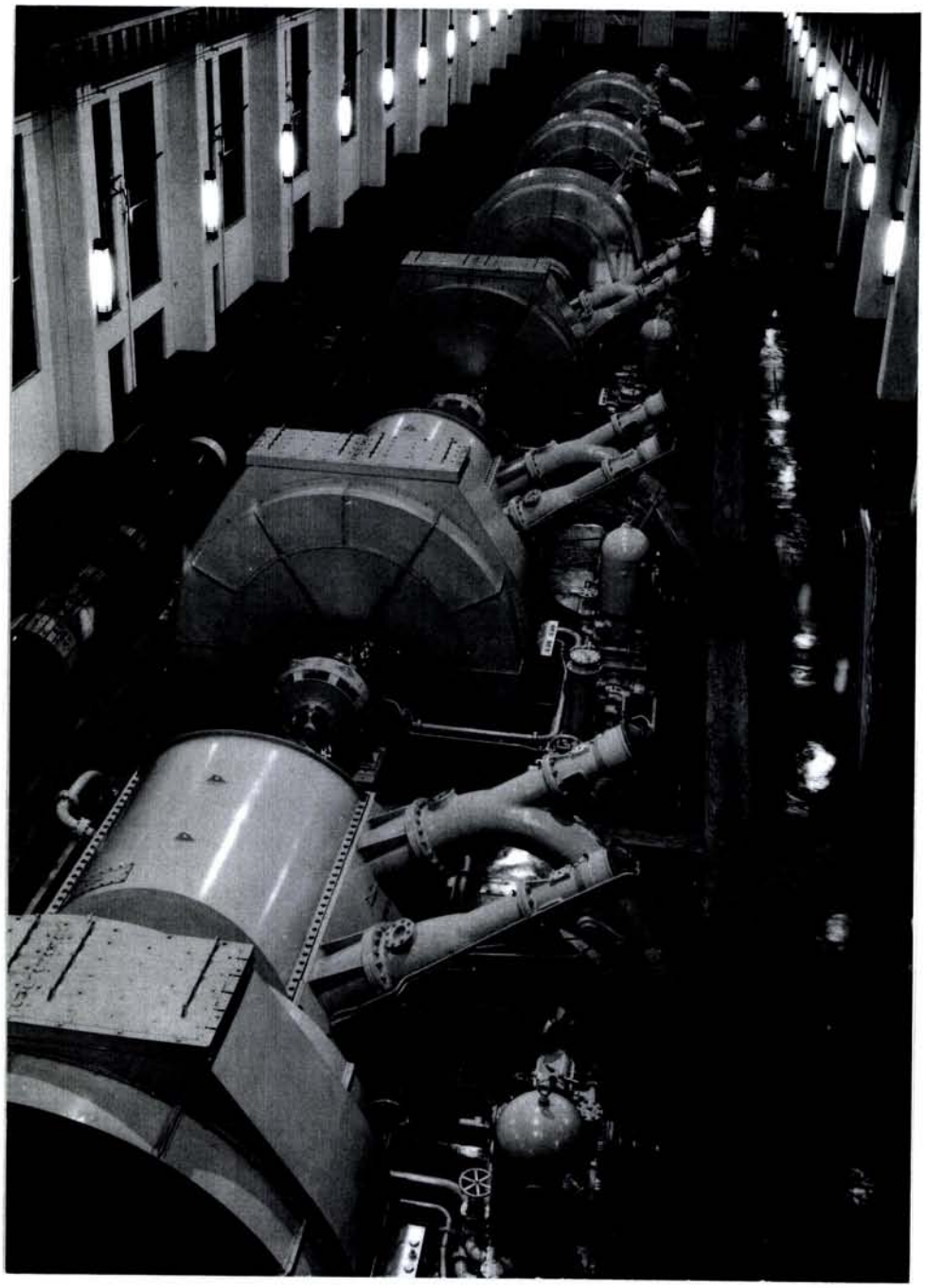
TARRALEAH
POWER DEVELOPMENT
1938 TO DATE



HISTORIC ENGINEERING MARKER
SUBMISSION
AND CEREMONY REPORT

1999

Commemorative Plaque Nomination Form

Date 20-8-98

To:
Commemorative Plaque Sub-Committee
The Institution of Engineers, Australia
Engineering House
11 National Circuit
BARTON ACT 2600

From ENG. HERITAGE COMMITTEE TAS. DIVISION
Nominating Body

The following work is nominated for a:-

* ~~National Engineering Landmark~~
* Historic Engineering Marker
*(delete as appropriate)

Name of work TARRALEAH POWER DEVELOPMENT

Location, including address and map grid reference if a fixed work

LTIS SHEET 5113 NIVE TAS DP 551163

Owner HYDRO ELECTRIC CORPORATION

The owner has been advised of the nomination of the work and has indictated

(attach a copy of letter if available)

COPY INCLUDED

Access to site LYELL HIGHWAY

Future care and maintenance of the work

HYDRO ELECTRIC CORPORATION

Name of sponsor INSTITUTION OF ENGINEERS HOST

For a NEL, is an information plaque required?

Chairperson of Nominating Committee

M. L. Drewett

Chairperson of Division Heritage Committee/Panel

ADDITIONAL SUPPORTING INFORMATION

Name of work..... TARRALEAH POWER DEVELOPMENT .....

Year of construction or manufacture..... 1934 - 1938 .....

Period of operation..... 1938 TO DATE .....

Physical condition..... VERY GOOD .....

Engineering Heritage Significance:-

Technological/scientific value.. DEMONSTRATES TECHNOLOGICAL DEVELOPMENT 1930 - 1950

Historical value. LAST RUNNING WATER HORIZONTAL SHAFT STATION IN STATE

Social value.... CREATED SIGNIFICANT INCREASE IN STATES POWER PRODUCTION PROVIDED MUCH EMPLOYMENT DURING DEPRESSION

Landscape or townscape value..... NIL .....

Rarity..... AN INDIVIDUAL AND COMPLETE POWER DEVELOPMENT

Representativeness. PRIME EXAMPLE OF 1930-1950 CIVIL/ELEC/MECH ENGINEERING

Contribution to the nation or region FULLY DEVELOPED A CATCHMENT AREA FOR STATE INDUSTRIAL DEVELOPMENT

Contribution ot engineering. APPLIED LATEST ENG PRACTICE OF THE TIME

Persons associated with the work.... F M NICHOLL E F ROWNTREE

Integrity.....

Authenticity. ALL CIVIL WORKS, STATION BUILDINGS STILL EXISTING GENERATING EQUIP STILL OPERATING .....

Comparable works(a) in Australia..... NIL .....

(b) overseas..... NOT KNOWN .....

Statement of significance, its location in the supporting documentation.....

..... PAGE 14 .....

Citation (70 words is optimum)..... PAGE 16 .....

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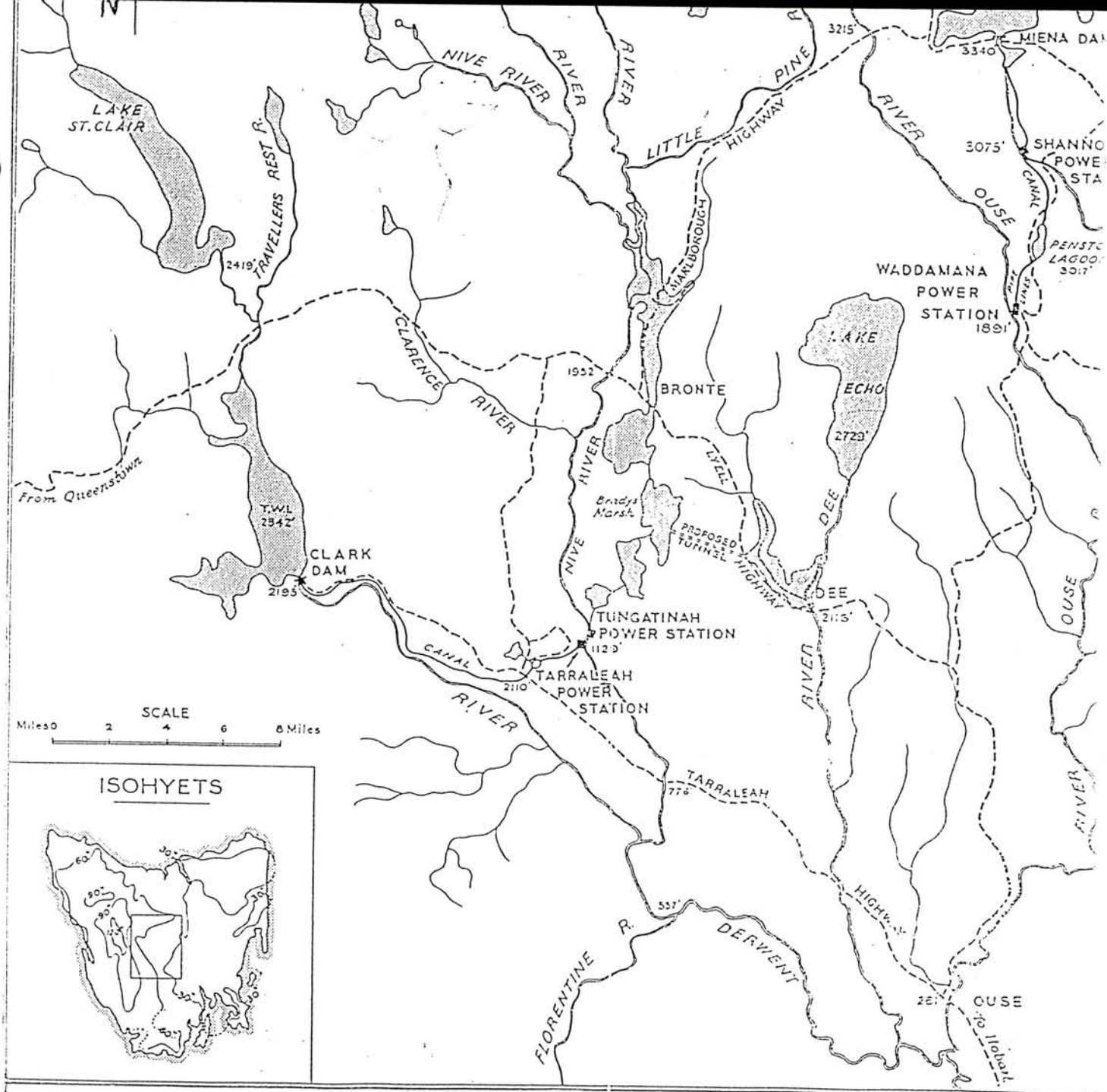
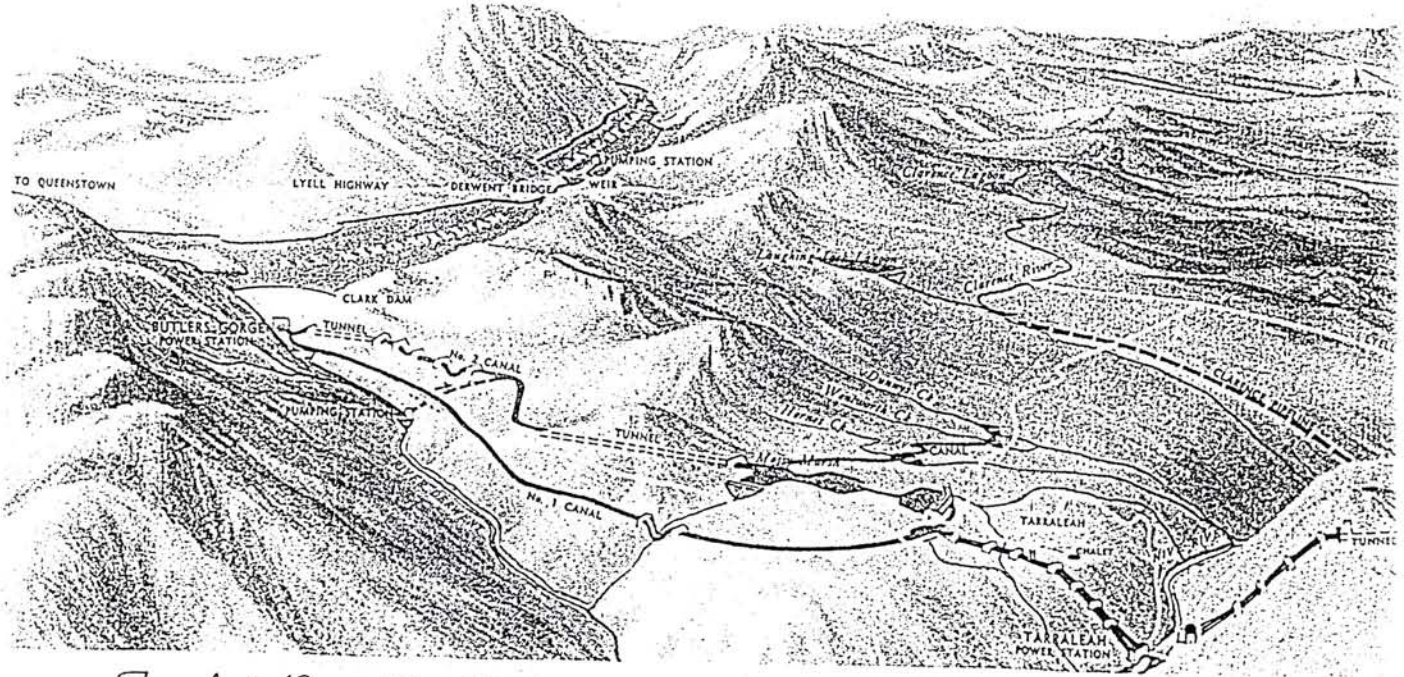
Attachments to submission (if any).....

Proposed location of plaque (if not at site).....





Tarraleah Power Development

ex 5407

Hydro

Hydro-Electric Corporation
ARBN - 072 377 158
GPO Box 355D
Hobart Tasmania 7001
4 Elizabeth Street
Hobart Tasmania 7000
Telephone (03) 6237 3400
Fax: (03) 6230 5823

Our Ref.
Your Ref.
Ask for

19 February 1998

Mr Keith Drewitt
Chairman, Engineering Heritage Committee
Royal Engineers Building
2 Davey Street
Hobart Tas 7000

Dear Mr. Drewitt,

The Honorable Mr. Peter Rae has recently passed on to me your request to nominate the Tarraleah Power Development as a recipient of an Historic Engineering Marker.

It is with pleasure that I am able to advise the Heritage Committee that your request has been approved and you may proceed with the nomination.

With kind regards,

Yours sincerely,

Roger Gill
General Manager Generation
Hydro Electric Corporation
for and on behalf of Dr Dan Norton, Chief Executive Officer.

c.c. Dr D Norton

CONTENTS

INTRODUCTION

Public electricity supply in Tasmania was started by a private company at Waddamana in 1911, taken over by the Government in 1914 and the station expanded by 1922. The Hydro Electric Commission was created in 1930 and the small Shannon power station commissioned in 1931 at which time Tasmania entered a period of industrial expansion, notably in the production of zinc, cement, carbide, and, in a new mill at Burnie, the manufacture of paper. It was clear that in order to meet the growing demand for power from industry and from all sections of the consuming public, a new scheme would have to be undertaken.

The HEC recommended to Parliament the construction of the Tarraleah scheme to utilize the storage of Lake St.Clair and the flow of the Derwent river.

The government of the day, bedevilled by the requirements of funding results of the depression, delayed decision while the opposition seized on the proposal and promised the requisite funding if it was successful in the impending elections. The government also promised funding, the opposition won, and honoured its promise.

The HEC had already diverted survey parties to investigate the scheme which was approved in July 1934 and actual construction commenced in November of that year.

CONCEPT

In the original concept the scheme involved the addition of three 21,000 HP machines to the system which at that stage consisted of Waddamana "A" 66,000 HP and Shannon 10,000 HP.

It would utilize the Derwent River flow and the small storage at Lake St.Clair and of the additional 63,000 HP 42,000 would be base load with the remainder acting as spare plant and to be used when high winter flows allowed.

To provide access to the works site it was necessary to build a 14 mile road from the Ouse-Derwent Bridge road.

The equipment was carried 35 miles by rail from Hobart to Macquarie Plains and thereon 75 miles by road using trucks and specially designed trailers drawn by steam traction engines. (Fig 1)

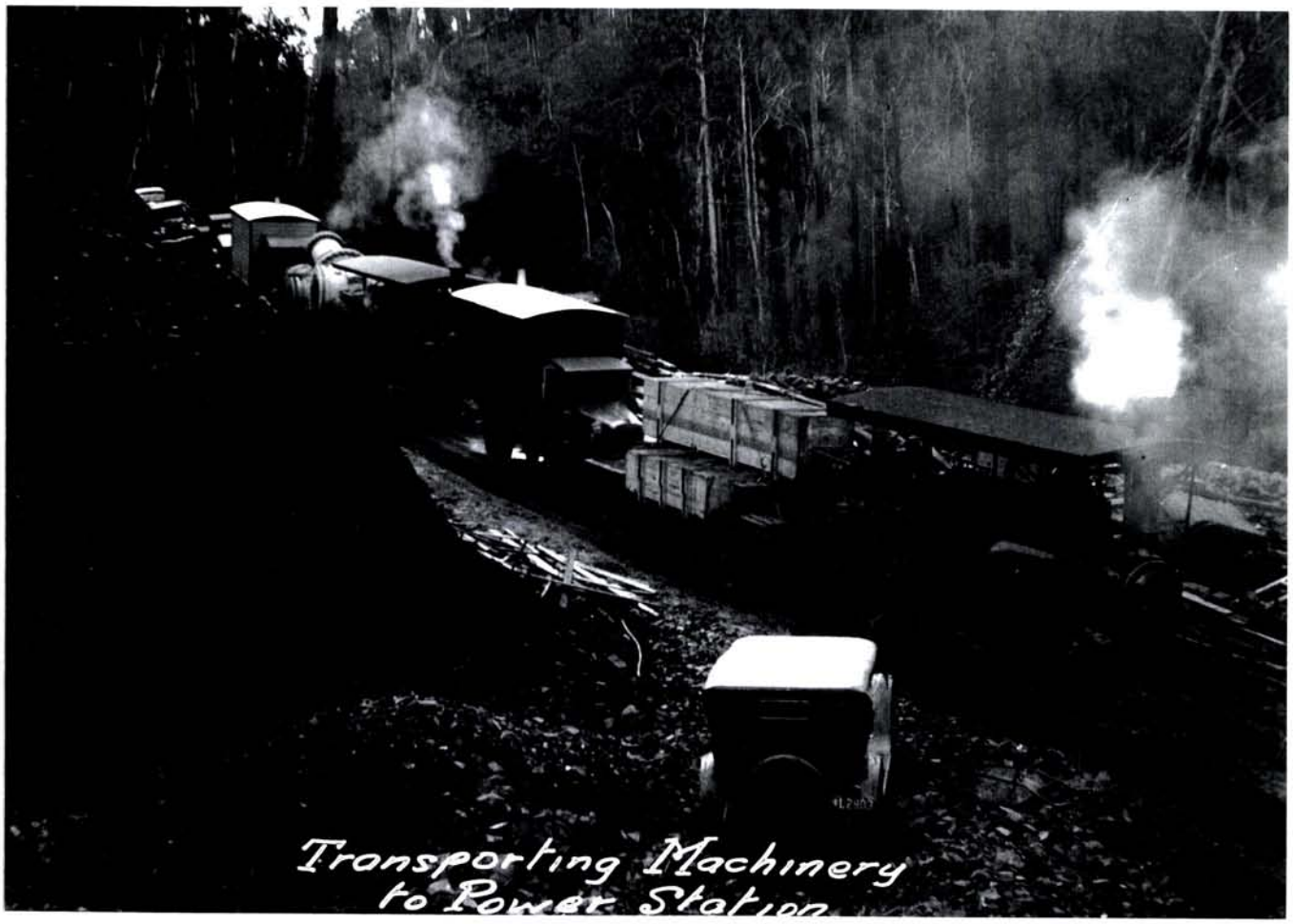


Fig.1 Traction Engines

ORIGINAL DESIGN

Lake St.Clair

Lake St.Clair is a natural lake in majestic surroundings with very deep areas, some over 600 feet. The lake level would be raised 10 feet giving a full supply level of 2417 feet above sea level. It has an area of 11.28 sq.miles, a catchment area of 96 sq.miles with a rainfall of 90 inches per year and a storage of 56 square mile feet (smf). The Derwent River is the natural outflow.

The development required construction of a control structure 10 feet high with 8 control gates.(Fig.3) As there is a bar in the lake upstream of the outflow a pumping station capable of pumping a further 20 feet of storage was built out in the lake for use during periods of natural low lake levels, thus increasing the available storage by 184 smf. The pump station (Fig.2) is an architecturally designed concrete building in a Grecian style to blend with the view of Mt.Olympus which is the background when viewed from the access shore. Four vertical shaft, 600 bhp, electrically driven 150 cusec capacity propeller pumps were installed, discharging into an elevated, enclosed flume which is also the access way to the station.

Fig.2 Lake St.Clair Pump House and Flume

Fig.3 Lake St.Clair Control Weir

DIVERSION

Some 16 miles below the Lake St.Clair discharge a concrete weir in the Derwent River (Fig. 4) diverted the water to the canal intake, controlled by a radial gate. The "canal", of 900 cusecs capacity, is 11.6 miles long. It consists of 7.6 miles of trapezoidal section open concrete lined canal, 3.8 miles of rectangular section concrete flume, mostly elevated, (Fig.5) and a steep valley is crossed with an inverted syphon 1297 feet long consisting of 2 X 7ft. 5 ins. diameter steel pipes under a 280 feet max. head. The water velocity is 8 fps requiring 2 hours to travel the length of the canal.

Fig.4 Canal Intake

Fig. 5 Elevated Flume

The canal route traverses very inhospitable country above the river and crosses unstable areas. There have been a number of land slips, some serious enough to require replacement of canal sections. The entire length of the canal was relined with concrete in the mid 1980s.

HEADWORKS

The canal discharged into a small regulating pond (No1 Pond) formed by an enlargement of a section of the canal. The remaining trapezoidal canal from the pond to the forebay is of 1400 cusec capacity. There are two spillways, one at the No.1 pond and one at the forebay, each with a capacity of 900 cusecs. In order that the capacities were not exceeded a regulating gate was installed across the canal at the outlet of the No.1 pond, operated from the station and capable of automatically reducing the flow to the forebay spillway on loss of station load.

Not quite right

PIPELINES

The forebay has two separate chambers, each supplying a 102 inch diameter low pressure steel pipeline 7004 feet long. Originally only one pipeline was installed with an 18 feet diameter surge tank 141 feet high connected about halfway along its length. The LP pipeline trifurcates to the hillside penstocks, each 5 feet in diameter and 1915 feet long with an electrically operated butterfly control valve. The valves have over-velocity features which initiate closure when the water velocity exceeds a predetermined figure. All the pipelines were rolled from plate, welded and tested at a factory set up by Humes in August 1936 adjacent to the low pressure pipeline route.(Figs.6 & 7)

Fig.6 Pipe Factory

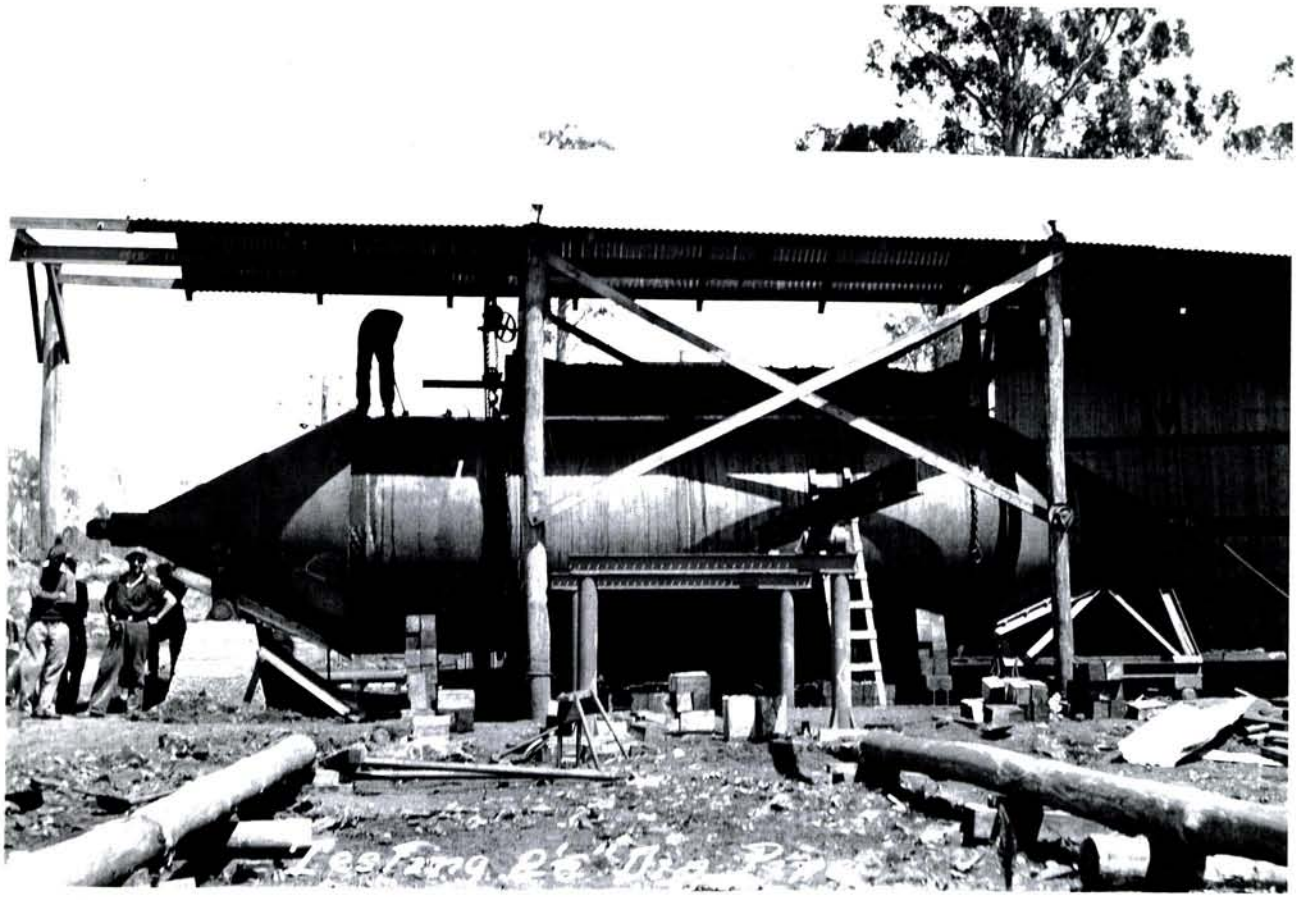


Fig.7 Pipe Testing

POWER STATION GENERATING PLANT

There are six 21,000 HP Pelton turbines operating on a 981 feet head. The original three are Boving turbines coupled to ASEA alternators and the latter three are English Electric turbo-alternators.
All turbines have twin runners and originally had two jets operating on each runner. The Boving sets did not reach the guaranteed efficiency and after a number of alterations the runners were replaced. Later, in 1955, an extra jet was fitted for each runner and the turbines have operated correctly since.(Fig 9)
The alternators, all individually excited, have operated very successfully, No.6 installed in 1951 is still running with the original windings.
Two 2.2 kV 270 kW single jet turbo-alternator house sets were installed to supply station services in the event of a loss of power and, for many years, for local supply.

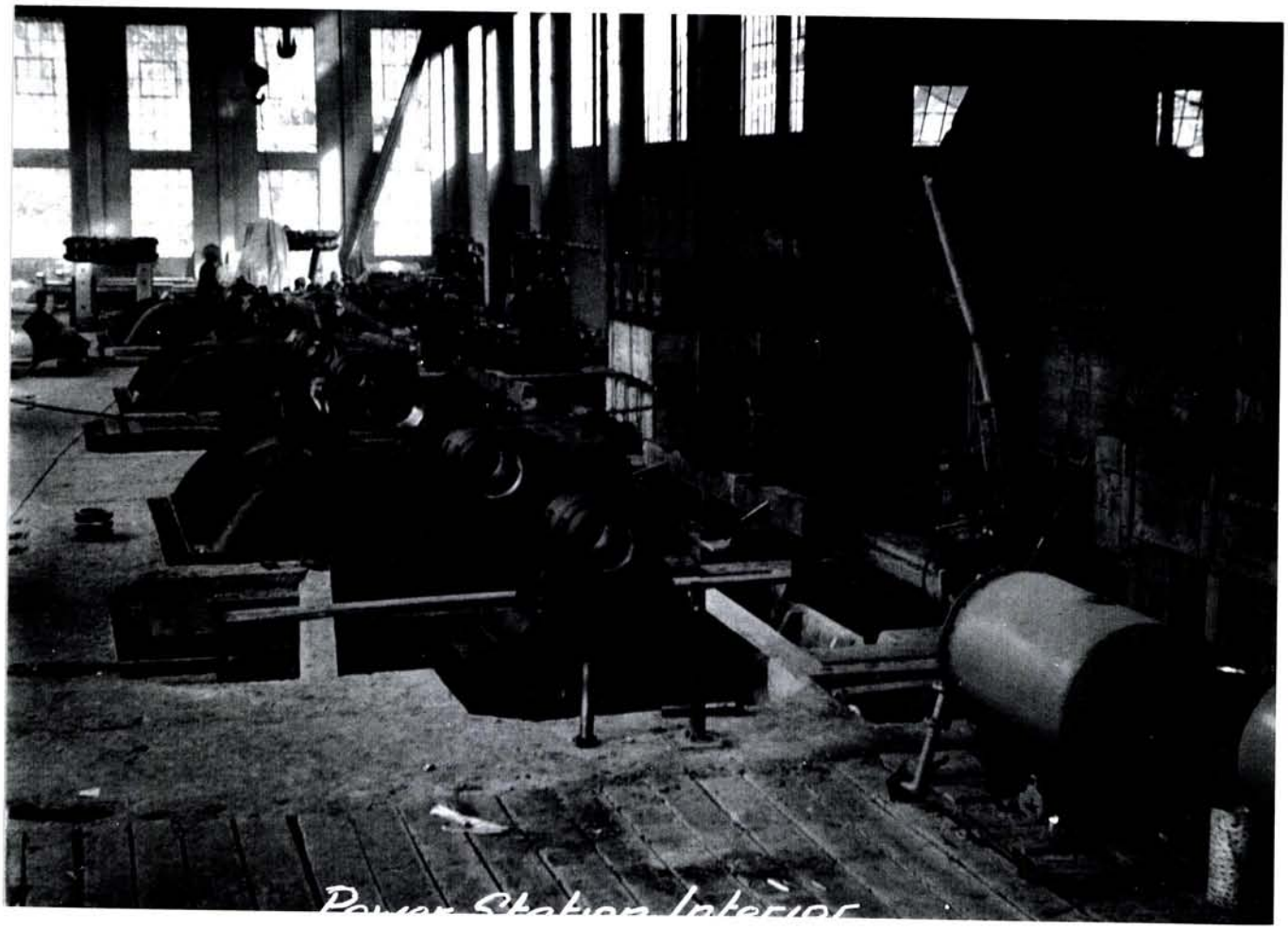


Fig.8 Station under Construction

Fig.9 Boving 3 Jet Machine

SWITCHYARD

The switchyard is situated on the river bank as an extension of the station centreline. It is the origin of the Commission's extensive 110 kV transmission system with transmission lines to Hobart where it was tied to the existing 88 kV system from Waddamana. It also supplied the West Coast regions of the state.

The original 11/110 kV machine transformers are still in service but the Brown Boveri bulk oil circuit breakers have been replaced due to the greatly increased rupturing capacity requirements of subsequent power station additions.

POWER STATION BUILDING

The power station is a substantial building of reinforced concrete construction, situated parallel to the Nive River with one wall on the river bank allowing the turbines to discharge directly to the river. (Fig.10). It was designed by H.R.Hutchison who designed many of the Hobart waterfront structures. It is considered a fine example of industrial art deco both inside and out. It has a particularly ornate foyer with a figured terazzo floor and a large illuminated address taking up one wall, reflecting the social mores of the period.(Fig.11)

Fig.10 Station from River

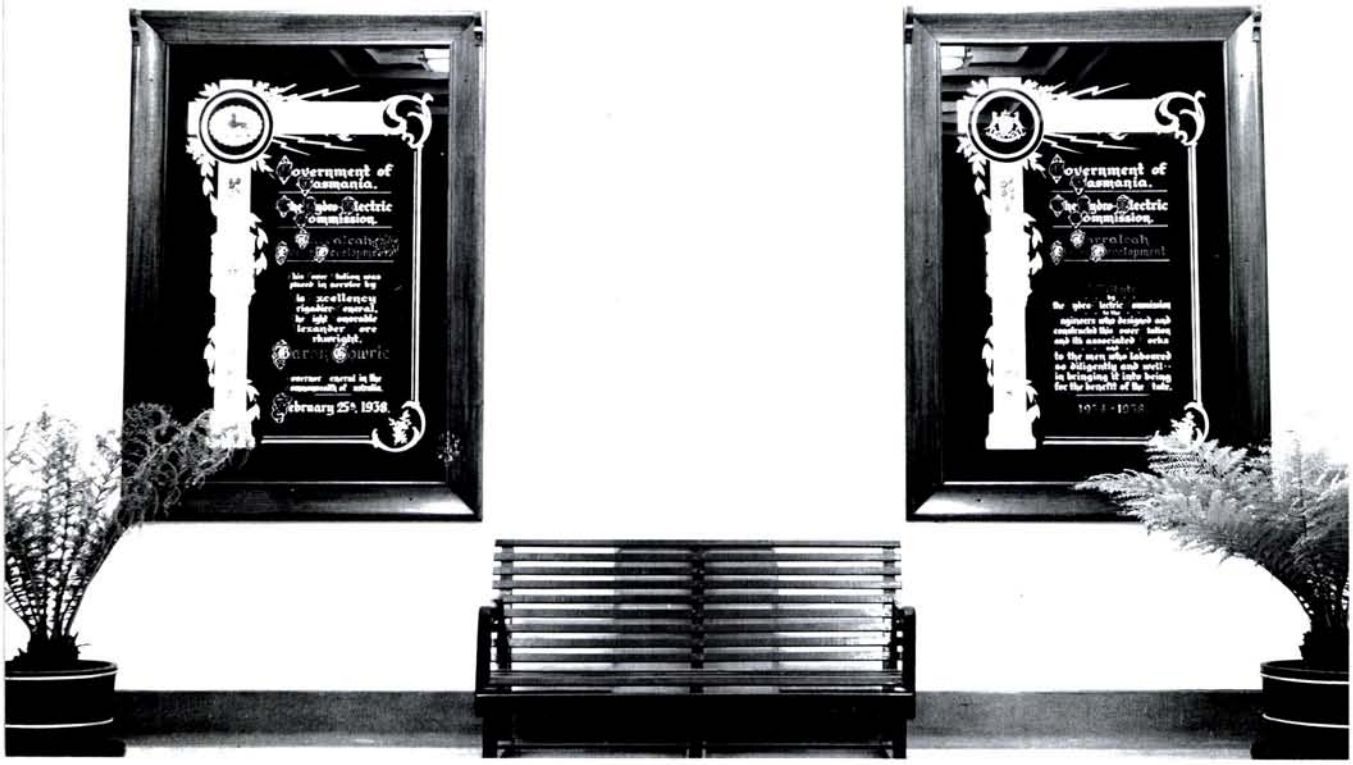


Fig.11 Station Foyer

OPENING

The scheme was officially opened by the Governor General in March 1938 with one machine in operation and two more were commissioned in July 1938.

HISTORY AND ADDITIONS

The Lake St.Clair substation was commissioned in 1940 and the pump station made available.

The second low pressure pipeline and surge tank was completed in 1941, the 4th machine commissioned in 1943 and the 5th in 1945.

In 1949 a second (No.2) storage pond was constructed near the first regulating pond and the two were connected by a reversible flow 500 cusec canal to form a pumped storage of 7000 cusec hours capacity for peak load use. Three 24 inch diam. 30 cusec pumps were installed with a 7 feet diam. outlet valve controlled from the station. The installation allowed the 5 machines to be utilized for peak loading.

The fall between Lake St.Clair and the canal intake was utilized by the construction at Butlers Gorge of Clark Dam, (Fig.12) a 200 feet high, cylindrical or constant radius arch dam with a vertical upstream face. The dam varies in thickness from 69 feet at the base to 16 feet at the original crest. The crest wall, added in 1965, is 20 feet high and is tapered from 5 feet at its base to 2 feet at the top. The primary prestressing cables of the crest wall extend right through the main dam and 23 feet into the foundation, and alternate cables are anchored 20 feet into the body of the dam. The spillway (Fig.13) is a gated chute 98 feet wide with a slope of 1 in 2 and ski jump some 30 feet above the tailwater level. The access road to the station runs underneath the spillway jump area. When the crest wall was added the original storage of 396 smf increased to 677 smf.

The dam was commenced in 1940 but, due to wartime labour and material restrictions, the project suffered many delays and was eventually completed in 1949.

A power station at the foot of the dam has a single machine, the first vertical shaft generating set in the HEC system. The machine is an English Electric unit with a capacity of 12.2 MW and was commissioned in 1951.

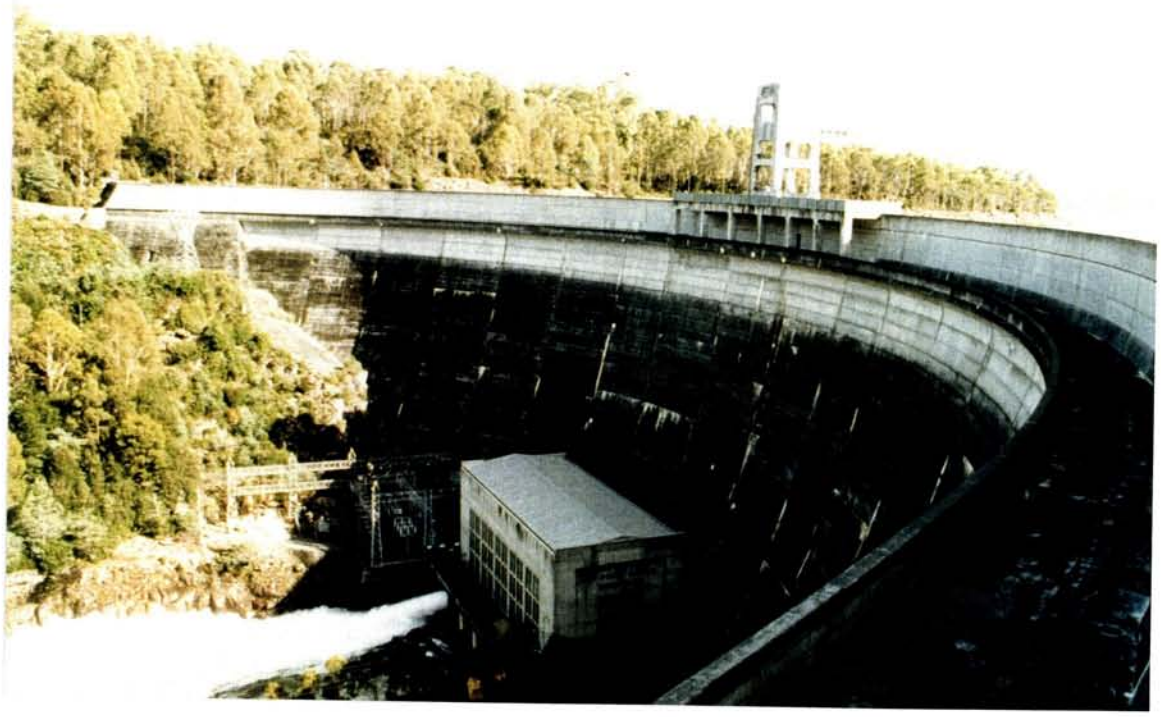


Fig.12 Clark Dam and Butlers Gorge Power Station

Fig.13 Butlers Gorge Spillway

In 1951 the sixth machine was commissioned at Tarraleah.

In 1955 the head available from Clark Dam (Lake King William) was utilized to deliver water through a discharge regulator to a second, higher, canal from Butlers Gorge to supply the new No.2 Pond. The second canal is of 300 cusec capacity, 7.4 miles long with two tunnels, one of 2380 feet and the other 8205 feet and increased the base load capacity of the station.

In 1959 a pumping station (with four 25 cusec capacity pumps) was installed on the Derwent River to pump the river pickup below the Clark Dam into No.2 canal.

Over the next decade eight small creeks were dammed and diverted into No.2 canal.

JUSTIFICATION

Built in the immediate post depression years, it suffered from wartime restrictions of labour, equipment supply and funding.

More than doubling the output of the system of the time it has run successfully since commissioning. Has been and remains a base load mainstay of the system.

The complete development has been added to, and altered, as required by system loading demands and changes in technology until the catchment and the equipment have been utilized to the fullest.

It was the origin of the Commission's 110 kV system.

The pumped storage system was the first in the Commission.

The power station building is considered a fine industrial example of the art deco period.

The Butlers Gorge dam was the highest built by the Commission at that time.

Tarraleah is the last major horizontal shaft machine installation in the Commission.(now Corporation)

It is the oldest HEC development still running.

PROPOSED PLAQUE WORDING

THIS DEVELOPMENT,DESIGNED TO UTILIZE THE WATER OF THE
DERWENT RIVER AND LAKE ST.CLAIR STORAGE,WAS THE FIRST
CONSTRUCTED BY THE HYDRO ELECTRIC COMMISSION.
IT WAS AUGMENTED BY THE COMPLETION OF CLARK DAM IN 1949
FOLLOWED BY BUTLERS GORGE POWER STATION,THE SECOND CANAL
AND THE CREATION OF THE FIRST PUMPED STORAGE SYSTEM.
IT WAS THE FIRST 110 KV INSTALLATION IN THE STATE.
TAILRACE WATER IS NOW USED IN 6 DOWNSTREAM STATIONS.
IT HAS PROVIDED RELIABLE BASE LOAD SINCE COMMISSIONING IN 1938

TARRALEAH POWER DEVELOPMENT

TASMANIA

HISTORIC ENGINEERING ~~LANDMARK~~ MARKER.
PLAQUING CEREMONY

10th APRIL 1999

REPORT

TARRALEAH HYDRO-ELECTRIC DEVELOPMENT
HISTORIC ENGINEERING MARKER

On Saturday, 10th April 1999 a ceremony was held at Tarraleah to present an Historic Engineering Marker to the Hydro Electric Corporation for the Tarraleah Power Development.

The ceremony was held in the Tarraleah Village Hall where all facilities were available and in case of inclement weather which is always a possibility in the highland area.

After an historical introduction by Mr. Harry Gilbert (a member of the Engineering Heritage Committee) the plaque was presented to the HEC by the Tasmania Division President, Mr. Steve Carter who spoke on the work of the Engineering Heritage Committee and the contributions of engineers to the present standard of living.

The plaque was then unveiled by His Excellency, Sir Guy Green, Governor of Tasmania who spoke on the great work carried out over the years by the HEC in developing Tasmania's water resources to produce power without pollution.

The Hon. Peter Rae, the Chairman of the HEC then received the plaque on behalf of his organisation and expressed his appreciation of the plaquing programme and mentioned possible future opportunities for recognition, particularly the Lake Margaret Power Station.

The ceremony and the speakers were introduced by the Chairman of the Heritage Committee, Mr. Keith Drewitt who then invited the 70 odd people in attendance to partake of afternoon tea as guests of the Hydro Electric Corporation.

All in all this was a very successful function and appreciated by all present.

KEITH DREWITT, MIEAust CPEng.,
Chairman
Engineering Heritage Committee

The Institution of Engineers, Australia

The President of the Tasmania Division of the Institution of Engineers, Australia and the Chairman of the Engineering Heritage Committee cordially invite

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to attend a ceremony at **Tarraleah**
on Saturday 10th April 1999 at 3.15pm
to commemorate the

Tarraleah Power Development

with the unveiling of an

Historic Engineering Marker

by the Governor of Tasmania
Sir Guy Green AC, KBE.

The ceremony will be held at the
Tarraleah Village Hall.
Afternoon tea will be served after the ceremony.

RSVP
by Wednesday 23rd March 1999
Tel: (03) 6234 2399

THE INSTITUTION OF ENGINEERS, AUSTRALIA
Tasmania Division

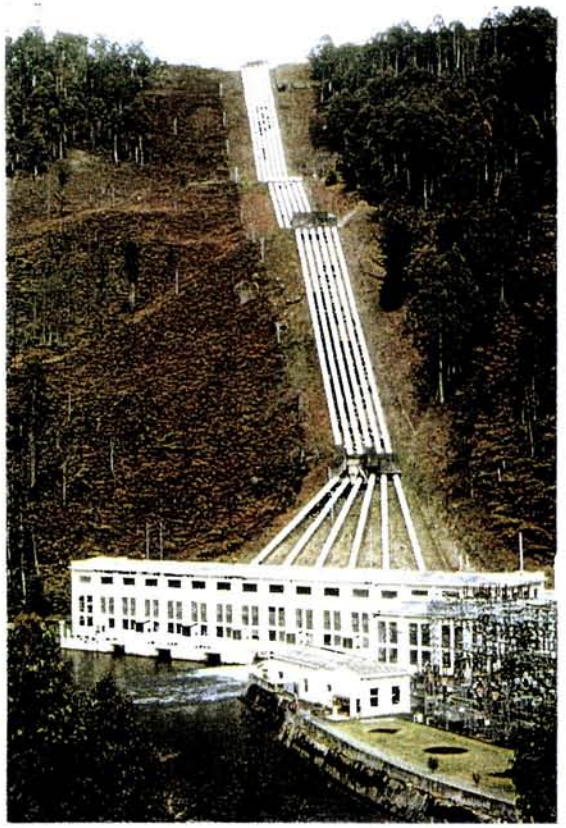
Official Ceremony
for the unveiling of an

HISTORIC ENGINEERING MARKER

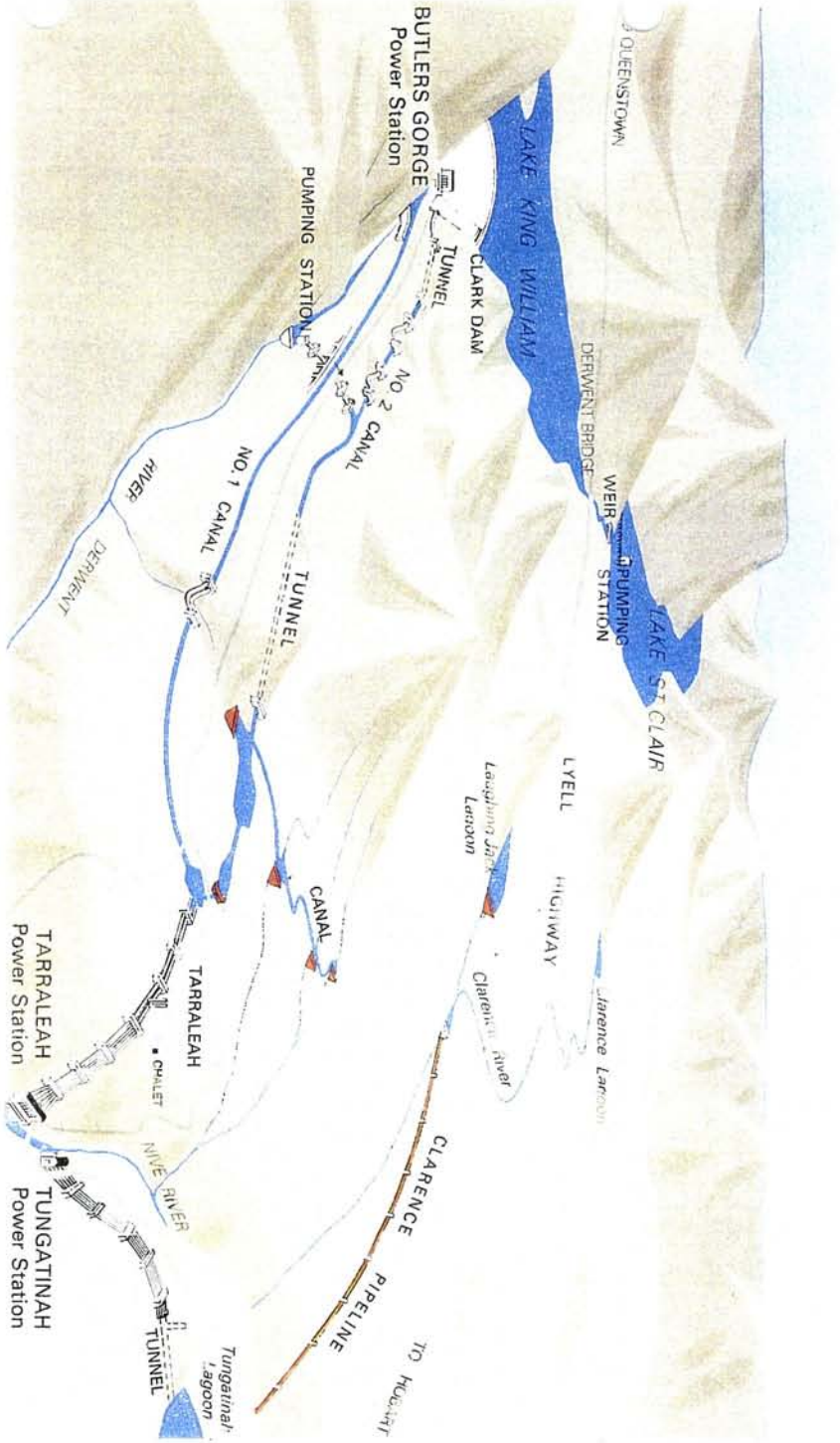
for the

TARRALEAH POWER DEVELOPMENT

on 10th April 1999



Tarraleah Power Development



A Brief History

The Tarraleah Power Development was approved by Parliament in July 1934 to meet the increase in power demand from proposed industrial expansion.

Lake St Clair, the source of the Derwent River, provided a natural storage for the scheme. Water flowing down the river was diverted at Butlers Gorge via No.1 Canal to Tarraleah, where the Nive Gorge provided a spectacular drop of 982 feet (300m) to the power station.

The initial scheme involved the raising of and pumping from Lake St Clair, and the installation of three turbines, with provision for three more at a later date.

The power station building was designed by H R Hutchison, and is a fine example of art deco both inside and out. Operations commenced in 1938.

Output increased progressively following the installation of the 4th turbine in 1943, the fifth in 1945 and the 6th in 1951. Corresponding increases in the water supply were provided by the construction of Clark Dam in 1949, No.2 Canal in 1955 and several smaller diversions later.

The total station output is now 90 megawatts. As the water takes two hours to travel from Butlers Gorge to Tarraleah, the station is mainly operated at a steady output. Variations in demand are met from other stations with more flexibility.

Australian Engineering Plaquing Programme

The erection of plaques attracts public attention to worthy historic engineering works and sites. A national committee only awards a plaque after the preparation of a detailed submission and approval. National icons which have received plaques include the Sydney Harbour Bridge, the Goldfields Water Supply Scheme in Western Australia, the Snowy Mountains Scheme and our Waddamana 'A' Power Station, together with many more works of state significance.

Here in Tasmania plaques have been presented for the Richmond Bridge, Kings Bridge in Launceston, Waddamana as mentioned above and the McNaught Beam Engine (on display outside the TAFE College in Hobart). The Tarraleah Power Development plaque is the fifth to be presented in Tasmania.

PLAQUING CEREMONY PROGRAMME

Tarraleah, Saturday 10th April 1999

Master of Ceremonies

Mr Keith Drewitt, MIEAust
Chairman, Tasmania Division Engineering Heritage Committee

Historical Introduction

Mr Harry Gilbert, MIEAust
The Hydro-Electric Commission, Tasmania, 1947-1987.

Presentation

Mr Steve Carter, MIEAust
President, Tasmania Division, Institution of Engineers, Australia.

Unveiling of Historic Engineering Marker

His Excellency Sir Guy Green, AC, KBE
The Governor of Tasmania

Response

The Honourable Peter Rae, AO
Chairman, The Hydro-Electric Corporation, Tasmania.

Conclusion

Mr Keith Drewitt, MIEAust

Introduction by H. Gilbert

It is easy these days to use present day standards to judge/ assess actions carried out much earlier and I would like to help you all, for a short time, to see the Tarraleah development from an earlier perspective while still remembering that it has been running continuously for over 60 years.

The original design engineers, working in very early 1930s, had access to well tried and proven data but all their calculations would have been carried out with slide rules.

Once design was completed construction began, first on a road to get access to a very remote area and later on a long canal and the necessary civil, electrical and mechanical works. The works are about 2000 feet (600metres) above sea level so winter is cold. For the early years of this project workers lived in tents and prepared their own food.

Another major difference from today's construction methods was that bulldozers were still in the future but there were some 5 ton trucks to help the human earth movers.

Once completed the operation of the station was difficult as the water system was very inflexible.The station receives its water directly from an open 12 mile (22 km) long canal and the water takes two hours to travel the length of the canal .Thus changes to the station output could not be made until two hours after the canal input was adjusted at Butlers Gorge.

To maintain the highest possible loading it was necessary to run the canal full with only a few inches (cms) of freeboard at the forebay. The water level was indicated on a meter in the control room. Constant attention was required to prevent water from going over the forebay wall and down the spillway to waste. To control the flow to the station and thus prevent spill, large gates at the intake to the pipelines were raised or lowered to increase or decrease the opening to the station pipelines and the gate controls were reasonably coarse.

(To spill water at the station forebay was almost a hanging offence.)

In the late 1940's the whole power system was suffering from a shortage of generating capacity due to the increase in post war industrial development and the lack of any new generating equipment since the three Waddamana "B" machines were installed in 1942 -1944.

The station loading patterns were generally such that Tarraleah, because of its inflexibility ran on a fixed load, usually full load, as did Shannon, while Waddamana which had great ability to cope with rapidly changing loads, adjusted its output to meet the remainder of the State's demand. For two or three years in the late 1940s it was common that at the peak loading time ,usually around midday, all three stations would be fully loaded but still not meeting the demand. The frequency would be allowed to drop one or two per cent and then Electrolytic Zinc Co and the Australian

Newsprint Mills would be asked to reduce their load in set steps. The period involved was usually about 20 minutes.

At this time Tarraleah had 5 machines but could only fully load 4 due to the canal capacity. A new storage pond was built in 1949 with pumps which were used in light load periods, mid afternoon or overnight, to pump surplus water from the canal into the pond. The stored water was later released back into the canal to allow the 5th machine to be utilized for peak loading.

Later a second canal was built from Butlers Gorge to supply that storage pond and so allow continuous utilisation of the 5th and later the 6th machine.

Over three successive years at the end of the 1940s the increasing system peaks were met with the commissioning of the fourth machine at Waddamana "B" , Butlers Gorge station and Tarraleah's 6th machine. The commissioning of Tungatinah station greatly diminished the problem and after that the construction programme kept ahead of the load demand.

When some fault occurs in an electrical generator or in the associated system all the energy in the rotating mass , plus that coming from the turbine, continues feeding into that faulted area, until a protective device disconnects it. When Tarraleah was built those protective devices operated mechanically and their operating times were measured in seconds or perhaps quarter seconds. Today we have transistor or solid state devices which can operate in some thousands of a second obviously reducing the damaging forces within the generators.

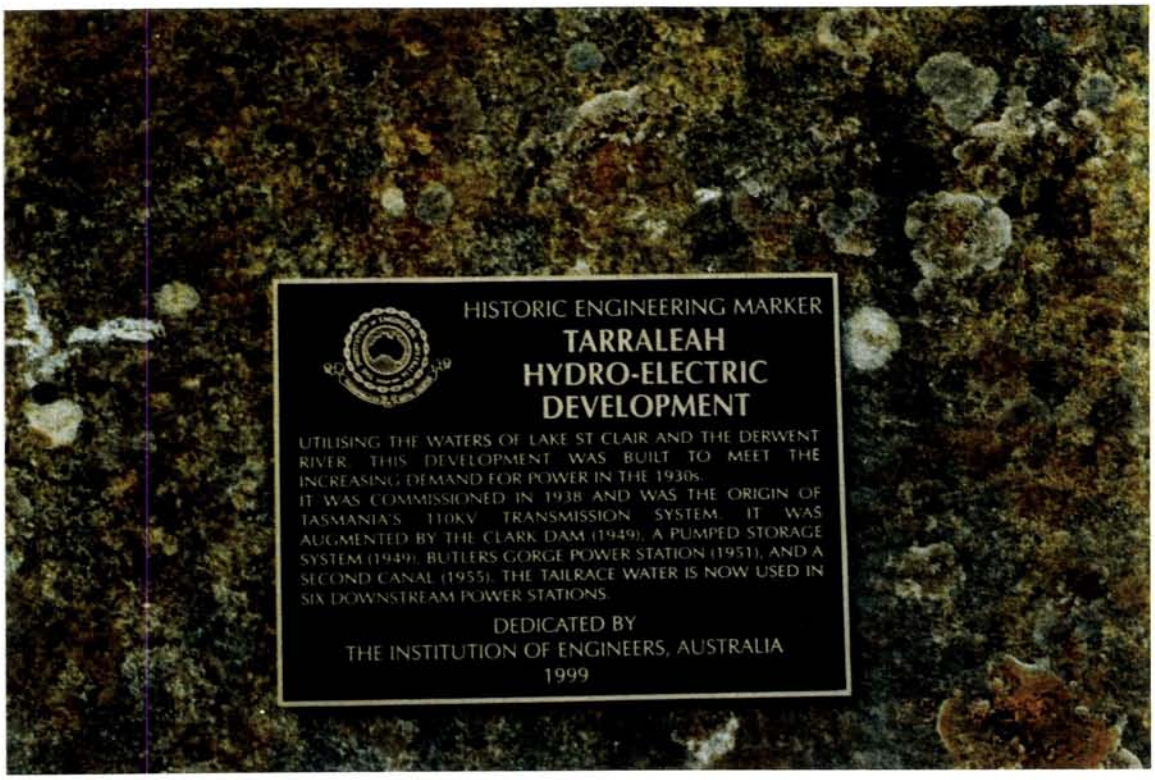
There have been winding failures in the generators mainly due to that and the insulation material used in the 1930's and 40's but the replacement materials and protection have given greater reliability of operation. The station has done, and is still doing, what it was designed to do. It has remained a reliable and valuable base load suppplier and with the recent refurbishment will continue to do so.

HISTORIC ENGINEERING MARKER

TARRALEAH HYDRO-ELECTRIC DEVELOPMENT

UTILISING THE WATERS OF LAKE ST CLAIR AND THE DERWENT RIVER, THIS DEVELOPMENT WAS BUILT TO MEET THE INCREASING DEMAND FOR POWER IN THE 1930s.
IT WAS COMMISSIONED IN 1938 AND WAS THE ORIGIN OF TASMANIA'S 110KV TRANSMISSION SYSTEM. IT WAS AUGMENTED BY THE CLARK DAM (1949), A PUMPED STORAGE SYSTEM (1949), BUTLERS GORGE POWER STATION (1951), AND A SECOND CANAL (1955). THE TAILRACE WATER IS NOW USED IN SIX DOWNSTREAM POWER STATIONS.

DEDICATED BY
THE INSTITUTION OF ENGINEERS, AUSTRALIA
1999



The Plaque mounted on rock

The Plaque at head of Tarraleah Penstocks

View down Penstocks from Lookout area

Introduction by Harry Gilbert
L to R: Keith Drewitt, Sir Guy Green, Steve Carter, Peter Rae.

Presentation by Steve Carter

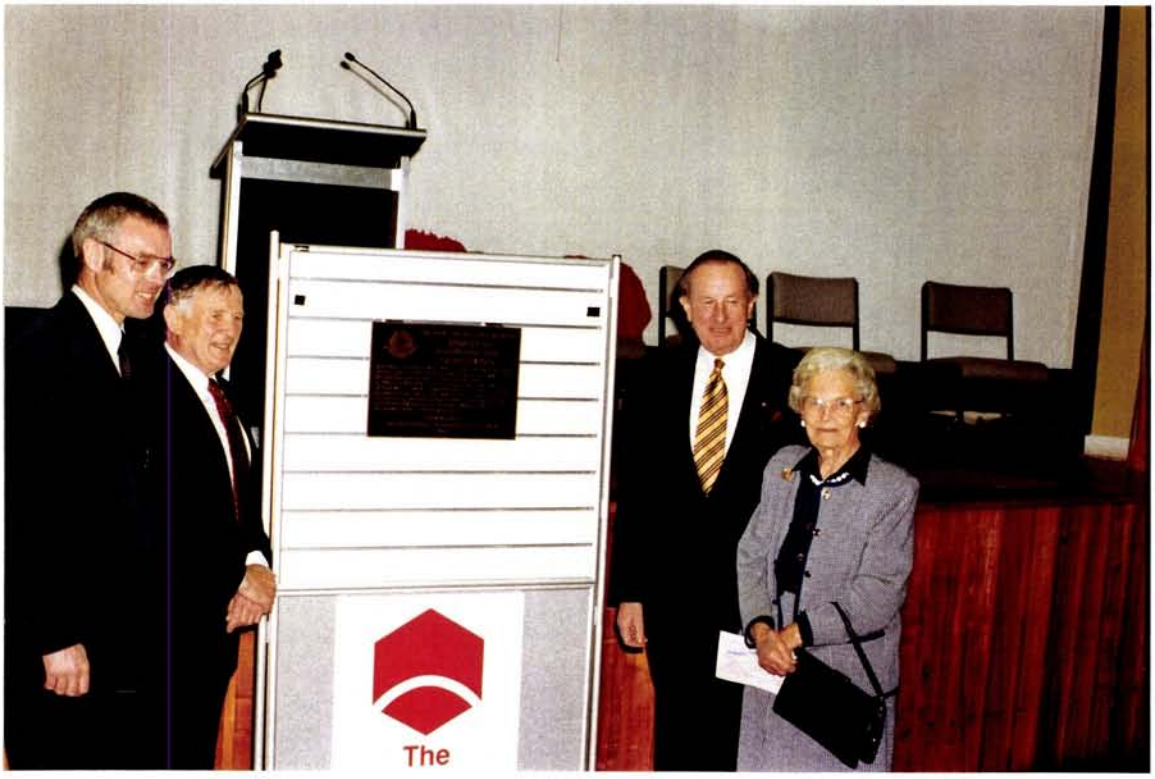
Address by His Excellency, Sir Guy Green, Governor of Tasmania

Address by His Excellency, Sir Guy Green, Governor of Tasmania

Sir Guy Green unveiling the Plaque assisted by Keith Drewitt

Hon. Peter Rae receives the Plaque on behalf of HEC

Keith Drewitt; closing address



Steve Carter, Peter Rae, Sir Guy Green, Lady Knight (widow of Sir Allan Knight)
with the Plaque

HISTORIC ENGINEERING MARKER FOR TARRALEAH POWER DEVELOPMENT

On 10th April 1999 about 70 people enjoyed a beautiful sunny day at Tarraleah for the formal presentation of the bronze plaque commemorating the heritage value of the Tarraleah Power Development which has generated electricity since 1938.

In spite of a steadily deflating rear tyre on the Governor's car, Sir Guy Green arrived right on schedule for the ceremony which was held in the Tarraleah Hall. The inside features murals by Max Angus and, on the day, displays were erected showing early photographs of construction and some Aurora advertising. The Tasmanian flag flew proudly on the school flagpole nearby.

After an historical introduction by Harry Gilbert, Division President, Steve Carter presented the plaque which His Excellency unveiled and HEC Chairman, Peter Rae accepted, all under the control of Master of Ceremonies, Keith Drewitt. The short speeches were very pertinent to the occasion and much appreciated by the audience.

Many of the attendees recognised old friends and recalled former times in the Tarraleah area, while enjoying afternoon tea provided by the Hydro Electric Corporation. Guided tours of the power station enabled visitors to admire the original machinery working flat out, the marble-floored foyer with its illuminated addresses on the walls and the switchyard still wearing its camouflage paint from World War 2.

BRUCE COLE, FIEAust CPEng
Secretary
Engineering Heritage Committee

Tasmania Division President, Steve Carter, Chairman HEC, Hon. Peter Rae and His Excellency, The Governor of Tasmania, Sir Guy Green at the unveiling of the Historic Engineering Marker for the Tarraleah Power Development, 10th April 1999.