a beautiful girl friend of "Snowy" Baker's fell from it and was killed and that Baker, in his sorrow, locked the car away in a shed for about four years until 1920 when, on the eve of his departure for Hollywood, he gave it to the Faculty of Engineering at the University of Sydney which stored it for nearly 50 years before passing it to the Museum.

Former Sydney radio personality and newspaper columnist Andrea (Mrs Dorothy Jenner) remembers it with deep affection. "It was a lovely car," she says nostalgically. "'Snowy' Baker used it when he drove me to the boat in 1915 when I left Sydney for Hollywood. He wore a white Stetson and a white linen suit. I wore delicate pink chiffon and a matching wide-brimmed hat with ostrich feathers more than a metre long!"

Equally evocative of a gracious era now long gone is a 12 hp 1923 Rover which shows only 13,000 miles on the speedo. In contrast there is a 1913 model T Ford (with brass radiator) which covered 350,000 miles on dirt roads in the NSW bush in 25 years before a Penrith resident in 1938 presented it to the Museum — a mighty motorcar which kept running for 25 years and in that time needed only five new valves!

There is a Bentley, an Essex sedan, a

bullnose Morris Cowley, all from the early '20s. Perhaps most intriguing of all is a 1915 Detroit Electric Brougham, a stately conveyance which, for 25 years, a stately gentleman named Arthur Wigram Allen, grandson of the founder of the legal firm of Allen, Allen and Helmsley, drove around Sydney.

The late Mr Allen bought five of these remarkable cars in Detroit in 1915 and shipped them to Sydney. He gave two to his brothers and kept the others for spares.

The car is unique, apart from its distinction of being the world's first practical, production-line electric car. It has a steering tiller (as in a boat) instead of a steering wheel. It has no petrol tank but, in its place, has a receptacle big enough to hold four outsize batteries. It can travel 30/40 km without having its batteries recharged (which meant that Mr Allen had to recharge them almost every night). Still, with wind-up windows, carpet on the floor and total silence, it was years ahead of its time. Little wonder that Mr Allen, so long as he lived, steadfastly refused to learn to drive a petrol engine car and was even most reluctant to travel in one!

As another memento of a day that is gone there is a cutaway sedan body made by Holden Body Builders in the mid 1930s before the firm joined General Motors to form General Motors-Holden's. It demonstrates vividly how automotive design and construction has changed in 40 years. This sedan body had a framework of beautifully finished and shaped wood on to which the exterior panels of steel were attached!

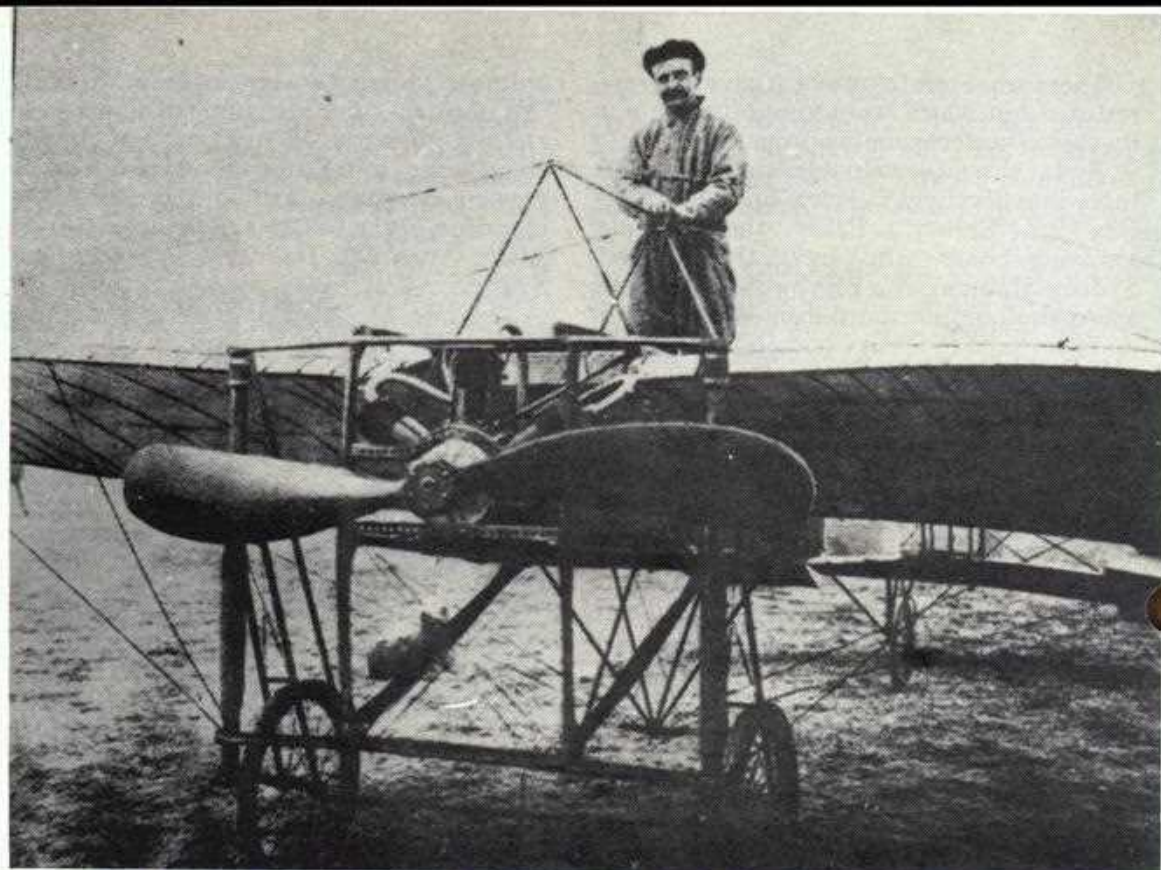
The exhibits go on and on . . .

There is a tram hearse used in Newcastle around the turn of the century, believed to be the only one left in the world . . . There is Sydney's first trolley bus, used in the 1930s — a single decker bus running on six wheels but propelled by an electric motor which drew power through trailing arms from overhead lines . . .

Stored almost on top of one another is a most extensive and most valuable collection of aero engines — mainly World War I and World War II engines — which span the whole history of aviation.

Most precious of them is a three-cylinder Ansani engine built in 1908, the duplicate of the engine which powered the tiny monoplane in which Frenchman, Louis Bleriot, first flew the English Channel in 1909. It is the gift of a German museum which

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If you look closely at this old photo you will see that the tiny monoplane in which Louis Blériot flew the English Channel for the first time in 1909 (23 minutes for 46 km) has an engine of three cylinders. Its twin is in the Museum of Applied Arts and Sciences store.

has the good fortune to have several of these engines. At the other end of the scale is one of the early RAF jet engines designed by Sir Frank Whittle, inventor of the jet, in the late 1940s and presented by the British Air Ministry in 1950.

In between these two unique exhibits are 50 engines of World War I and World War II. One is astonishing — a nine-cylinder aero engine in which the whole engine revolved along with the propeller! Two are engines which came from a German zeppelin captured after the armistice in 1918.

The exhibits are almost unending . . .

There are two massive steam rollers used in road construction up to 60 years ago which were recovered intact from country council dumps. There are all types of bicycles, from a penny farthing more than 100 years old (so called because it has one huge wheel and one very small wheel) to bone shakers with wooden wheels. There is even a sedan chair in which a gentleman, dead for more than a century, once was carried by two servants. It also is the only one of its kind in Australia.

There is an outstanding collection of

models of steamships which plied between Europe and Australia and along the coast of New South Wales in the golden years of the steamboat — the first quarter of this century.

Unrelated to transportation but rich in history is a printer's handpress used by former Premier of NSW, Sir Henry Parkes, the so-called Father of Federation, when he published the newspaper *Empire* in Sydney in the 1850s. There is even a huge bronze bell cast by Chinese metalsmiths more than 350 years ago and brought back to Sydney by Australians who fought in the Chinese Boxer rebellion of 1902!

These treasures lie gathering dust in the old wool store at Alexandria. They await restoration, presentation and preservation. All that is lacking to achieve this, at the present, is the Government's ability to spare money from more urgent projects.

We built the Sydney Opera House from the proceeds of Opera House lotteries. Who knows that in the not too distant future we may finance a transportation museum the same way! □

UP, UP, AND AWAY FOR THE FIRST TIME!

Ever wondered how a pilot feels when the moment of truth arrives: the time for his first solo flight?

Last August Peter Meredith, electrical fitter at Berrima, completed his first solo in a South Coast Aero Club Piper.

This is how he describes the occasion:

"After 15 hours of flying training I started out with the club's chief flying instructor practising circuits — take-off crosswind leg, downwind leg, bore leg, final approach and landing.

"We had completed four circuits when the

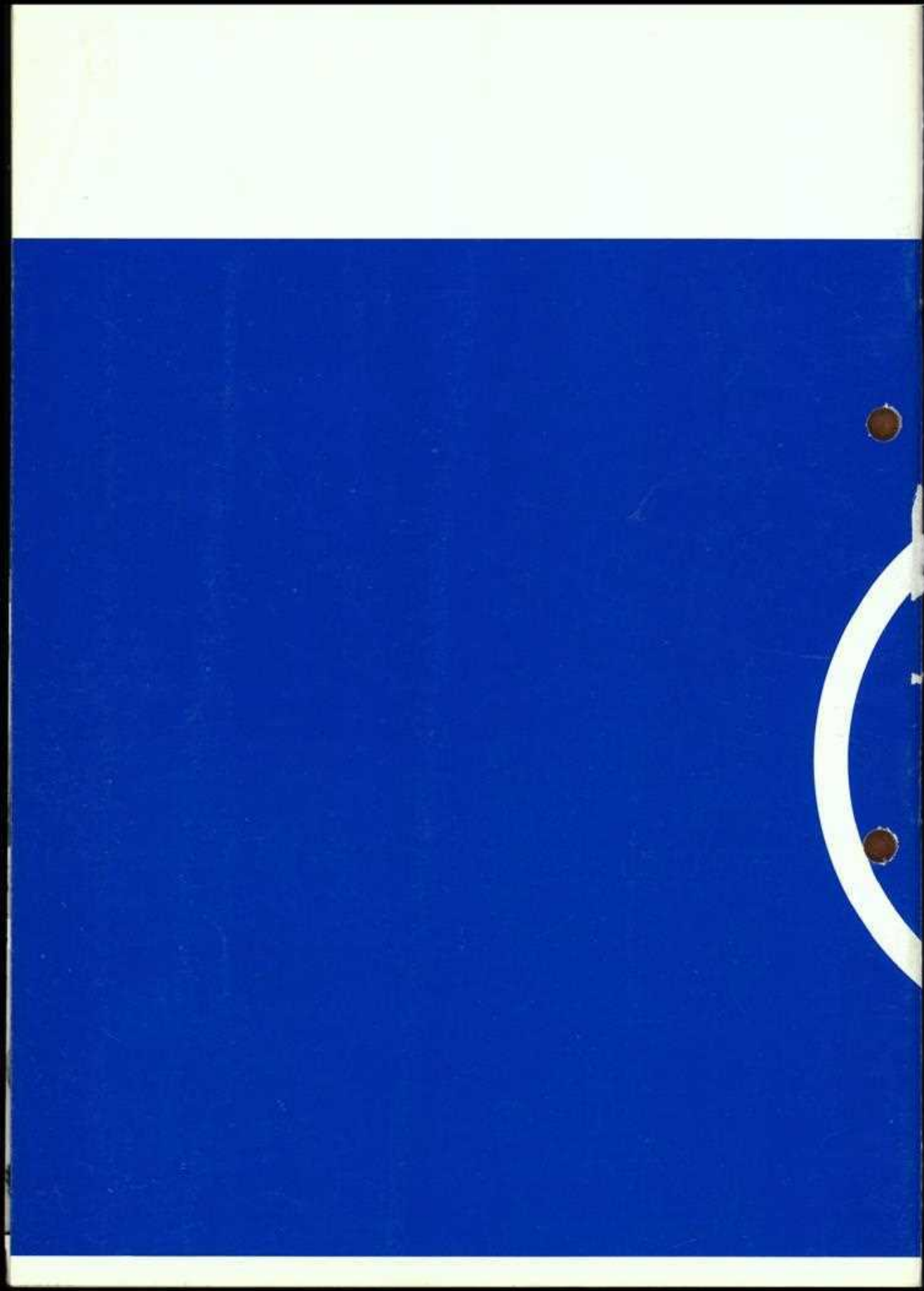
instructor told me to make the next one a 'full stop landing'.

"I thought we had finished for the day but at the end of the strip the instructor said: 'You can try one on your own, now!'

"I felt a second of hesitation at the thought of my first flight by myself.

"After that the excitement of the moment, the concentration on detail of my flying, drowned out any apprehension I may have had.

"After your wheels leave the ground and the runway seems to fall away beneath you, it is a feeling you have to experience to appreciate." □



BLUE CIRCLE
SOUTHERN
LINK

Vol. 4, No. 6. DECEMBER, 1977

SEASON'S GREETINGS







CHRISTMAS MESSAGE

FROM THE MANAGING DIRECTOR

I have just read again my last year's Christmas Message in "Link" and it could well have been written for this year. There is little change in the general situation as far as the cement industry is concerned and the long awaited upturn in the demand for our product has not materialised.

These factors have resulted in the indefinite cessation of operations at Charbon and the reduction in capacity at our other manufacturing centres in N.S.W. to a single kiln operation.

The stringent control of the economy in the endeavour to contain inflation appears to be succeeding and much lower levels have been experienced in 1977. It is hoped that 1978 will bring about a further recovery in the economy and increased demand for our products.

The co-operation of all employed in BCSC will be needed not only to increase productivity but to take advantage of any upturn in the

demand for our cement. An upturn is needed to keep our kilns turning.

May I wish all members of the Blue Circle Southern Group and their families all the very best for Christmas and the New Year.



Eric Long



BLUE CIRCLE SOUTHERN LINK

DECEMBER, 1977
Vol. 4, No. 6

BIRD OF THE MONTH



EDITOR:

Terry Southwell Keely

REPRESENTATIVES:

BERRIMA

Kevin Moore, Mandy Eccleston
and Kevin Richards

MARULAN

Dave Perry

MALDON

Barney Carroll, Val Tranter and
Bill Featon

WAURN PONDS

Les Wilkinson and Rob Mawson

RIVERVALE

Bill Wilson

PORTLAND

Derek Brown

KOORAGANG

John Mehan

SYDNEY OFFICE:

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MELBOURNE OFFICE

Allan Billings and
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1st of the month

Veronica Sharp, 19, stenographer in the project office at Maldon, is a young lady of many interests.

First there is her husband, a motor mechanic at Bowral; next there is her handsome son, David, now almost six months old; next there is her 350 Holden Monaro which hubby always keeps perfectly tuned (it has a VS number plate) and, finally, there's her job (last but by no means least)!

Frank Farrajota picked Veronica from 28 applicants. He's very happy he did. Frank, his deputy, Mick Burke, and Veronica make a very happy and very efficient team. □

INSIDE FRONT COVER:

Atlas Copco's Rotomec 2200 drill operating at Blue Circle's limestone quarry at Marulan.

Kooragang Chairman's Death

Newcastle mourns civic leader

It is with profound regret we record the death of the Chairman of Kooragang Cement Pty Limited, Ald Douglas McDougall, C.B.E., who died on October 20 at the age of 69.

He was one of the best-known and best-loved people in Newcastle and he served that city in local government for 30 years, including 10 years as Lord Mayor. There were few community activities with which he was not actively associated.

The affection in which he was held was demonstrated at the funeral service at St Johns Anglican Church, Cook's Hill, of which he had been a member since his youth. More than 500 people crowded into the church and overflowed into grounds outside.

The rector, Canon Rush, said in the eulogy that the former Lord Mayor had "triumphed over his own disabilities and his example encouraged others to do likewise."

The kilometre-long funeral procession detoured past the Newcastle City Council Chambers to which Ald McDougall had devoted so many years of his life, on its way to Belmont Cemetery.

Through his work with Newcastle City Council, and honorary positions of the Newcastle War Memorial Cultural Centre, Bar Beach Progress Association, the Road Safety Council, St John's Newcastle Church of England and many other bodies and associations he became one of the most widely known and respected figures in the district.

Since 1944, when he was first elected to Newcastle City Council, Ald McDougall spent 10 terms as Lord Mayor. He held this position in 1956, 1958 and from 1965 to 1973.

He was deputy Lord Mayor more than six times since the early 1950s and in 1965 became chairman of the Shortland County Council.

An indefatigable guest of honour at countless functions in the region, his service to local government and public affairs spanned almost three decades.

He qualified as an accountant in 1934 with the Commonwealth Institute of Accountants, and later as a company secretary. He established his own accountancy practice in Newcastle.



Ald D. McDougall, C.B.E.

During the many years he spent in the service of the city and the community he was president of the Good Neighbour Council, Newcastle Australian National Football League and the Poliomyelitis and Physically Handicapped Society, chairman of Newcastle branch of the Taxpayers' Association, president of Newcastle division of the Australian Institute of Management, chairman of Newcastle branch of Australian Society of Accountants, and chairman of Newcastle chapter of the Chartered Institute of Secretaries.

He was also in earlier years treasurer of Newcastle Chamber of Commerce, a director of Newcastle YMCA and an associate of the British College of Music.

He was a member of the State Dockyard Board from July, 1968, until June this year and a board member of Royal Newcastle Hospital since it was reconstituted in 1965.

Our Christmas Story

Even snakes have hearts!

By Merton Woods

In recent issues we've had stories about foxes and crocodiles and birds. For this Christmas issue we present a story about a snake, a nice friendly story, full of goodwill which is what this time of year is all about. It's a story told by big, jovial Burl Ives, one of the most talented and versatile entertainers in the world today — a star on Broadway, an Academy Award winner in Hollywood, a gifted raconteur, the undisputed king of America's folk singers.

Burl told this story when he was in Australia earlier this year. According to him it's true. But truth, as we all know, is relative and, happily, sometimes is lightened by imagination without which there would be no Christmas, no Santa Claus, no brief pause for goodwill in our everyday lives.

Burl Ives' story concerns a film he made in the famed Everglades of Florida entitled 'Wind Over the Everglades'. The script called for him to handle a deadly water moccasin or cotton mouth, so-called because the inside of its mouth, seen only by its victim a few seconds before it strikes, is as snowy white as virgin cotton.

On reading the script Ives promptly had a clause written into his contract that he was not to handle any live reptiles. As a result, when he arrived on location in the Everglades, the film director handed him a rubber snake which Ives rejected with disgust.

"I'm not going to handle that," he told the director, "Either I learn to handle a live snake or I go home!"

As he put it he "didn't want to turn chicken" so he agreed to handle a cotton mouth and asked the director to introduce him to the snake man.

This character was hardly reassuring. He waved his left hand under Burl's nose and said: "Always remember a snake is more afraid of you than you are of him!"

The disturbing thing was that he had only three fingers on his left hand!

The snake man produced a cotton mouth and showed Burl how to hold it behind its head. Burl did this, holding the snake's head up like a sceptre while the rest of it coiled around his neck.

Burl Ives is the best part of two metres tall and weighs 160 kg (350 lb). But every gram of him quivered when he first held the cotton mouth. "The first afternoon I had that snake on me I was shaking. My spine was shaking. I was scared," he said.

God's Creature

"I had the snake behind the head and I really had him. But after a couple of days, all at once, I discovered a pulse of the snake and I said to myself: 'Oh, ho! This snake has a heart! That's very interesting! Here's one of God's creatures and he's in a terrible state because I am choking him to death.'

"So I released my hold a little bit and I let him have a little air. About this time somebody came toward me and I still had his pulse. As this person came toward me the heartbeat of the snake got faster and faster. His tongue was flicking in and out. It's like a radar. That's how he hears. He saw this thing coming at me and he was in no position to strike because I had him around the neck. So he was scared. I put my other hand in front of his face and he was not so frightened and his heart beat went back to what I guess would be normal.

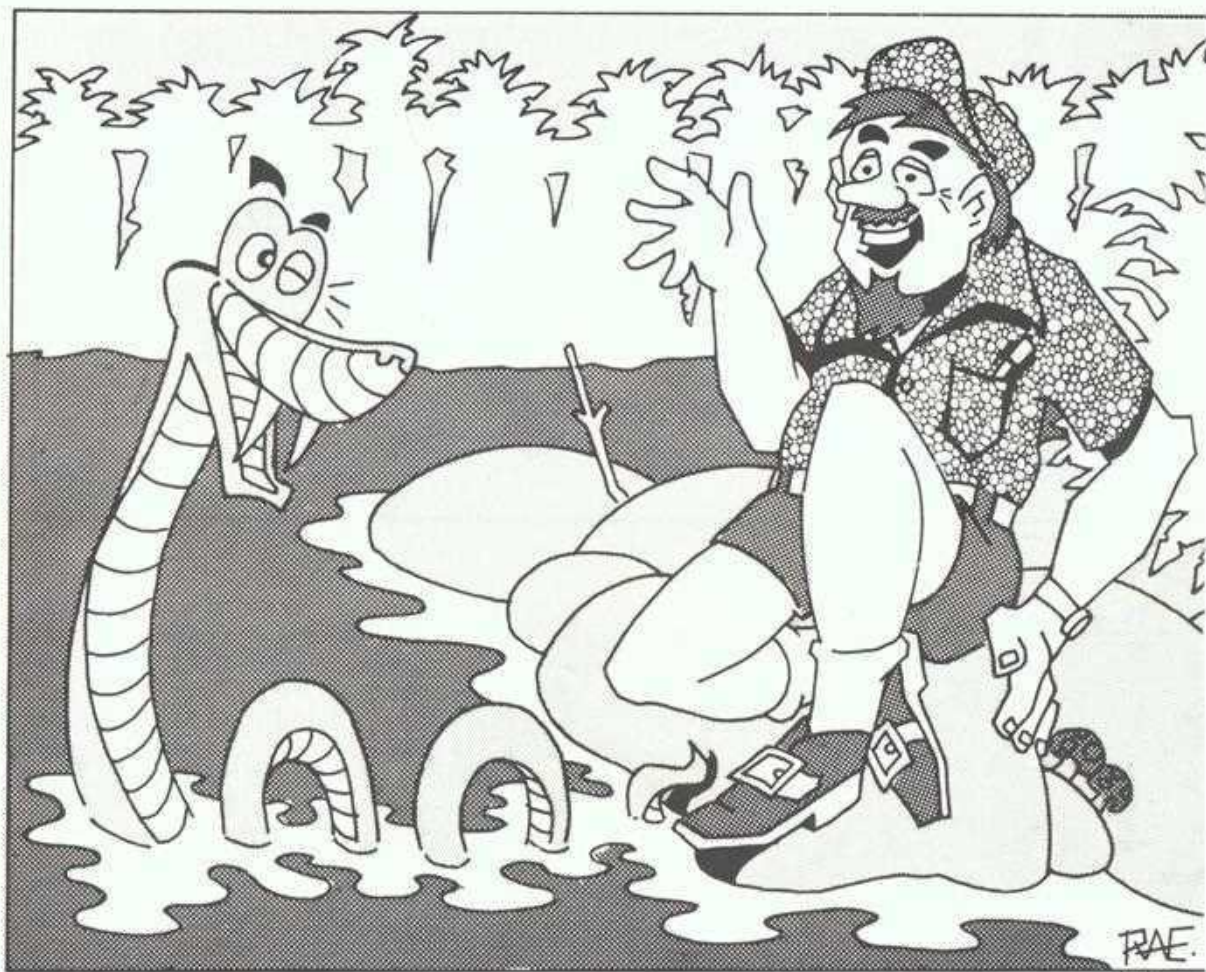
"So," Burl continued, he started protecting the snake. "You know," he said, "A funny thing happened. The snake knew it.

"He relaxed and he just sort of seemed to come a little closer to me for protection. A strange kinda thing happened between me and that snake. As time went on I let up on him so much that, even though he was a deadly cotton mouth, I was able to let him lie in my open hand.

"One day he crawled up my right arm, around my shoulder and behind my neck.

I WONDER — what will today's teenagers tell their children they had to do without.

"It's time to say farewell, old friend!"



All he had to do was to bite me right there and I was finished. But he came right back down my left arm into my left hand.

"Toward the end of the picture the snake man came up and said: 'Hey, Burl, you're getting along pretty good with that snake, aren't you?'"

"I said 'Yes. We're good friends!'"

"He said: 'Well, I'm going to do something for you. I'm going to mount that snake for you. So he came with a beautiful piece of wood. He was going to kill it and mount it for me as a trophy to take home when the picture was over."

"I said: 'O.K. Oh fine. Great'.

"But after the last shot in the picture I said to the director 'Are you sure you have finished with this snake?' He said 'Yes, Burl, I'm sure. Absolutely sure'.

"So I took the snake out into the Everglades. I knelt down and let him go. He slid off into the water and slowly swam about 12 ft.

"Then he stopped and he raised up and turned around and looked at me and then swam away.

"And that's a fact!"

WE'RE ALL PROUD OF YOU

The year 1977 has been a vintage one for Berrima's Electrical Apprentice Alan Challinor.

In July he was winner of the R. T. Friend Cup for being dux of Moss Vale Technical College. He received the award for the highest average over the full course of all apprentices at the college.

In August, Alan was selected as the Leading Apprentice in his trade by the Wollongong-Port Kembla Apprentice Week Committee and was presented with his award at a function at the Wollongong Town Hall during Apprentice Week.

Alan's year of achievement reached its climax in September when he was chosen as the Leading Electrical Fitter/Apprentice in the State.

He was presented with his award by the Minister for Labour and Industry, Mr. P. D. Hills, at the Wentworth Hotel in Sydney.

Alan thoroughly merits the widespread congratulations he has received.

Everyone at Berrima is proud of his achievement.

BERRIMA BREVITIES ..

At a small function recently, Berrima Staff made a presentation to Eugene Liu on his termination as Project Engineer. Eugene resigned to purchase his own engineering business in Sydney.

Born in Peking, China, Eugene gained his Bachelor of Engineering degree at the University of Western Australia.

He joined us in January 1961 as assistant to the Chief Engineer, a position he held until 1968 when he was transferred to Marulan as Technical Assistant to the Quarry Superintendent. In late 1968 he returned to Berrima as Assistant Research Engineer.

During 1969 he was transferred to Taiwan for about two years as Production Engineer and Manager-Project and Development of Titan, a subsidiary of B.H.P. On returning to Berrima he held the position of Planning and Project Engineer.

*** ANOTHER ENGAGEMENT

Also receiving congratulations at Berrima on the announcement of their engagement are Terry Newey (Laboratory Analyst) and Janette Stafford of Mittagong.

Congratulations to Berrima's ambulance attendant, Richard Knapman, on becoming the third member of the Knapman family to pass the examination to become a J.P. Both his mother and father, Alf Knapman (Safety Officer) had qualified previously.

CONVEYOR ACCIDENT

Ian Jones, Engineer's Fitter, sustained a serious injury to his right arm when he was caught recently between the conveyor belt and the loop take-up pulley underground. He was taken to Bowral Hospital and then to Prince of Wales Hospital in Sydney.

Ian is reported to be making satisfactory progress and all who know him will join in to wish him a speedy recovery.

CONGRATULATIONS

Congratulations to Joan Tanas, stenographer in our Works office in her engagement. The lucky fellow is Kees de Rouw of Bowral and the announcement was celebrated recently at a garden party. A sudden wind and rain storm in mid afternoon did not dampen the spirit of the occasion and a very enjoyable evening was spent by all present.

GOSSIP is like spinach. It boils down to very little.

TOP APPRENTICE IN N.S.W.!



Alan Challinor receiving his award of Best Electrical Apprentice in N.S.W. for 1977 from the Minister for Labour and Industry, Mr. Pat Hills.



Mr. Michael Brown, Berrima's Assistant Works Manager, Development and Control, receiving from Mr. Pat Hills the certificate presented to the employers of the winning apprentice.

Representatives from Berrima and Portland Works at Alan's presentation. Left to Right: Brian Donoghue (Portland), Mrs Sharp, Mr Geoff Challinor, Jim Sharp, James Dibble (ABC), Alan Challinor, Tony Mills (N.S.W. Director of Apprentices), Michael Brown, Margaret Mann and Jim Galloway.

*The new cement millers L to R:
Len Braddock, Dennis Witheridge,
Mike Davis (obscured) and Colin
Brown.*



*From the Main Store: L to R:
Roger Bennett, Matt Foley and
Supervisor Alf Ahrens.*



*The Lab: L to R: Gray Anderson,
Ching Chavarria, Helen Cooper,
Peter McGinty, Barry Alexander,
with Lab Supervisor Andrew
Robertson.*



*Turner Fred Denton instructs
apprentices Michael Keeley and
George Smalley.*



PERTH PICTURE PAGES



Maisie Kilgallon, general factotum of the office staff, with her art collection in the luncheon room.



"Canteen's Open!" Joe Pettigrew of the fitting shop arranges a big deal with Canteen Manager Jim Smith (left).



Left: Invoice clerk Paula Wells pauses for the camera.



Right: Despatch clerk Barry Lee, intent on raising the tonnage.

Gardening Notes for December

BY MRS C. G. CROWE, BERRIMA NURSERIES

FLOWERS

SOW: Antirrhinum, aster, amaranthus, balsam, celosia, coreopsis, cosmos, gomphrena, helianthus, marigold (African and French), portulacca, phlox, primula, scabious, salpiglossis, sweet william, verbena, zinnia.

PLANT: Aster, antirrhinum, carnation, dianthus, marigold, petunia, phlox, salvia, verbena, zinnia, chrysanthemum, dahlia plants.

VEGETABLES

SOW: Beet, beans (French, butter and climbing), broccoli, brussels sprouts, cape gooseberry, carrot, cauliflower, parsnip, peas, sweet corn, swede turnip, white turnip, beetroot, lettuce, tomato, cucumber, marrow, pumpkin, squash, water melon, rock melon.

PLANT: Capsicum, celery, cress, lettuce, potato, tomato.

Jobs for Summer Months

With holidays ahead once again make sure that all weeds are removed, and the soil composted to resist the hot dry weather during December and January.

Give your garden a good soaking watering in the evenings now, so that the water soaks in during the cooler hours and so remains longer in the soil.

Watch the staking of dahlias, chrysanthemums and gladioli as these plants increase in size.

Lift hyacinth and tulip bulbs now and store in a cool place in dry sand, to which a small quantity of fungicide has been added.

Cut back Spring flowering herbaceous plants lightly and add a handful of blood and bone to the square metre amongst them. Many of these will give a few extra flowers again in the Autumn if they are pampered

now.

Spray fruit trees with a mixture made up of: 6 level teaspoons of Malathion, 6 level teaspoons of Rogor and 600 mls water.

Mix above ingredients, place in a plastic detergent bottle of 600 ml capacity, tilt and squeeze the bottle to squirt bait on to the foliage.

Try to bait the underside of the leaves, and as this mixture is a **bait**, only a few small splashes on each tree are needed.

Pick up and burn, boil or bury deeply any fallen fruit which may possibly be infested with fruit fly.

Place "Dak-pots" in trees to catch male fruit flies. Keep baiting for slugs and snails!!!

A VERY HAPPY CHRISTMAS TO
ALL!!!

KOORAGANG PERSONALITIES

BILL LAWRENCE, who is Assistant Works Supervisor at Kooragang, lived at Allanbrook, North Gresford before shifting to Maitland, where he spent his high school days.

He commenced with Kooragang in 1969 as a contract electrician and was appointed to the staff in 1973 in his present position.

Bill's wife Denise, who was born in Canberra, lived in Alice Springs before meeting Bill. They now live at Wallsend with their five children — (Bill said that at the last muster that there were five.)

His hobbies: "Bill has five children and lives at Wallsend"!!!!



DAVID McBRIDE, the plant boiler-maker, shows the bag stackers how it's done.

Dave and wife Maureen, live at Charlestown with their two children, Anne Maree and Sean.

Dave started on the ground floor having worked on the construction of the plant prior to commissioning in 1970. He started with Kooragang in 1972. He is also an active member of the C.M.F. and often goes to Singleton on exercises.



BOB MAYO. Bob is one of Kooragang's three millers who casts a watchful eye over the mill control board, as can be seen.

Bob was unaware he was on our hidden camera. He commenced with Kooragang in 1974.



WAURN PONDS SAFETY AWARDS



Above: Packing Plant employees receive safety awards for working free of any lost time injuries between May and September.



Left: Yard employees after receiving their safety awards for working free of any lost time injuries between May and September.

Right: The Maintenance B Group received safety awards for working safely between May and September.

This group includes the Fitters, Apprentice Fitters & Turners, Trades Assistants, Maintenance Engineer, Assistant Mechanical Engineer and Technical Clerk.





"CONTRARY TO WHAT LIVING HERE MAY HAVE LED YOU TO BELIEVE, SMITH, THE THREE WISE MEN FROM THE EAST WERE NOT JUST VISITORS FROM TECHNICAL SERVICES."

Swan Cement in Action

Modern Concrete Igloos

A dramatic change from the traditional construction form took place in the Shire of Wanneroo recently.

These were Binishell domes, one at Greenwood and another at Padbury on the northern suburbs of Perth.

Binishell domes are constructed by pneumatically raising from ground level a layer of reinforced concrete which has not yet begun its initial set. Concrete was supplied by The Readymix Group of W.A. Our pictures show the stages.

Uses include centres for recreation, assembly, swimming pools, gymnasiums, schools, libraries, restaurants, commercial, industrial and agricultural purposes.

Jennings Industries Limited is the licensed constructor in Australia of the unique, pneumatically formed Binishell concrete dome system under a national agreement with Dr. Dante Bini, who invented the method.

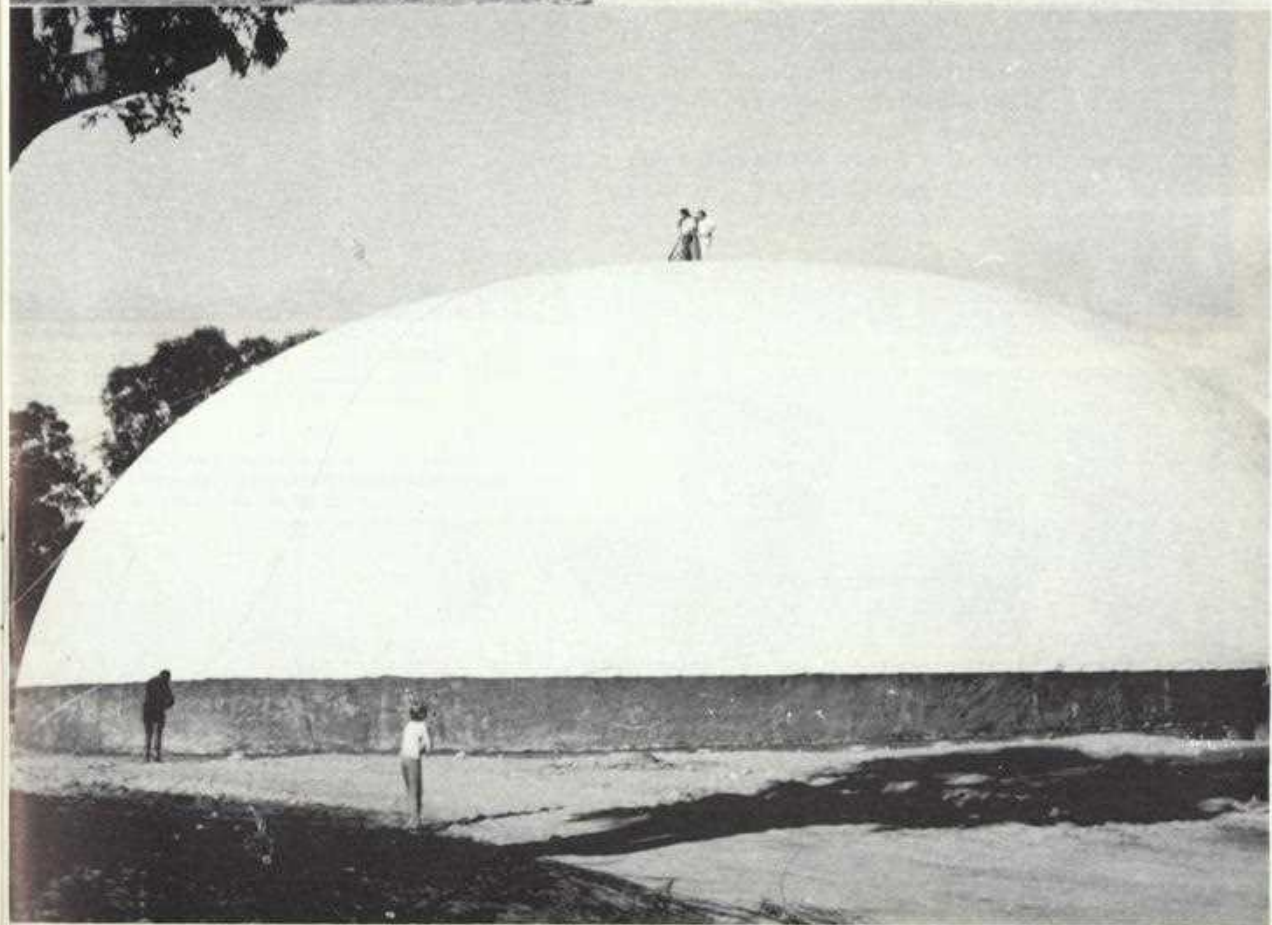
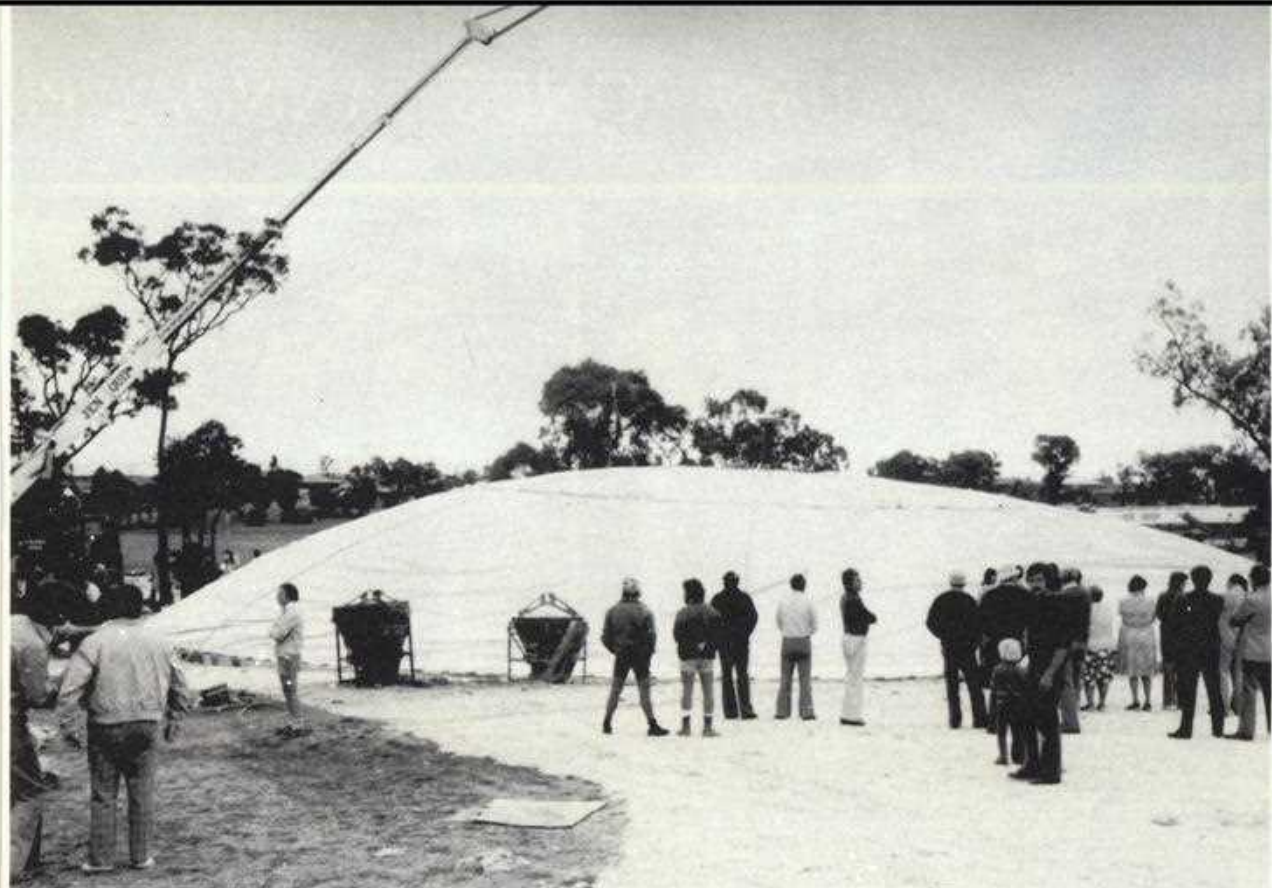
Their Binishells include 36 metre domes at Greenwood and Padbury in the northern metropolitan suburbs with a third planned for Two Rocks next month. The photographs on these pages were taken during the Greenwood and Padbury Binishell construction.

The process involves a nylon reinforced neoprene membrane which is anchored to a circular concrete foundation. Steel reinforcement and springs are placed across the uninflated membrane. Concrete containing set retarding chemicals is placed over.

Low air pressure is forced between the floor and the membrane, lifting all the building materials up to the required shape. A vibrator process consolidates the concrete into a homogeneous dome. The air pressure supports the structure in position until the concrete sets. Openings to any desired shape may then be made.

Advanced construction techniques have been developed which make 100 metre diameter domes completely practical.





WAURN PONDS ANNUAL PICNIC AND FOOTBALL MATCH



Roland 'Bomber' Cantwell (right) receives the Best Player award in the winning team from Chris Morgan left and Alan Ollis centre.



Jim 'Mocka' Dunstan receives Best Player in losing team award.



Jack Whitten (left) coach of Blue Hats congratulates Charlie Cromer, coach of the Yellow Hats.



The Most Determined Player award being presented to John Blamvies (left) by Alan Ollis.



Dave Harvey (right) wins the award for the Player Most Unlikely to Succeed in Australian Rules football.

Sunday 25th September proved to be an outstanding success for the Waurn Ponds Social Club with a record attendance for the annual picnic and football match.

The match between the Blue Hats (Maintenance employees) and the Yellow Hats (Production) resulted in a win for the Blue Hats by 9 goals 1 behind, 55 points; to 8 goals 1 behind, 49 points.

Below: Chris Morgan, central umpire, and Ken Massey and Eric Baker, goal umpires, reconcile their score sheets.



Above: Yellow Hats at three-quarter time being spurred on by coach Charlie Cromer. Players, left to right, are: Paul Foster, John Blamvies, Steve Donohue, Charlie Cromer, Bill Graham (Chief Yellow Hats supporter); Wal Lake, Jim Benstead, and lying down, Max Beacom.



Above: Ross Kees (Blue Hats) leaps high in the pack to gain possession of the ball but is fouled by an unidentified Yellow Hat player.



Below: Robert Allen (Blue Hats) takes a high mark during play and proves too fast for opponent Jim Dunstan. Team mate Mike Baran (right) waits.



Below: An all-in scuffle with play held up until order was restored. Right: Meanwhile Harry Wright and his wife Cathy relaxed in the sunshine.



Two only in the World!

This year marks the 50th anniversary of the start of operations at the limestone quarry at Marulan which supplies limestone for the giant Australian Iron and Steel mills at Port Kembla, the Blue Circle cement works at Berrima and Maldon, a lime works at Moss Vale and two Blue Circle lime kilns at the quarry site.

In 1927 the late Sir Cecil Harold Hoskins, the visionary who created the Australian Iron and Steel works at Port Kembla, started moving equipment to Marulan for the start of open cut quarrying to provide limestone for his new steel works and for the new cement works at Berrima which opened in 1928. Now Marulan is the largest limestone quarry in Australia and almost certainly the largest in the Southern Hemisphere.

In view of its importance to Australian industry, it is fitting that last April, almost 50 years to the month since Hoskins made his humble start in 1927, Blue Circle brought into commission an Atlas Copco Rotamec 2200 track-mounted, all-hydraulic rotary drill worth around \$350,000 to drill all blast holes in the quarry. (See picture inside front cover.)

This is a unique machine. Its engines and crawler tracks are American, but its compressor equipment is Swedish and it was built at Atlas Copco in Sweden.

There is only one other working Rotamec in the world and that is operating in a limestone quarry in Sweden.

Production at Marulan started in 1929 after the Hoskins company had established the township of Marulan South about 4km from the sleepy little hamlet of Marulan on the Hume Highway, north of Goulburn.

Now the open cut limestone quarry occupies an area of three square kilometres and produces around two million tonnes of limestone annually.

The limestone seam runs for three kilometres in a north-south direction, varying in width from 180 metres to 365

metres. It is between 550 metres and 600 metres deep.

The deposit has been worked in 15-metre benches and the deepest excavation has been to about 70 metres. So, obviously, production at Marulan will continue for well beyond another 50 years.

To allow production of the daily output of 10,000 tonnes of limestone, an average of almost half as much again of mullock overburden first has to be removed.

In the area being worked at present, the overburden is up to 10 metres deep.

During 1976 Blue Circle decided to purchase a new rotary drilling rig to replace the tiring unit then in use. It called for quotations from six different manufacturers, later short-listed to three and from these finally selected the Atlas Copco Rotamec 2200 unit.

The Rotamec 2200 is a crawler, track-mounted, all-hydraulic machine primarily intended for blast hole drilling in quarries and open pit mines and designed for drilling with both rotary bits and down-the-hole drills.

The unit uses two GM 8V-92 N75 diesel engines which power two Atlas Copco screw compressors and the pumps of the hydraulic system.

The Rotamec manages the same production on one shift each day as its predecessor at the quarry did on three shifts per day.

Using 171 mm roller bits it takes an average of 45 minutes to set up and drill each blast hole to 20 metres. Drilling rate is approximately 26 metres an hour.

IT'S odd how some people are discovered, while others just get found out.



Merv Butt inside the Rotamec's sound proof cabin.

Since Blue Circle commissioned it last April, Merv Butt has operated the Rotamec. Needless to say, he is immensely impressed by the Rotamec and is very proud to be operating the most modern and comfortable mobile rotary drill in the world and the only machine of its kind in Australia.

Merv operates the Rotamec for an average of six shifts a week and averages about eight holes a shift.

Both the transport and setting up of the rig, as well as the drilling and pipe handling work, are carried out by Merv Butt or Eddie Blunt from their protected working place inside the all-weather cabin.

The cabin is lined internally with a sound-absorbing material silenced down to 85dBA. Large safety-glass windows give full visibility all around the machine.

The Rotamec is also equipped with a compressed air system which creates a slight over-pressure inside the cabin, contributing to the dust-free environment. Two lockable doors give access to the compressor deck and drilling mast.

Before an area of limestone is to be blasted Merv has to drill the required number of holes which can be anything from five holes to 20.

Blasting at the quarry is done on an average of four times each week with about 1,300 tonnes produced from each blast hole.

Once blasting is completed Terex 72/81

front end loaders move in and load the blasted limestone into Euclid R50 50 tonne trucks which transport it to the jaw crusher from which it goes to the secondary gyratory crushers.

From these crushers conveyor belts carry the crushed limestone more than a kilometre up to the rotary screws which separate the limestone according to size into storage bins.

Sixty per cent of limestone production goes out as raw limestone by rail to Australian Iron and Steel at Port Kembla.

Other raw limestone goes to Maldon cement works and Berrima cement works and to Southern Lime Pty Ltd at Moss Vale where it is converted into lime for glass manufacture and into agricultural lime.

From the storage bins raw limestone also goes to Blue Circle's lime burning rotary kiln at Marulan for manufacture into quicklime for use in brick making and road works.

Some of the quicklime goes to the hydration plant at Marulan where water is added to it to make hydrated lime for use in road works, agriculture and building.

A new phase of company operations at Marulan is an extensive environmental project, now under way, to revegetate and rebuild the area already mined.

This project began about two years ago and has allowed much of the area already mined to resume its original natural appearance and for quite a lot of native wild life to return to its former habitat. □



In September the Blue Circle Drivers Social Club held a very successful car trial followed by a barbeque at Condeaux Dam.

It was a great family day out, as our pictures show.

The car trial started from outside the Villawood Depot thence through the outer southern Sydney suburbs to Camden, and through Menangle and Douglas Park to the finishing line at the dam.

After all the paper work was finished Mr and Mrs G. Webber were declared the winners, followed by Mr and Mrs G. Edwards, with Mr and Mrs B. Smith filling third place.

Terry Byrnes and Graham Crosshill are to be congratulated for organising such a splendid outing. □



PORTLAND PEOPLE



Pictured, right, is Charlie Hatch, Project Engineer.

Employed at Portland since 1949, Charlie loves to get involved with things, and shows a distinct flair for preparing Works' floats for the Lithgow procession.



Cec. Williams, left, smiles for the camera.

Cec. has been with us since 1958 and is currently employed in Despatch.



Welcome aboard to Lawrence Williams, whose father Roly is a Kiln Burner on No. 2 Kiln.

Also welcome back to ex-apprentices Mike Flakus (Fitter) and Don Bender (Electrician).

Above: Garry McDiarmid known as 'Butch' works as motor mechanic at Portland and helped make sure our 1912 fire engine was roadworthy.



THE GAOL THAT BECAME A MUSEUM

The Hon. Graham C. MacKinnon recently opened the Western Australian Museum's new historical exhibit — the old Perth gaol and courthouse.

The building was constructed in 1855 as Perth's first substantial prison. It served its grim purpose until 1889, and was the scene of a number of executions, many of them seen by the public.

After 1889, the prisoners were transferred to Fremantle, and the building was converted as a museum. It has been part of the centrally situated W.A. museum ever since, but its thick limestone walls gradually crumbled and its interior became unsightly.

In 1973 the Public Works Department began major renovations to restore its exterior, and to make the interior suitable for use as an attractive and interesting historical museum.

The building had been greatly altered about 1890, and most cells removed, although their bars remain. By 1973 it had already served longer as a museum than it had as a gaol, and so it was decided not to 'dummy up' the old cells. Instead, it has been turned into much needed exhibition space for displays.

In some areas it still looks like a prison, with gaolers' catwalks, cell doorways, bars, and the vaulted basement where food was prepared.

The gaol displays were planned by the same W.A. museum team that developed

the Fremantle museum exhibits. They are modern in concept, and colourful and attractive to the public.

The ground floor displays provide vivid reminders of how Western Australia began as a British Crown colony. Other displays describe the steps by which the colony evolved into a State of the Australian Federation. Included is 'Defending the Colony' — a display of early weapons, uniforms and photographs of the volunteers and other early military units. 'Into the Vast Interior' describes the early exploration of the huge State.

Upstairs visitors enter the high ceilinged old courtroom now housing displays on the theme 'The People of Perth'. Exhibits include a fine collection of early phonographs and gramophones, costumes of the 1920's, and a display of household luxuries such as vacuum cleaners and early radios, entitled 'Every Modern Convenience'.

A collection of children's costumes and toys entitled 'Growing up in Western Australia', is extremely popular with visitors to the museum. So too, are nearby recreations of an early dentist's surgery, and of an early 20th century pharmacy.

More exhibits are planned for the old gaol, both indoors and outdoors. For tourists to Perth, and for residents, the old gaol and the Fremantle museum, together form an enjoyable and exciting introduction to the history of Western Australia. □

HOW PORTLAND TRIED

TO RIG THE AMERICA'S CUP

In September Portland received a letter from the Oma-Elk Railroad Association, Nebraska, with a request for the builder's plate from one of our early steam locos.

In replying, we pointed out that the loco was still in use but lightheartedly suggested, that perhaps a deal could be done in relation to the possible rigging of the America's Cup, so as to guarantee Australia winning the event.

The following answer brought a grin to our faces.

OMA-ELK RAILROAD ASSOCIATION WATERLOO, NEBRASKA 68069

September 23, 1977

Blue Circle Southern Cement Limited
Portland
N.S.W. 2847
Australia

Dear Sir:

We refer to and thank you for your September 15th letter.

We have devoted much time and effort in obtaining addresses of the smaller railway systems as the people of these organizations have revealed the most honorable traits of compassion and understanding for their fellow man. In the fifteen years we have been gathering articles for our international railway museum, we have been turned down flatly many times by the larger firms who displayed a lack of interest in seeing their country represented in a worldwide collection. Thus we have presented our situation to those who possess true country pride with remarkable results and through their co-operation have completed 80% of our goal.

As you have outlined your engines are still in daily service, we wonder if you have any idea when one will be retired and if it is not too presumptuous, might we have your permission to periodically check on their status. Our museum is to be opened for public viewing this Fall and we feel it only just that Australia be honorably represented as soon as possible and the plate from your Dubs engine would be a unique and delightful addition in itself.

Regarding the America's Cup, it does so happen we have a representative member who is associated with the New York Yacht Club and a worthy word has been placed on your behalf. This, along with the prayers of every member of this association should turn the tide in your direction! We could, however, better utilize a smaller engine to be operated in conjunction with our museum, so either of your 0-6-0Ts will suffice. The Cup will, of course, be delivered post-paid. Might we not expect the engine on the same basis??!

Most respectfully yours,

OMA-ELK RAILROAD ASSOCIATION
Kenneth J. Ondracek

SUGGESTION BOX

MEMO: MANAGEMENT
FROM: ELECTRICAL SUPERVISOR

I wish to bring to your notice something that should be gratifying to the Controllers of slurry product and of immense value to this Company.

It would appear from my observations yesterday that we have reached the ultimate in slurry moisture control and at the same time found a proven and cheap method of testing moisture content.

Whilst carrying out my duties at No. 1 Sun and Planet, I observed some ants descending the southern wall of the basin. I was a little distressed that they had to descend at least 1.5 meters down the wall — risky for them and not so good for us either. They finally reached the slurry level and proceeded to walk, yes, walk across the surface of the slurry. What amazed me was that on climbing the northern wall their feet were still dry, as if they had crossed the Simpson Desert. There was no evidence of their crossing (footprints or tracks) black trackers would not be able to follow their progress.

Now this set me thinking, firstly, it must prove that we have, in fact, achieved the desired 27% moisture content, secondly, it opened up a new method of moisture testing. The suggested new method is as follows:—

INGREDIENTS: A few ants and a bucket of slurry.

TESTING PROCEDURE: Place the ants on top of the slurry, if they swim it is too wet, if they get bogged it is coming good, if they walk across without muddy boots we have the desired control.

Anyone can see what this means to the Company. Half the laboratory staff can go on holidays and we can sell a considerable amount of valuable laboratory equipment.

This method is foolproof providing the ants do not go on strike.

Please forward to my banker any reward for this brilliant suggestion.

You can book a trip on a desert ship

Come ride a racing camel around Coolgardie. This could be a brand new slogan promoting Australia's most famous Ghost Town.

Western Australia's Goldfields region, an area that already has land yachts, now boasts a fleet of 'ships of the desert'.

The progressive Coolgardie Tourist Bureau, after years of planning such an acquisition, now has as an added visitor attraction, a family of six real live camels. The family, five full grown animals, and a cute and unusual baby white camel, are berthed at the Coolgardie Railway Station.

Racing camels are much more lightly framed than the draught camels normally seen in zoos, the Coolgardie fleet is equipped with saddles and it is proposed to use them in the same way donkeys are used on English beaches.

Visitors to Coolgardie, for a reasonable fee, will be able to play Bedouin, and sit for a while 'twixt the humps of desert ships.



Ted and Colleen Heaton, the owners of the camel family, hope to increase its size as times goes on, through breeding.

Scott Properjohn, livewire manager of the Tourist Bureau, has imaginative and ambitious plans for the future use of the town's great new attraction, including such things as safaris, and an event that would be worth travelling a long way to see — a camel race.

Needless to say the present star of the troupe, especially with children visiting Ghost Town country, is the baby white camel. Cute and cuddly, this little fellow gets by far the lion's share of visitors' attention. □

Report from CHARBON

Charbon has not been featured lately in "Link", but we expect future coverage from time to time with the assistance of Under Manager, Bob Lodge.

The colliery has seen the retirement of Percy Hodge, or Old Perc, as he was affectionately known. Percy had worked in the old mine and now, for 35 years and appreciates the occasional glass at the Rylestone and Kandos watering holes.

Alan Beecham is a new face there as a replacement for Electrical Engineer Trevor Webb, who decided to give Sydney a burst.

Alan has been in the mining game for quite a spell and with John Sparkes and Bob Lodge they have a total of 100 years experience in the industry.

John Embleton must surely take the cake as a new starter. Deputy John, wife Denise and two daughters came out from England in July when Michelle was only six weeks old. John experienced so many delays in his removal to Charbon that one felt he didn't really exist. He does though, and enjoys an ale and game of darts at the club.

Charbon Colliery, officially known as Kandos Coomber No. 2, was 20 years old on November 4, and we hope they drank her health.

We expect to have some photos in the next LINK so that faces can be put to the names.

MARRIED BLISS

This delightful photograph of Leading Hand Storeman, Steve Sharpe and his bride Michelle (formerly Michelle Borkiet of Moss Vale) was taken shortly after their recent marriage.

Good luck and best wishes to you both from all your many friends.

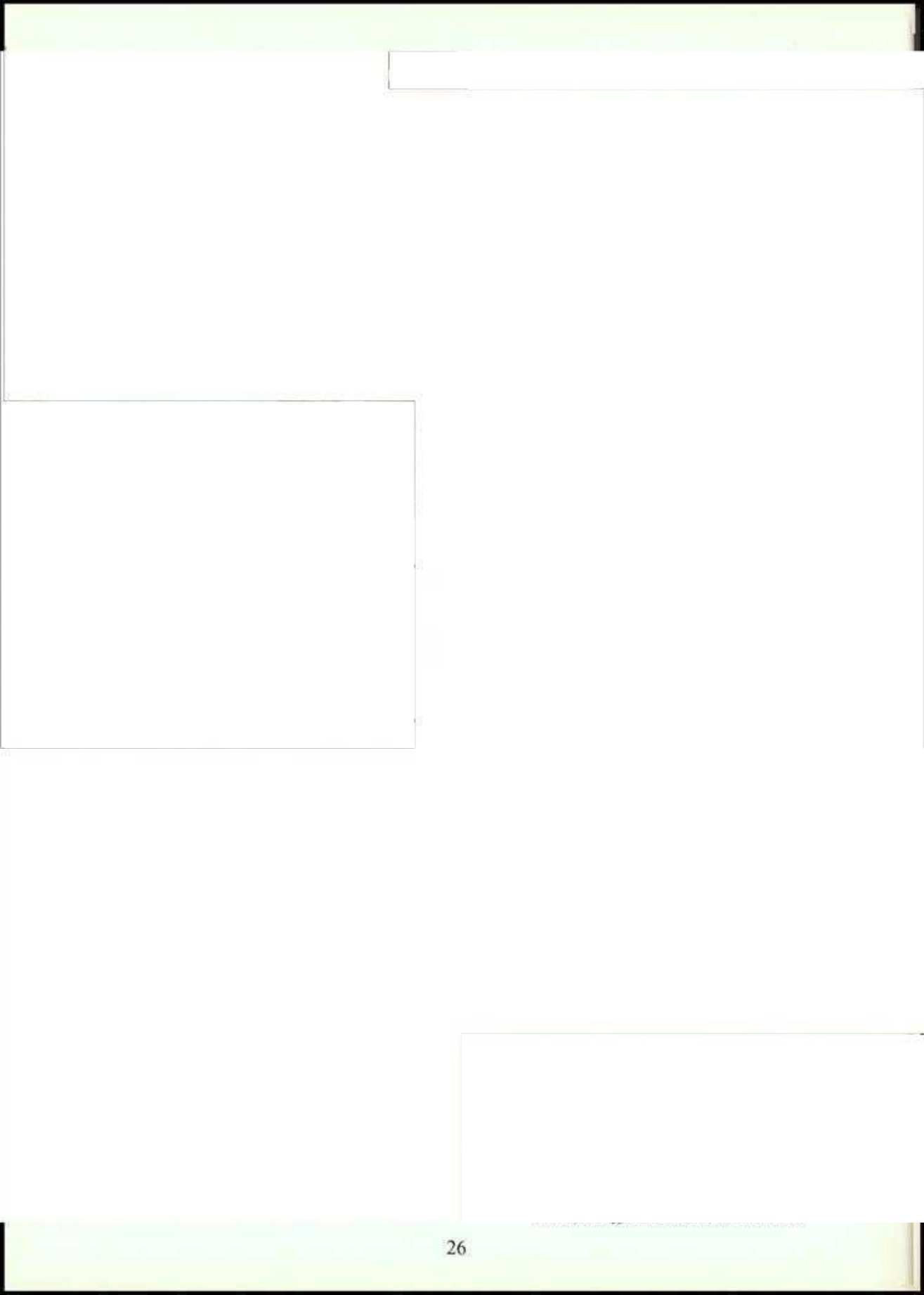


FESTIVAL OF THE VALLEY

Every four years Lithgow stages a festival and local business houses and organisations are invited to enter floats for the procession.

Portland Works were well represented with our 1912 fire engine, a bulk road tanker disguised as a rocket, and the Works ute also carried the Company's banner. We hope to publish pictures of entries in our next issue.

Our fire engine and road tanker were shown on the local television news, which should make all those involved justly proud.







John D'Adam, left, clerk, 27 years service and Kevin Whalan, stockhouse foreman, 24 years service.



Ray Oliver, contract bagger, 16 years.



Don Keogh, left, Silo Attendant 13 years and George Poll 7 years.

SOME OF BERRIMAS STALWARTS



Above: Bill Acton, forklift driver, 20 years.



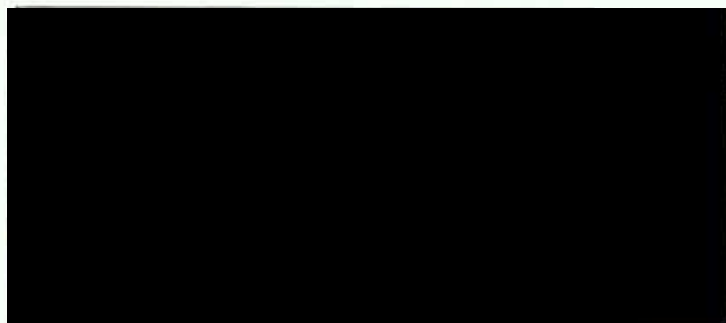
Above: Bill Goward, afternoon shift clerk, 13 years.

Below: Alf Vincent, contract bagger, 12 years.

Trevor Moore, contract bagger, 12 years.

Ken Powers, weighbridge attendant, 18 years.





Bill Elliott — bag attendant.



Camera-shy silo-attendant Darrell Wrightson, who has clocked up 26 years of service.

Andy Wright.



Fork lift driver Alan Fleeton.

Why I Fired my Secretary

He was explaining to friends at the club why he had fired his secretary.

"Two weeks ago", he said, "was my 45th birthday and I wasn't feeling too hot that morning anyway.

"I went in to breakfast knowing my wife would be pleasant and say 'Happy Birthday' and probably have a present for me. But she didn't even say 'Good Morning' let alone say 'Happy Birthday'.

"I said to myself: Well, that's wives for you . . . The children will remember. But the children didn't say a word . . . And when I started off to the office I was feeling pretty low and despondent and neglected . . .

"When I walked into my office my secretary greeted me with a big happy carefree smile on her pretty face and said, 'Good morning Boss. Happy birthday'. I really warmed up and felt a little better that someone had remembered.

"I worked to noon. About noon she knocked on my door and said: 'You know, it's such a beautiful day and it is your birthday. Let's go to lunch, just you and I'.

"I said, by George, that's the greatest thing I've heard all day, let's go. So we went to lunch. We didn't go where we normally go, we went out into the country to a little private place. We had two martinis and enjoyed lunch enormously.

"On the way back to the office, she said: 'You know, it's such a beautiful day and we don't need to go back to the office, do we?' I said: 'No, I expect not'. She said: 'Let's go by my flat and I will fix you another martini'.

"We went to her flat. We enjoyed another martini and smoked a cigarette, and she said: 'Boss, if you don't mind, I think I'll go into the bedroom and slip into something more comfortable' and I allowed her as I didn't mind at all.

"She went into her bedroom and in about six minutes she came out of the bedroom carrying a big birthday cake, followed by my wife and children.

"All were singing 'Happy Birthday'.

"And there I sat, like a great big ninny, with nothing on but my socks.

"That's when I decided to fire her". □

Birds are his hobby

In a recent issue of "Link" we featured Portland's Snake Man, Jack Reed. Now further investigation has revealed another facet of Jack's love of wild life.

Officially he is registered with the Parks And Wild Life Association as a breeder of birds, and in his spare time acts as ranger on the Company's wild life sanctuary at Pipers Flat Dam.

At the present time, Jack has four species breeding. These are: a pair of pale headed rosellas, with young, a pair of princess parrots who are nesting, Indian ring necks with young, and also with young, a pair of rock pebbles.

The rosellas are found in north west N.S.W., and the princess parrots in the Gulf of Carpentaria. The rock pebbles come from Victoria and, needless to say, the Indian ring necks hail from India.

Altogether Jack now has 37 birds, consisting of turquoise parrots, Bullen Bullens, quarry hens, which he says are all cock birds, also king parrots, twenty eights, bluebonnets, rainbow parrots and Barrabangs.

With five pair of king parrots, Jack has liberated 17 over the last three breeding seasons. Although they are tableland birds, until Jack commenced his liberation programme, king parrots had not been seen around the area for years.

Also liberated over the past four years were 22 turquoise parrots. Jack insists that all birds native to the area are liberated, not sold. They are set free at about the age of nine months.

Jack asks people not to catch king parrots or any wild bird for that matter, and reminds us that we can be fined heavily if found with the birds in our possession.

More Berrima News

One of the most colourful personalities at Berrima is Tom Mitchell, cleaner at our Berrima Works office.



Tom started work at Berrima as a young lad in production during 1955. Tom has had many varied jobs during that period but mostly as a cleaner.

He is a son of Bill Mitchell, who first worked on the construction in 1927 with a horse and dray and later as a wash miller.

His uncle also worked on the construction and as a fettler for many years.

Tom has many fond memories of the Berrima Cement Works, and vividly recalls helping his father to look after the mine horses during the Christmas break.

BILL McDONNELL RETIRES

William Henry McDonnell retired from the Colliery on October 21 having reached the statutory retiring age for the coal mining industry of 60 years.

Bill, who served in the armed services during the Second World War, commenced employment at Berrima Colliery on 1 April, 1946.

He was employed first as a contract wheeler and later as contract miner under the old hand mining system.

When the colliery was mechanised in May, 1968, he became responsible for patrolling and cleaning up spillage from conveyor belts underground.

Bill is a keen bowler and will no doubt spend a good deal of his retirement at his favourite Moss Vale Club.

All those who worked with him or knew him wish him well.

* * *

CRICKET NOTES

Berrima's three teams are having mixed luck so far.

With two games played, the first grade has won one game outright and lost the other on the first innings.

The third grade have played four one-day games for three first-innings wins and a first-innings loss.

The fourths are not faring quite so well, their four games have resulted in three first-innings losses and a draw.

Training has been put on a more organised basis this season, with Terry Newey, Joe Yardi and Bill Hutchins looking after the seniors and Wayne Roderick coaching the juniors.

While all competition matches have been played to date, a major re-shuffle of social games is taking place and it will be necessary to defer some games until the new year, particularly the Charker Shield games.

PUNTERS CLUB

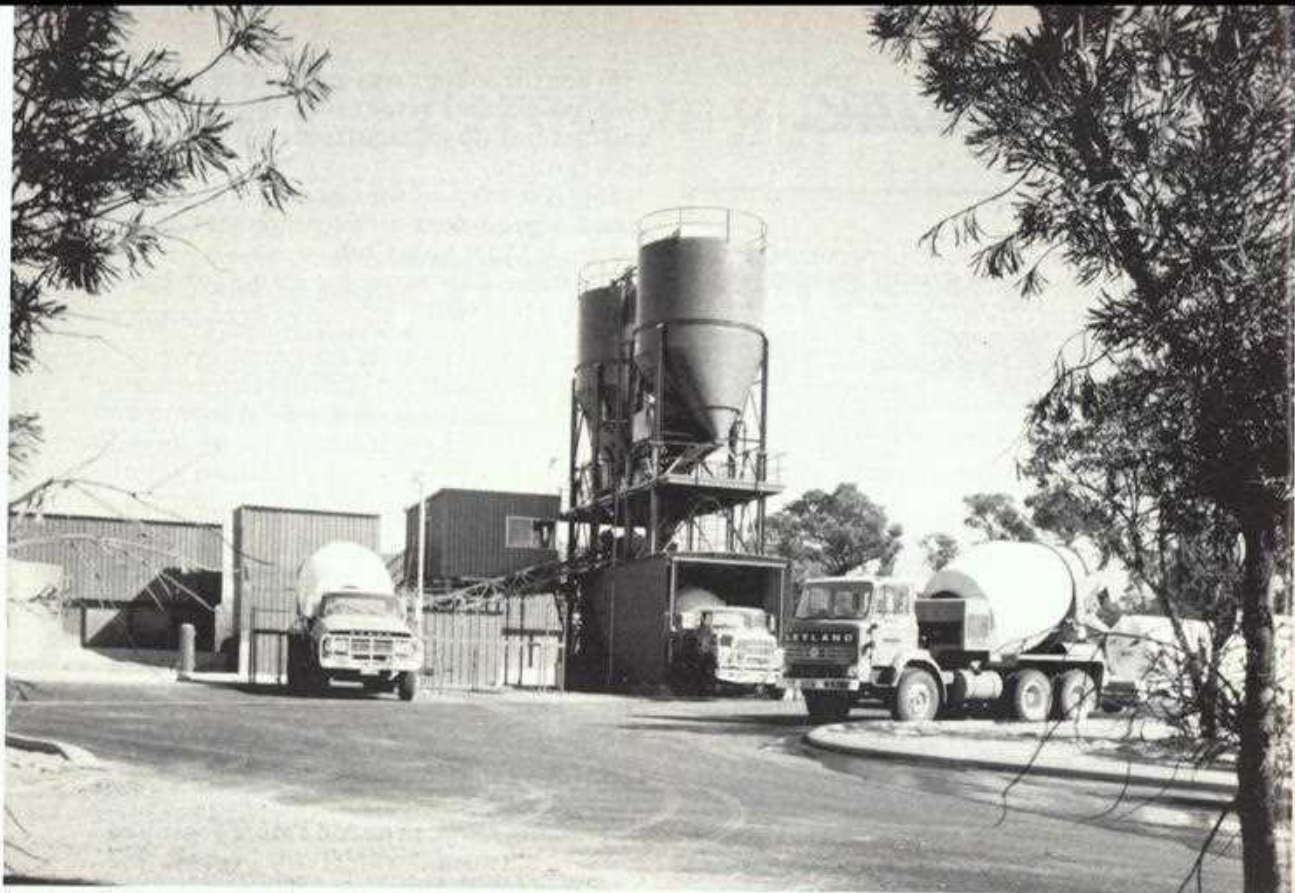
Melbourne Cup day in Newcastle and at Kooragang was quite exciting, like anywhere else in Australia.

The sweeps winners were: Mr Don Kennard (incidentally Mr Kennard helped with the drawing); Gail Millward, Bill Byrnes, Max Bates and Kath Daniell (Jan Gibson's Mum— Jan helped in the organising of the Sweeps) . . .

Well done to all the "Gold and Black" winners . . .

Don Kennard, who won the big one, swears the sweeps weren't rigged!

IF credit cards were called by their right name — debit cards — how many people would use them?



UNIQUE CONCRETE PLANT FOR PERTH

Perth is still a rapidly expanding city after 25 consecutive years of accelerating growth.

Much of the city's urban development is directed toward the north where many new, attractive suburbs have opened up.

Built almost entirely on landscape-level concrete floors, the new suburbs have ranges of home design that would invite interest anywhere in Australia.

The northern development is expected to continue, extending on from Balga, Hamersley and Greenwood toward Sun City, taking the service area for supply of building materials forward with the advance.

Readymix which, of course, uses Swan products from Rivervale, has commissioned a new, flexible type of concrete production plant at Gnangara, near Wanneroo and on the perimeter of present development, to supply the region's growing demand.

The plant has been specially designed for site transfer to keep in close proximity to the

A general view of Gnangara Concrete Plant showing its interesting setting.

well conceived action zone of the development plan.

The plant will meet requirements from its present site but its duration there will probably be limited to several years before a new site farther north will become necessary.

In addition, the actual volume of concrete production that the future will call for has yet to clarify. An easily extendable plant has therefore been constructed.

These problems of re-location and expansion have been met by initially building plant that will be fed by front-end loader but which can be extended by the introduction of overhead bins without disruption to its production capacity.

Beside these basic operating requirements the final design has produced an installation of high aesthetic and environmental standards.

The plant has also been designed in modular sections, making it easily dismantled and re-located.

It is the first plant built by Readymix to incorporate a pneumatic weighing system. □



The Youth Hostel at Bridgetown, previously The Terminus Hotel — one of 15 Youth Association Hostels in the South West Corner of Western Australia.

Youth hostels a travellers boon

The Australian Youth Hostels Association, which maintains an Australia wide chain of 100 hostels, reports an impressive increase in patronage during 1976.

Occupancy rates were 30 per cent higher than in 1975, with Perth the most popular hostel in the chain registering a new high of 16,000 bednights.

Offering as they do, simple, but clean and adequate accommodation, at low rates, the hostels have great appeal for younger travellers. Bed rates range from 80 cents per night up to a maximum figure of only \$3.00. At such reasonable prices, it is little wonder that patronage is not confined solely to young people.

Many family groups on touring holidays, find that the hostels provide an ideal form of accommodation. There is no age bar to membership of the Australian Youth Hostels Association, in spite of its name. Annual membership fee is only \$11, and the Association is pleased to have among its members many middle aged people, and even some who could be termed 'quite elderly'.

The surge of success that the Association is enjoying has nowhere been more marked than in Western Australia. Apart from the spectacular figures set by the Perth Hotel, the State Association, through its 21 hostels, posted 42,000 bednights, an amazing 72 per cent increase on the 1975 figure.

More hostels are planned for Western Australia particularly in the north west of the State, and hopes are high that one or more new hostels will open north of the 26th parallel prior to the end of 1977.

On the national scene, negotiations are taking place with the Federal Government with a view to leasing a 250 bed hostel in Darwin. The Northern Territory Youth Hostels Association has been re-established and is hopeful of opening the Darwin premises by mid-year, in time for the dry season tourist peak. The new hostel is to have air conditioned single rooms, a modern high capacity kitchen and ablutions block, a swimming pool, social club and creche.

