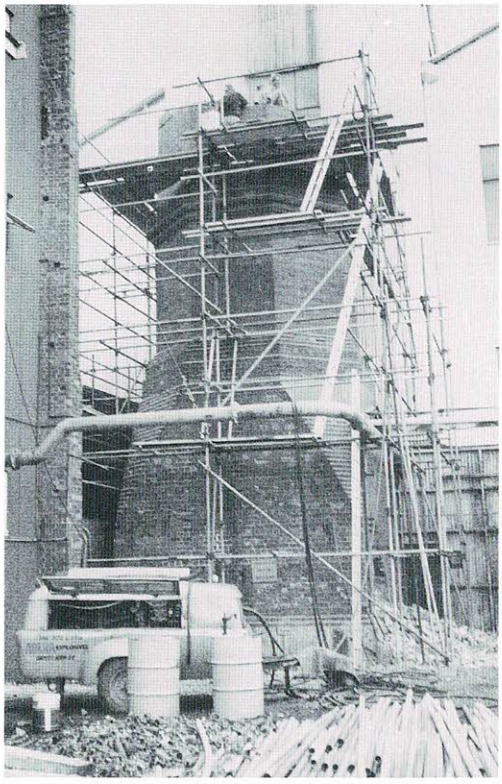
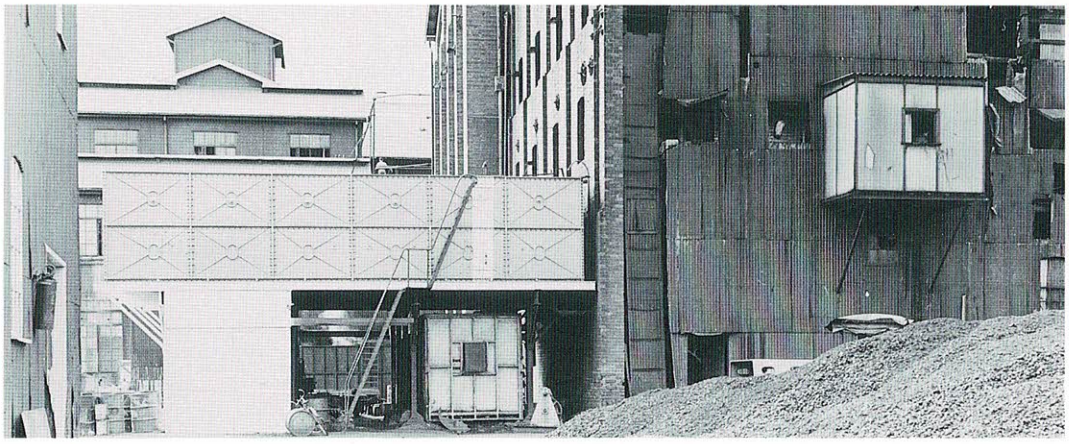
SMOKE STACK AND CHAR END-
VICTIMS OF MODERNISATION



The old boiler stack became redundant at the Glanville plant - but not apparently to the fishing fraternity.
For safety reasons the stack was demolished in the 1970s.
Its removal caused great concern among the fishing fraternity which claimed the stack was a landmark used to locate abundant fishing spots.
Long serving CSR employee Bob Mundy blamed the company when he could no longer find his special fishing grounds.
The bricks from the stack were used to construct a church at Valley View.



The char end also bowed to technological change when the resin process was commissioned.
It was subsequently demolished to make way for the new tank farm.
The picture shows the char end, boiler feed tank and coal heap.

SAFETY

Like every other industrial process, safety had its growth period.

Changing attitudes to safety coincided with the upgrades which began in the 1950s.

Until then safety meant "every man for himself".

However, from the early '50s safety officers were appointed, safe work practices defined, hazards reported and removed.

In 1983, the National Safety Council presented plant manager Mr Alan Brame with the five star safety program.

It was still in operation in 1991 with Glanville being the first refinery to use the program.

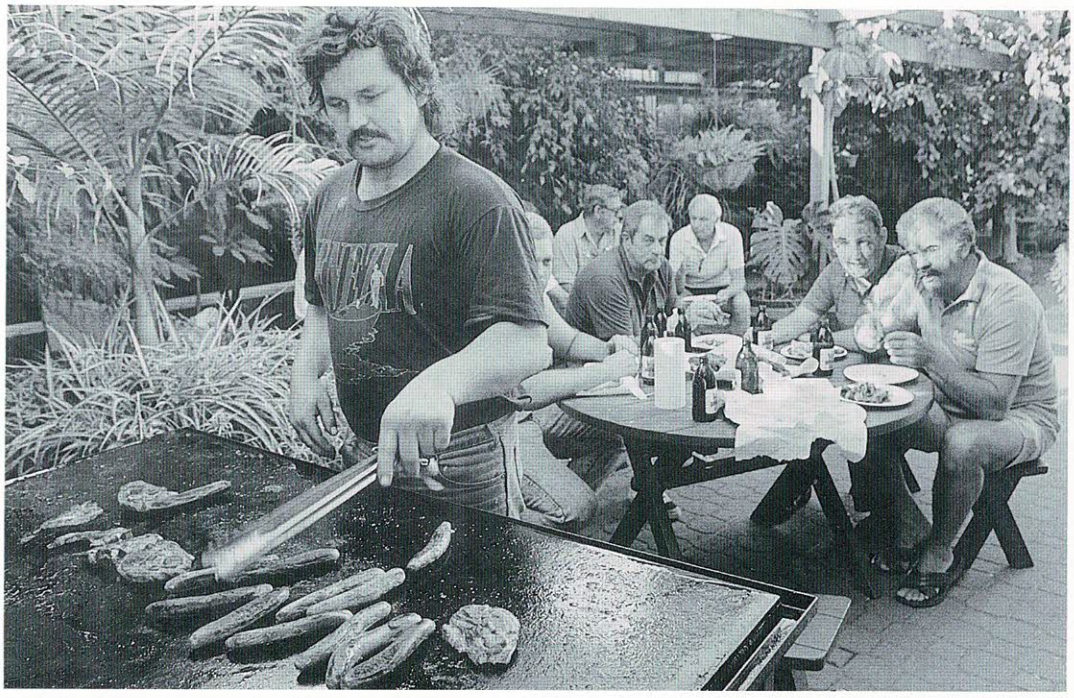
In its first year Glanville received a three star rating and in the second, four stars.

Five was the aim but was never achieved.

Safety barbecues were an initiative aimed at recognising safety efforts. They became an institution with sometimes two or three scheduled in one week.

The annual 'Emu bob' was a vital part of the housekeeping clean up program. In this picture, Colin Settre and Colin May judge one of the clean up teams.

Employee Paul Fitzgerald receives the NSC four star award from the Premier Mr Bannon.

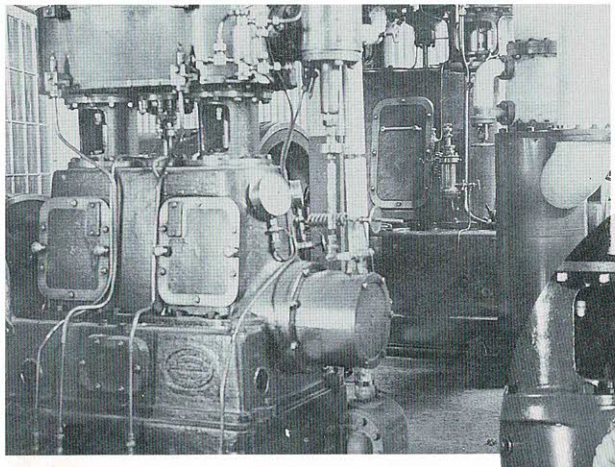


Safety barbecues were introduced as a means of recognising safety efforts in achieving a certain number of days without lost time injuries among the different work groups.

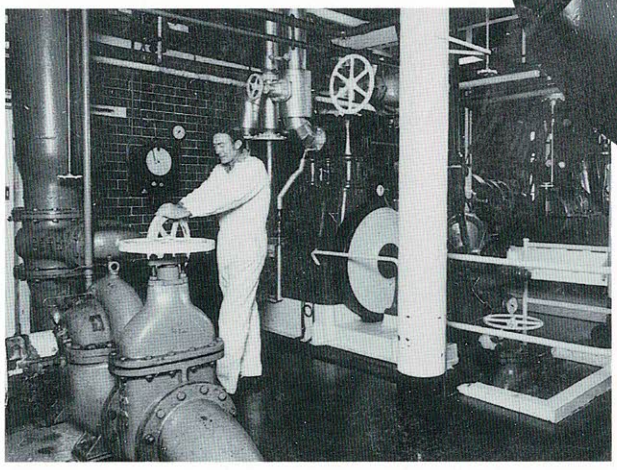
ENGINE ROOM

Locally produced A.C. electricity replaced D.C. current supplied by the plant's steam engines.

Those who worked with D.C. remember lights dimming when the sugar boiler at the Pan Station pulled too much steam which slowed the engines.



The old Bellis and Morcom steam engines driving electrical generators.



Ray Baldwin turns over one of the steam engines.

Ray Baldwin starts the electric injection water pump. Steam engines are in the background.

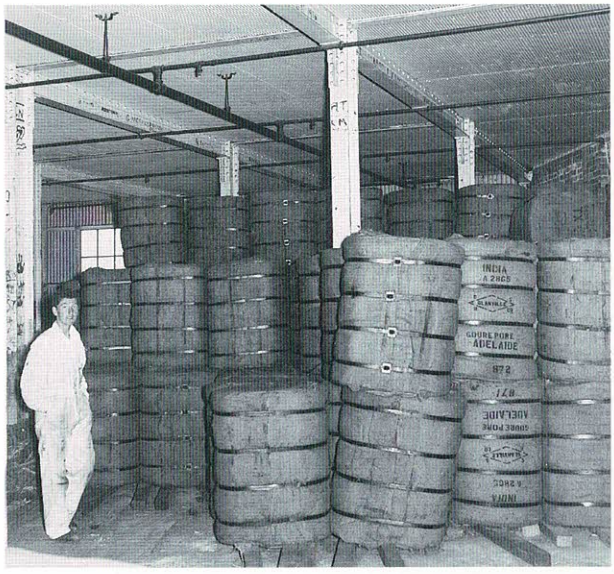
THE BAG HOUSE

The refinery's bag factory closed in the 1960s when three ply paper bags replaced hessian.

Former bag factory foreman Bill Edwards, 86 when the plant closed, remembers the days of hessian : "They built a new bag factory, and when Mr Hogan died, the boss asked me to take it over. I said I'd give it a go.

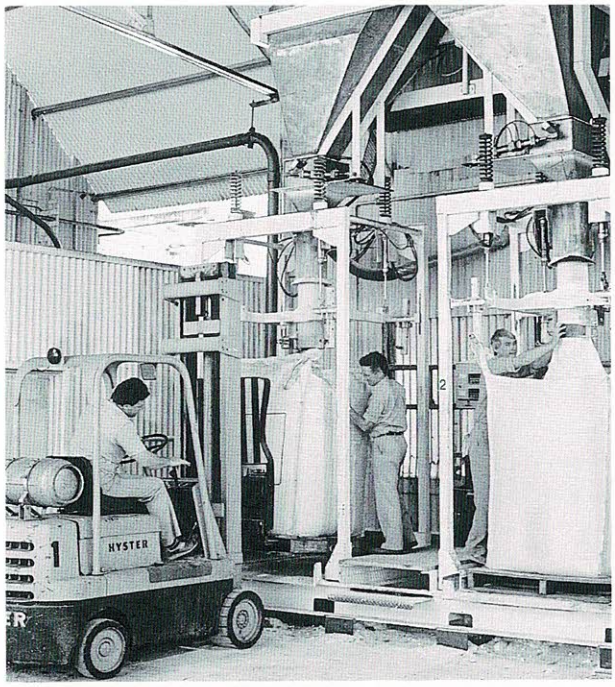
"Bales of hessian from India were stacked on the ground floor, cut open and fed up into machinery which printed, folded and sewed it."

The bag house employed three "turners", three "sewers" and the boss. Each turner had to produce 1200 bags daily.

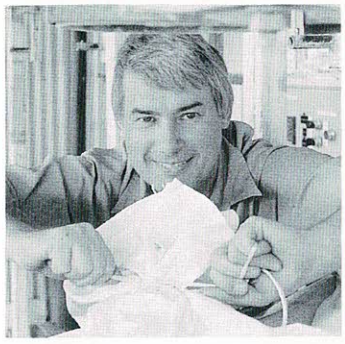


The bottom floor of the bag house with hessian piled high.

The last load of hessian bags leaves the plant in the late 1960s.



Kingsley Preece, John Chant and Mick Nugent fill bulka bags.



Mick Nugent ties a bulka bag.

PACKING AND PALLETISING

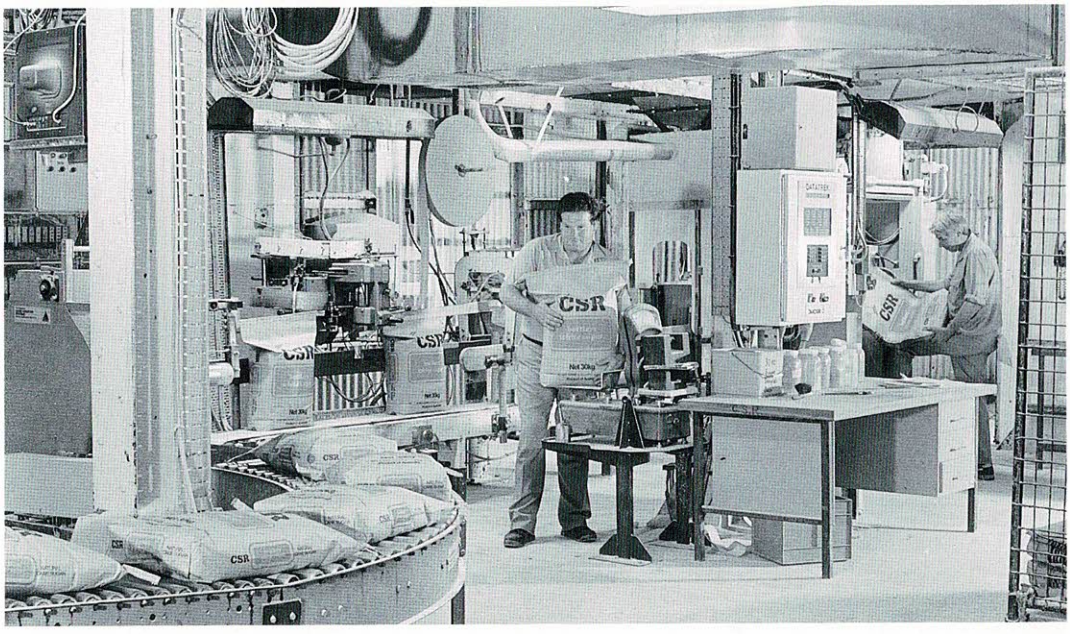
Until the 1950s sugar was packed and delivered in 70 and 140 pound bags.

Gradually more efficient systems were introduced including automatic filling, closing and palletising, granulated bulk in trucks and bulka bags, and liquid tankers.

In Bill Hazelhurst's day bags were filled on rocking chairs and lifted on to a sewing conveyor with the knee.

"There were six packers, three sewers plus a number of stackers.

"They got a two pound bonus if they packed 1000 bags by lunchtime. Nowadays two men run a fully automatic system."



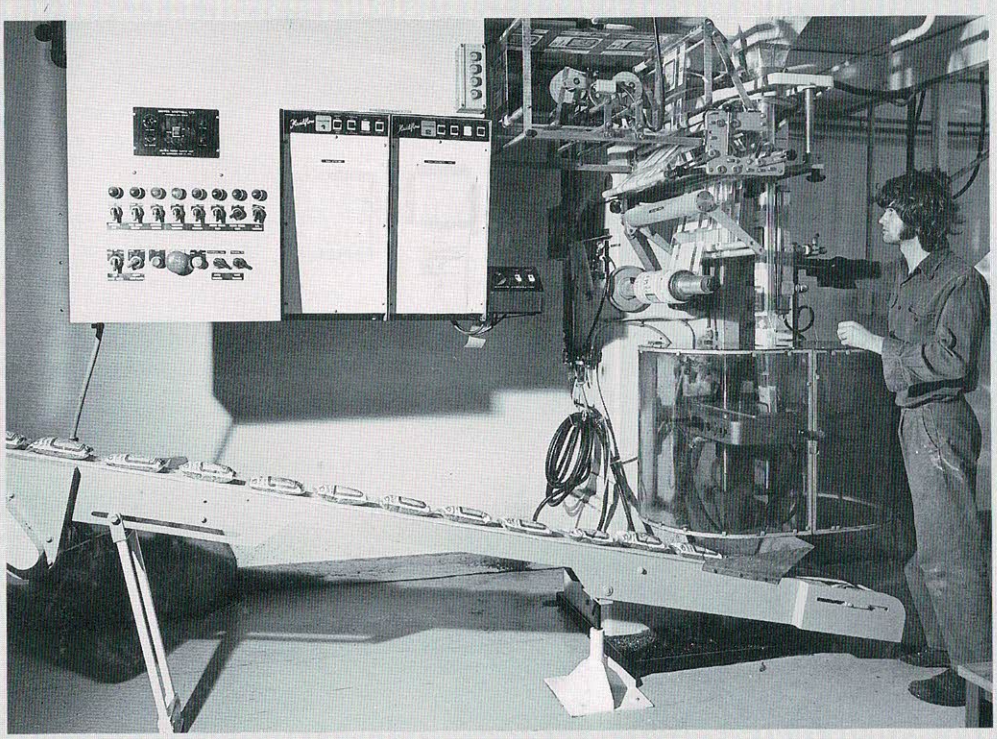
Kingsley Preece and Mick Nugent pack 30 kilogram bottlers sugar.

RETAIL PACKAGING

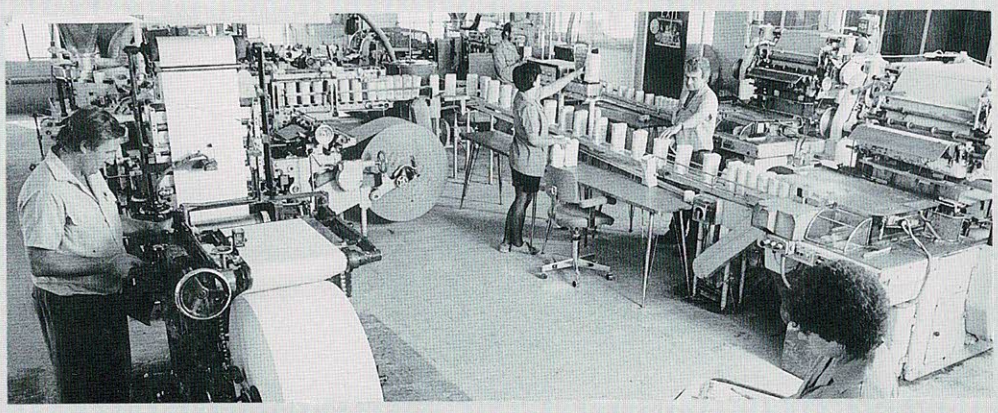
The introduction of supermarkets to Australia heralded the most significant packaging change for retail sugar.

Hesser machines, later converted to kilograms, were introduced in 1961 to pack two and four pound packs of white sugar, and a Hamac polyfill machine followed in 1976 to package soft brown, caster, raw and coffee sugar.

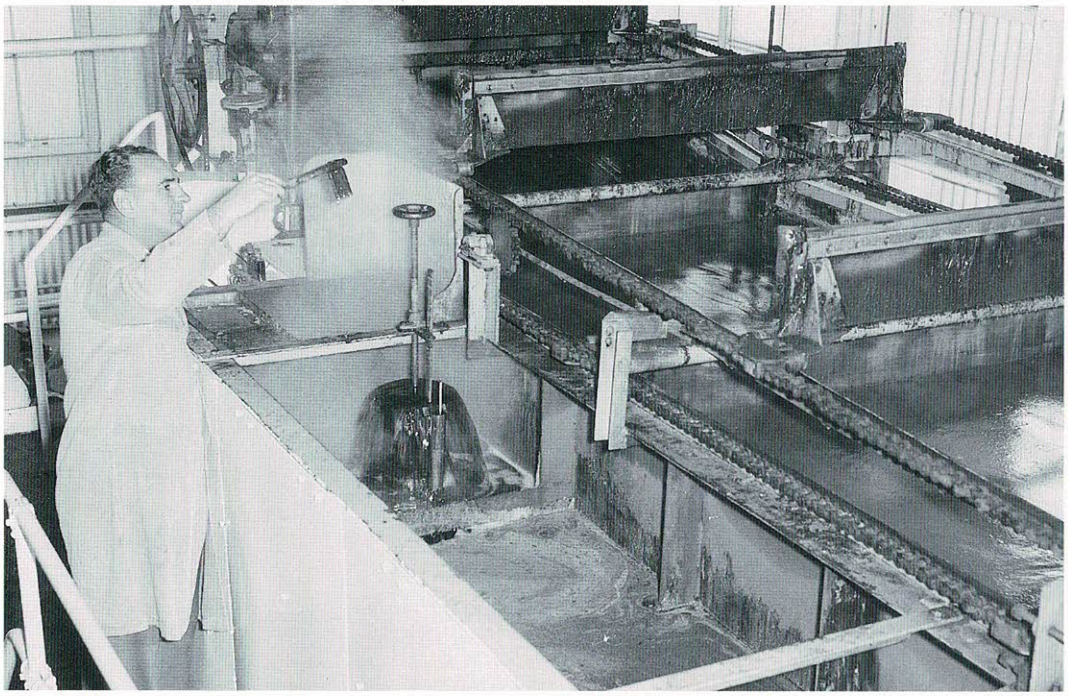
Before supermarkets, retail sugar was sold to grocers in 70 pound bags.



Gary Smith operates the Hamac.



The open spaces of the two kilogram operation. Pictured from left to right are Bruce Smith, Bev Dixon, Wayne Milton, Alan Matthews and Heather Howell.



Chief engineer Jim Fitzgerald inspects liquor clarity in the clarifier in the 1960s.

MELT HOUSE UPGRADE

The Melt House was the first area tackled in the upgrade program.

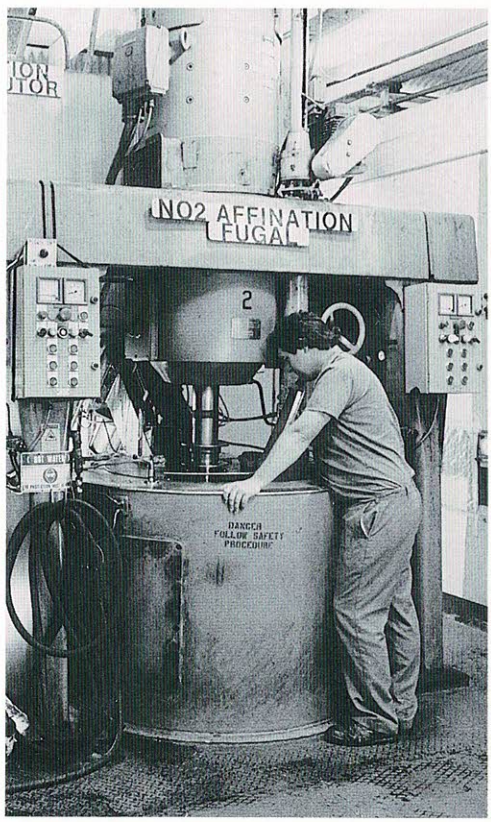
Changes were continuous starting with the transition from supercel filtration to the clarification plant which, however, was not successful.

Subsequently the carbonation process was installed.

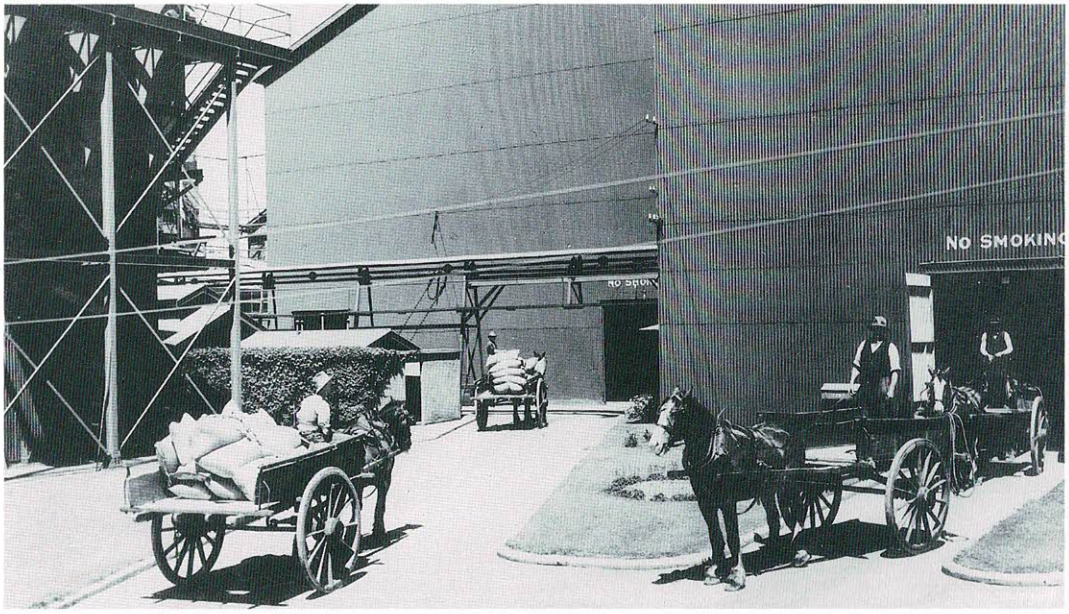
Manual mixing was eliminated with automatic weighing and mixing processes. Automatic Asea fugals replaced the old Watson Laidlaw affination fugals.

Belt drives made way for individual electric drives and the ground floor, described as a 'stinking bog', was relaid and covered with a non-slip fibreglass surface.

Manual control of the process was also gradually phased out for a PLC automatic system.



Steve Morrison keeps an eye on the fugalling operation shortly before the plant's closure.



Horses and drays carting off-loaded sugar to the raw store in the 1930s.

RAW RECEIVING

Raw sugar was shipped into Glanville in 140 pound hessian bags in the early years.

The ships berthed at Refinery Wharf and off-loaded by winch.

Horses and drays would then cart the sugar into the Raw Store where it was lifted by winch onto a huge heap, rising some 40 feet into the air.

It was not unusual during this process to see horses and carts dangling at the end of a winch.

Operators losing concentration would sometimes hook the cart, winching cart and horse aloft.

Later horsepower made way for petrol power, yet discharging a ship remained highly labour intensive. Up to 50 men were employed in the process which took five days working around the clock to clear 8000 tons.

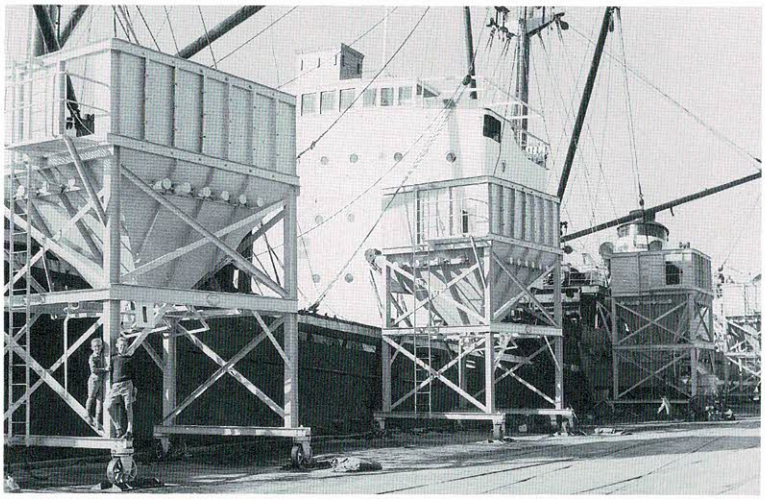
In the late 1950s CSR changed to bulk handling. Ships still berthed at Refinery Wharf but mechanical grabs now did the job of unloading sugar into wharf hoppers.

Dring's tip trucks would fill up under the hoppers and drive to the receiving grate into which they'd tip their load.

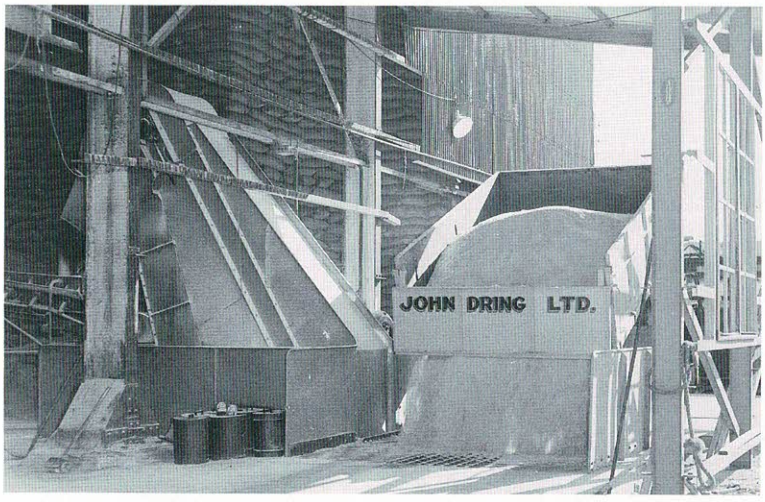
As many as four conveyors could be used to move the sugar to its final discharge point.

It would finish the journey on a "thrower", a high speed belt which would hurl the sugar about 100 feet into the air on to the raw sugar heap.

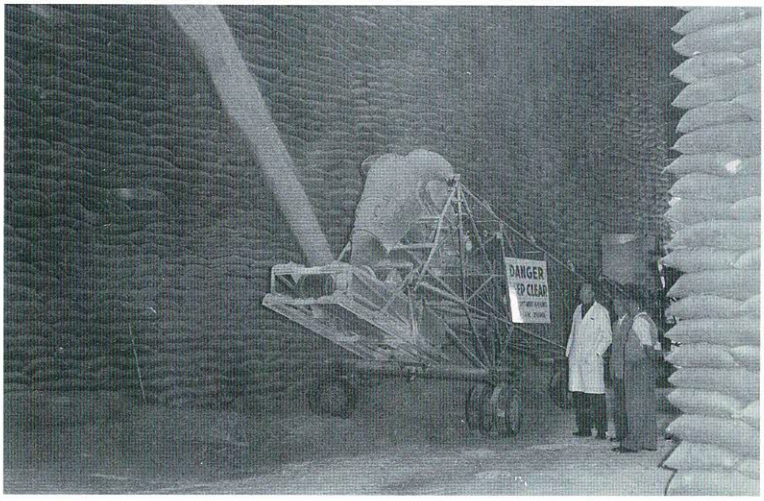
The commissioning of the Osborne Bulk Receiving Terminal was another boon to discharging ships. It allowed much larger vessels with greater cargo capacity to deliver Glanville's raw sugar which could be discharged at a rate unheard of in the horse and cart days - 15,000 tons in 36 hours.



Huge hoppers in place after the change to bulk handling at Refinery Wharf.



The first bulk load of raw sugar is tipped into the receiving hopper at the Glanville refinery in the late '50s.



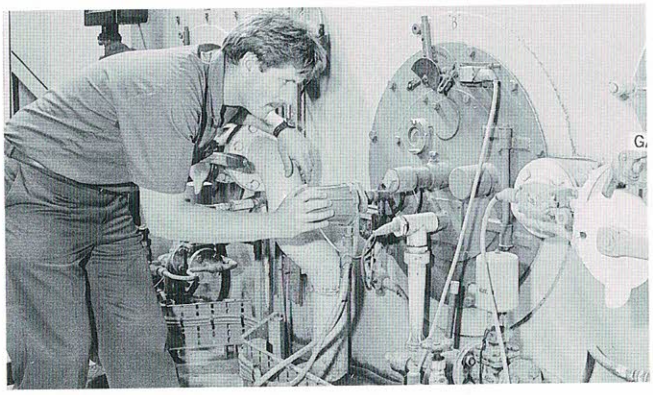
The "thrower" in action. Sugar conveyed to the raw store was thrown 100 feet in the air on to the raw sugar heap.

The sugar refining process changed dramatically over the 100 years of Glanville's history.

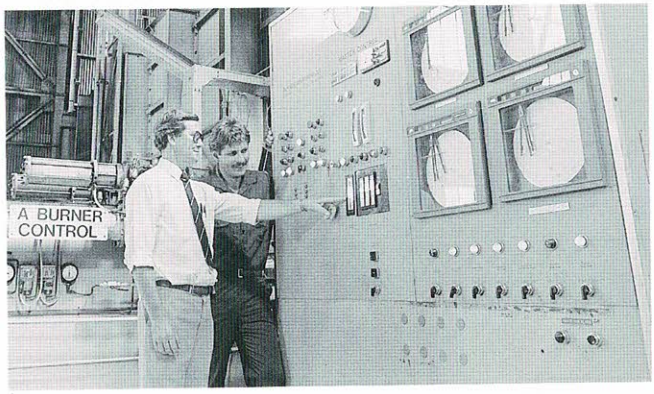
The following series of photographs illustrate the process as it was when Glanville closed.

STEAM PRODUCTION

Rodney Price-Beck gazes down from the side of a huge boiler.



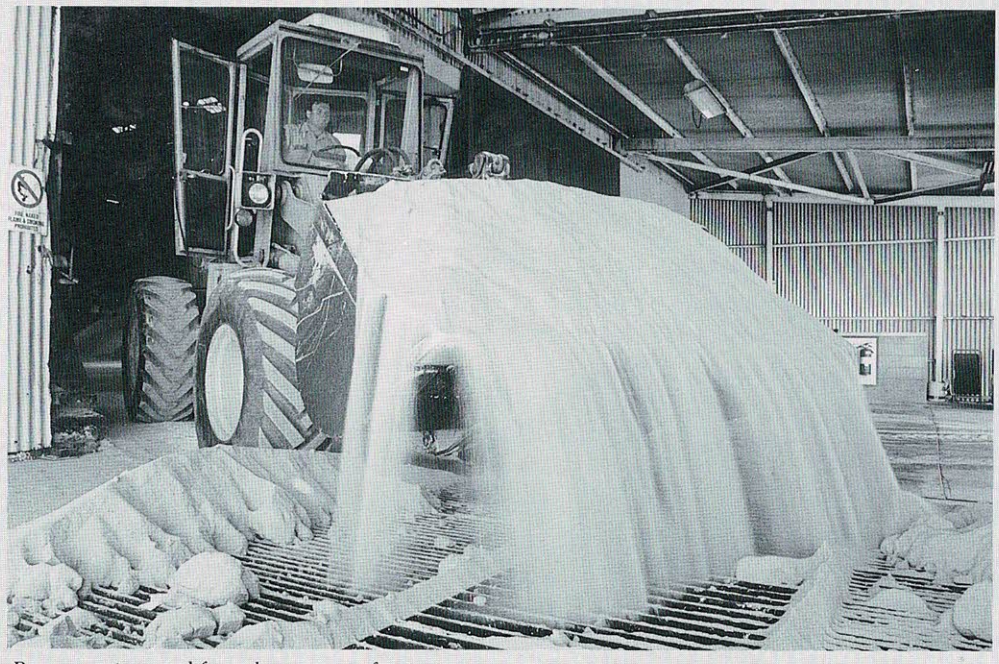
Peter Andrew checks a flame detector.



Chief Engineer Bruce Lamb and Peter Andrew diagnose a firing problem.

RAW SUGAR CUT IN

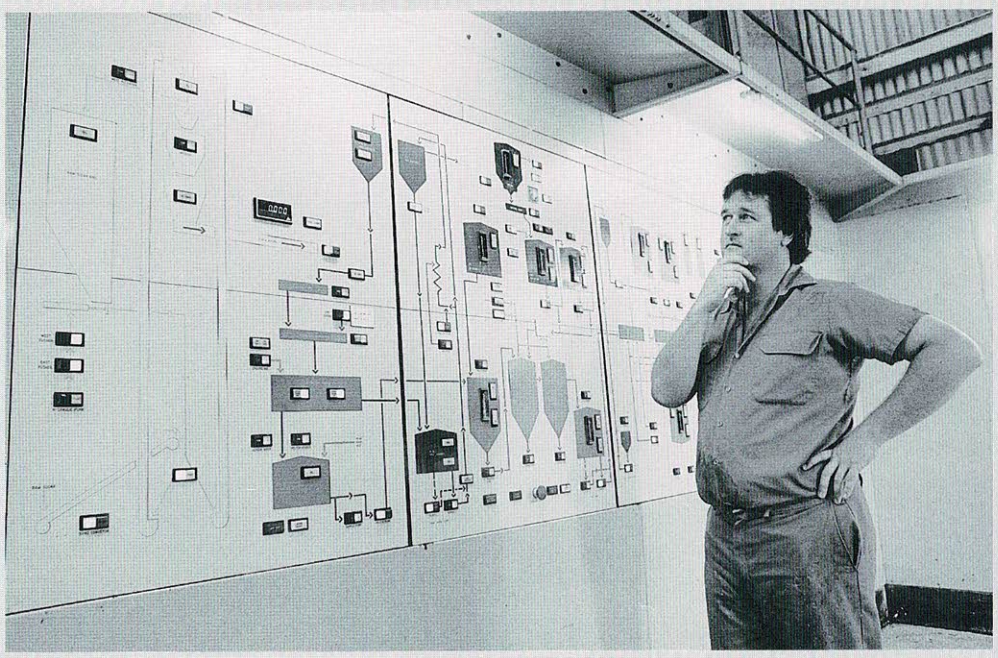
Kingsley "Kingo" Preece with his front end loader in the raw store.



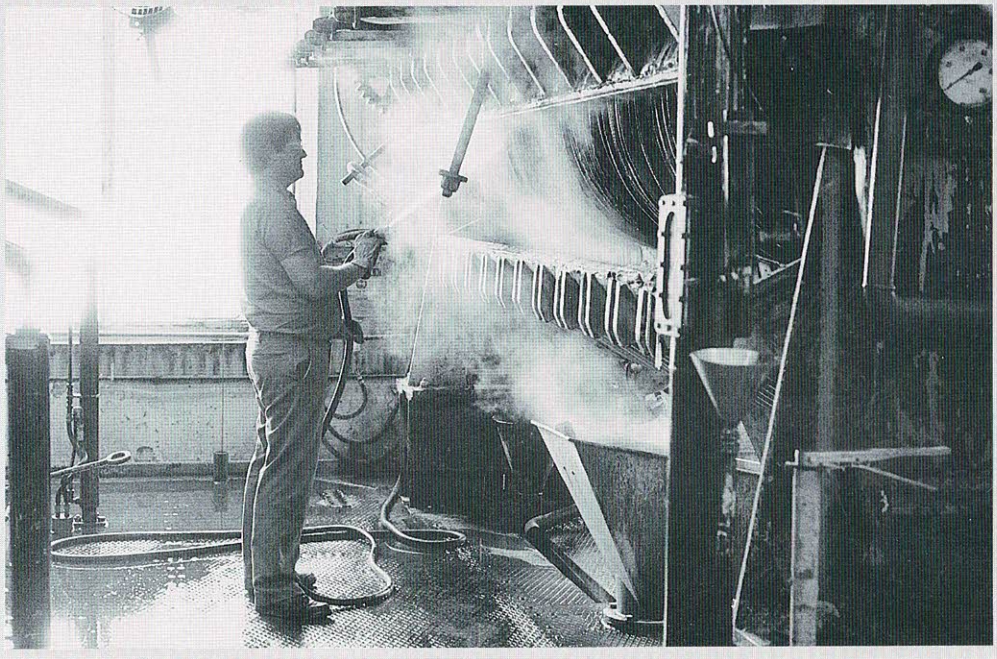
Raw sugar is moved from the raw store for cut in.

MELT HOUSE

Affination - carbonatation and filtration.

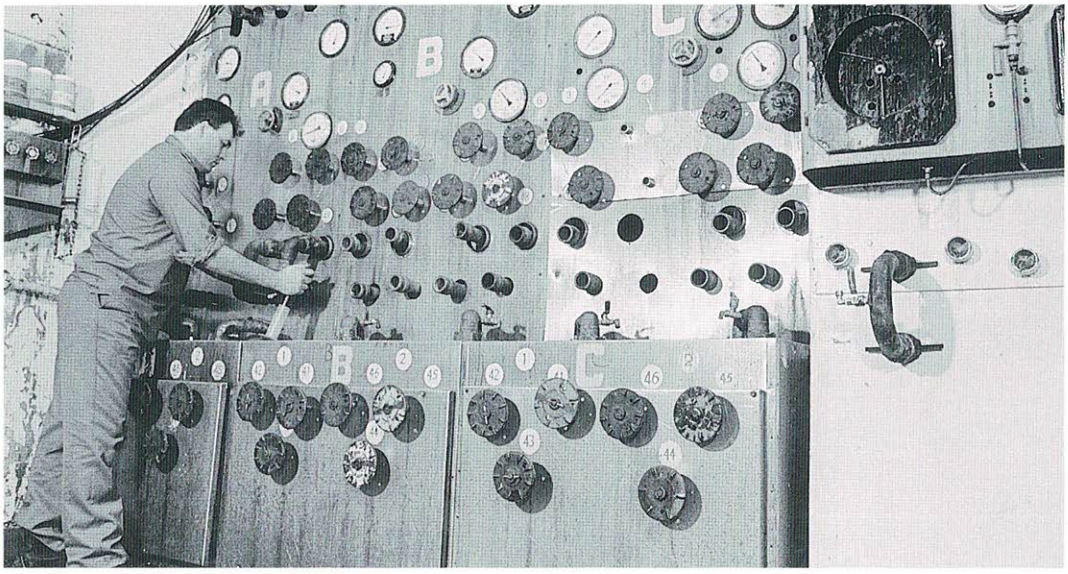


"Big Steve" Morrison monitors the flow control panel.



Cleaning the filters.

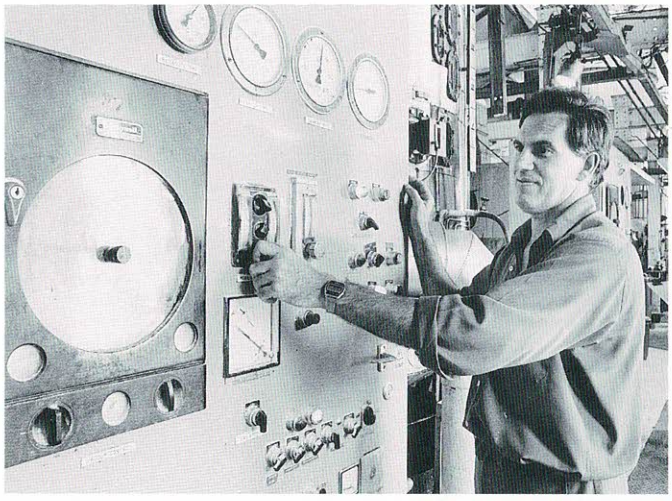
RESIN DECOLORISATION



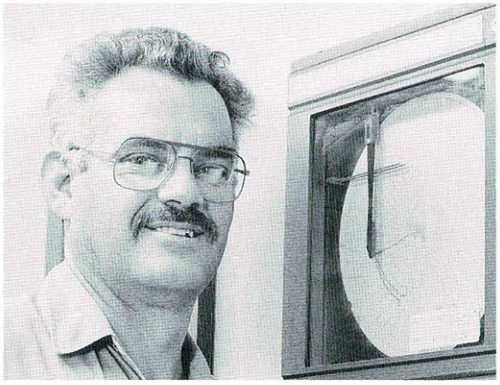
Duncan "Have a Chat" McLeod operates the resin control panel.

SUGAR BOILING

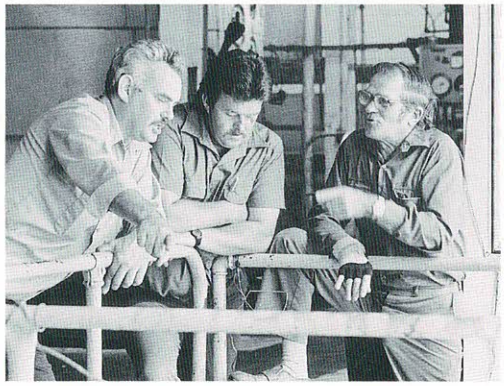
The sugar boiling process was one which required exceptional skills.



John "The Scotsman" McMenamin adjusts a pan control.

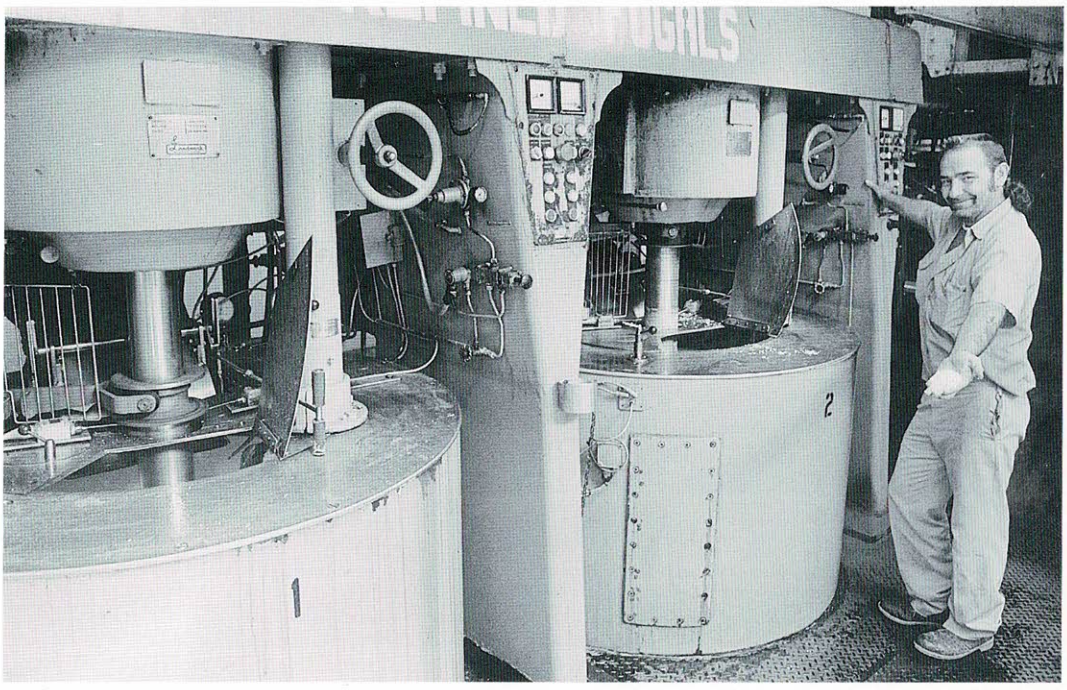


Shift supervisor Graham "Jonesy" Jones at the control panel.

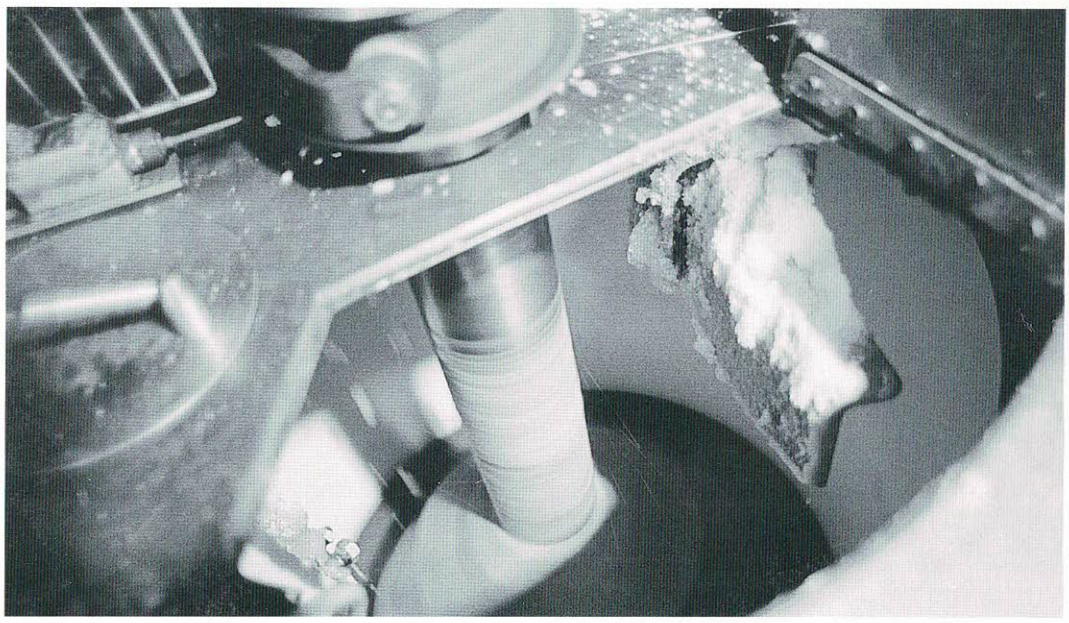


Graham Jones discusses a problem with Warren "Hungry Jack" May and John Campbell.

REFINED FUGALLING AND DRYING



Greg Jorgenson shows off a sample of white sugar.



Inside a fugal basket.