

IAN JOSEPH LEE

Also known as 'Dick' at Tech school, then 'Tack', and during my earthmoving days 'Lofty'.

Mum and Dad on their wedding day
September 23 1933.
Mary Elizabeth Davis married
Ian Alton Lee at The Presbyterian
Church, Castlemaine.



Ian Joseph Lee

Born the first child of Ian Alton and Mary Elizabeth (Davis) LEE on the 10th January 1935 at Castlemaine and lived my first 6 years at Greengully Road, Glenluce on the family's small farm.
My second name is in memory of my mother's brother Joseph Michael Davis killed in a motorcycle accident aged 27 years, (29 Nov 1927)

Ian Joseph Lee aged 5 months



In the 1930's it would have been frowned upon not to have your children Baptised.

It's interesting that mine was at Porcupine Ridge, I presume because it was the closest church as we had to travel by horse and jinker.


This big event in my life had little bearing on my religious life. When we moved to McGrath Street I did attend the Methodist Sunday School at Wesley Hill. This meant missing the weekend trip to the farm.

Then one day the lay preacher, a local builder named Mr Laby made a negative comment about Catholics, which I relayed to my father and he became quite angry.

The next week I followed up with another story, which was all of my own making, which I passed onto my father, he said they should keep to their own religion. I never had to go to Sunday School again!!!

Under pressure from my girlfriend and my mother I did reluctantly get married in the church.

Our children were never baptised as I cannot see that we had the right to make them prodigals or mick dogs or followers of Allah or whatever, I believe it is their own choice.

Presbyterian Church  **of Australia. . . .**

BAPTISMAL CERTIFICATE.

Congregation of Porcupine Ridge

This is to Certify *that I have this day baptised*

Van Joseph Lee


* son of Van O. Lee

and (Maiden Name) Mary C. Harris

Declared to have been born at Castlemaine

On 10th Jan 1933

Dated 14th April 1955


Minister of the Presbyterian Church.

On 22nd February 1936 the passing of my grandmother (Davis) aged 63.

My grandmother, formerly Mary Louisa Barassi born 11 August 1872.

Before her marriage she lived at Shicer Gully in the next valley from Tarilta where she spent the rest of her life.

She would have had a hard life on the farm looking after 8 children and milking cows.

She arose at 5am to help harness the horse teams and there is little record of her ever travelling far from the area

(The photo I understand is taken before her marriage)



I.J. "Tarilta" 21/02/1936



I.J. "Tarilta" 1936



I.J with Proud Mum, 29 December 1936



I.J. at 2 years in my very best Sunday outfit at "Tarilta". Opposite Davis home

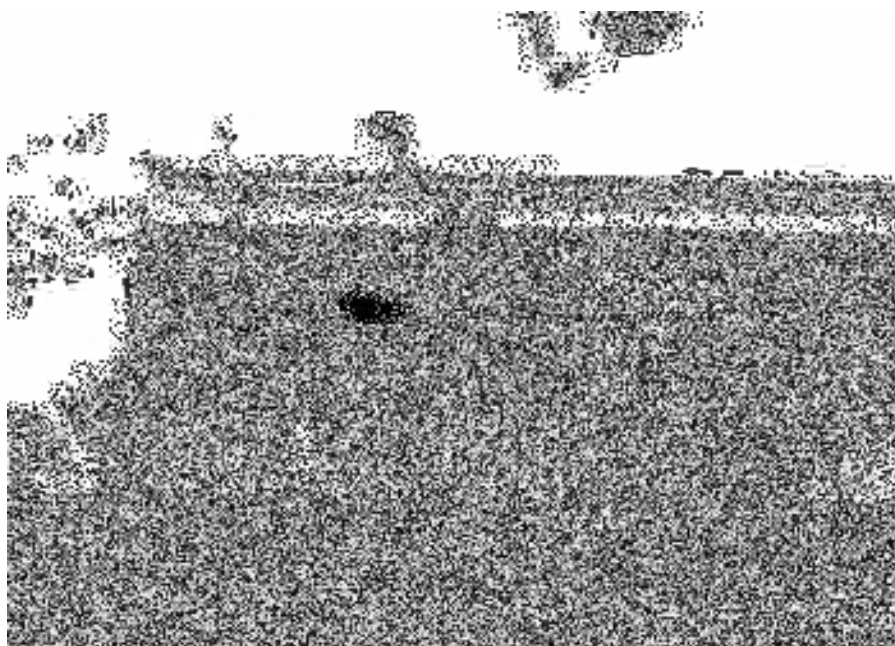


The first event of my life I can remember was a trip to Melbourne for a new 1938 Hillman car. I was fascinated with an ashtray on the salesman's desk, it was a Goodyear tyre with a brass centre, this was the first piece for my collection, and I still have it today.



1938 On 29 May Noel Vernon my brother "The Flea" is born

The passing of my grandfather (George Davis) aged 75. Born 9 November 1864 to 21 April 1939, I do not remember a lot about him except that he wore a bluey type of coat and he gave me a peppermint lolly that I did not like. He, like my other grandfather had travelled a lot more than most. He worked in Melbourne as a barman while living with relations. After his marriage at 38 years of age he worked with horse teams carting timber to the mines at Fryerstown and also road making. We know he worked at Kooweerup, Quambatook, and Manangatang building channels. He must have been away from home a lot.



The farm house at Glenluce where I spent my first 6 years. Note the shower hanging from the verandah roof. One bucket and go like hell, no problem with the neighbours, they are 3 kms away.

World War 11 started in 1939 and overnight employment went from no work to work everywhere. Many young men and women joined the services to get to their first job and also for the adventure. As the war got into full swing thousands of women were trained to work in machine shops and as drivers. Others were in the land army to help keep the food chain at maximum production.

This was a big change in women's lives and after the war many continued in the work force allowing women to eventually gain equal rights.

1941

The family moved from the farm to Lemon Street, Campbells Creek to a rented house.

My father had started work at Thompson's foundry as part of the war effort. With petrol rationing it was not possible to travel daily from the farm, also the roads were in poor condition.

This move also allowed me to start school at Campbells Creek. The plan had been for me to ride a pony to Glenlyon, 10 kilometres away from the farm, this involved crossing the Loddon River, which often flooded in winter. I can remember travelling to buy the pony which a much older boy put through it's paces, when we got home the pony soon realised I was never going to be a great cowboy and the last straw was when it bucked me off into the creek, so that was the end of my horse riding days. I have never liked horses since. However I bought a number of horses for our daughter Susan and also a horse float and carted them all over the place, but I never got too close to them.



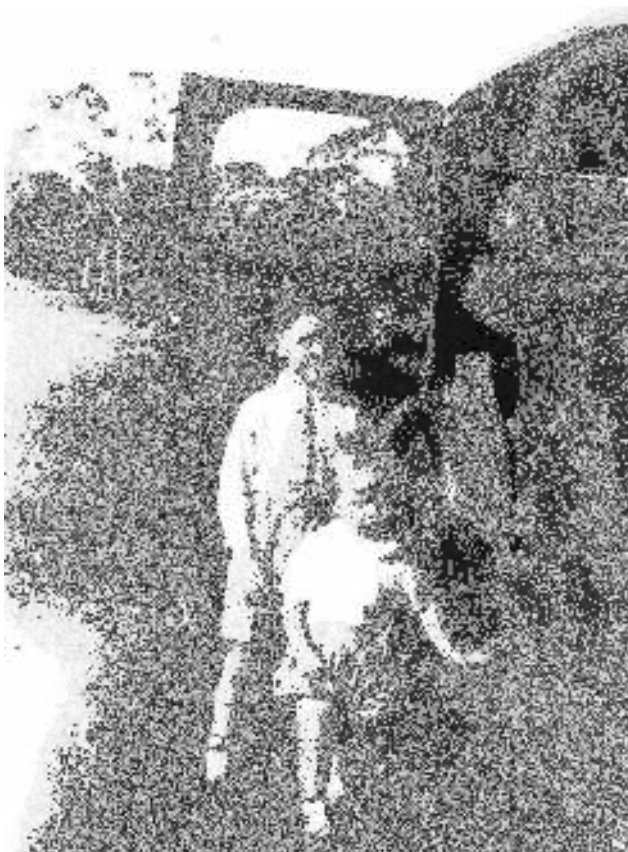
I.J. THE RELUCTANT COWBOY & NEW PONY

On my way to school I used to pass the big bucket dredge working at Campbells Creek, I was fascinated with its workings, it stopped production in 1942.

There was a working bee at school where an air raid shelter was built in the schoolyard, I can remember the head teacher a Mr Gabriel yelling out for air raid drill. That was a better fun part of school life.



Photo of house in Lemon St, Campbells Creek, taken from Princess Street in late 2003. There were fewer trees at the rear of the house when we lived there. There was a big palm tree at the front. It was quite a basic house but did have a tin bath in the wash house, an improvement on our old house.

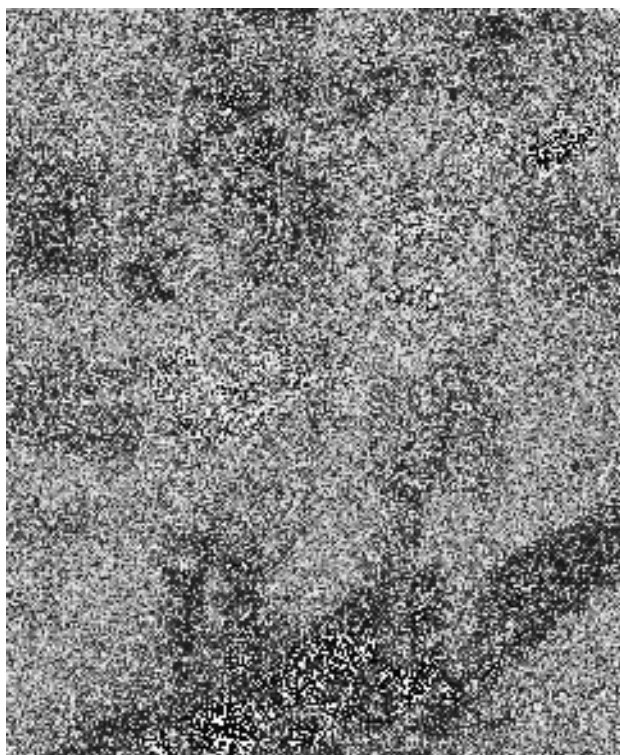


I.J with brother Noel – probably 1940



Campbells Creek School, my first school. Photo taken 2004. Very little has changed since my school days.

And later



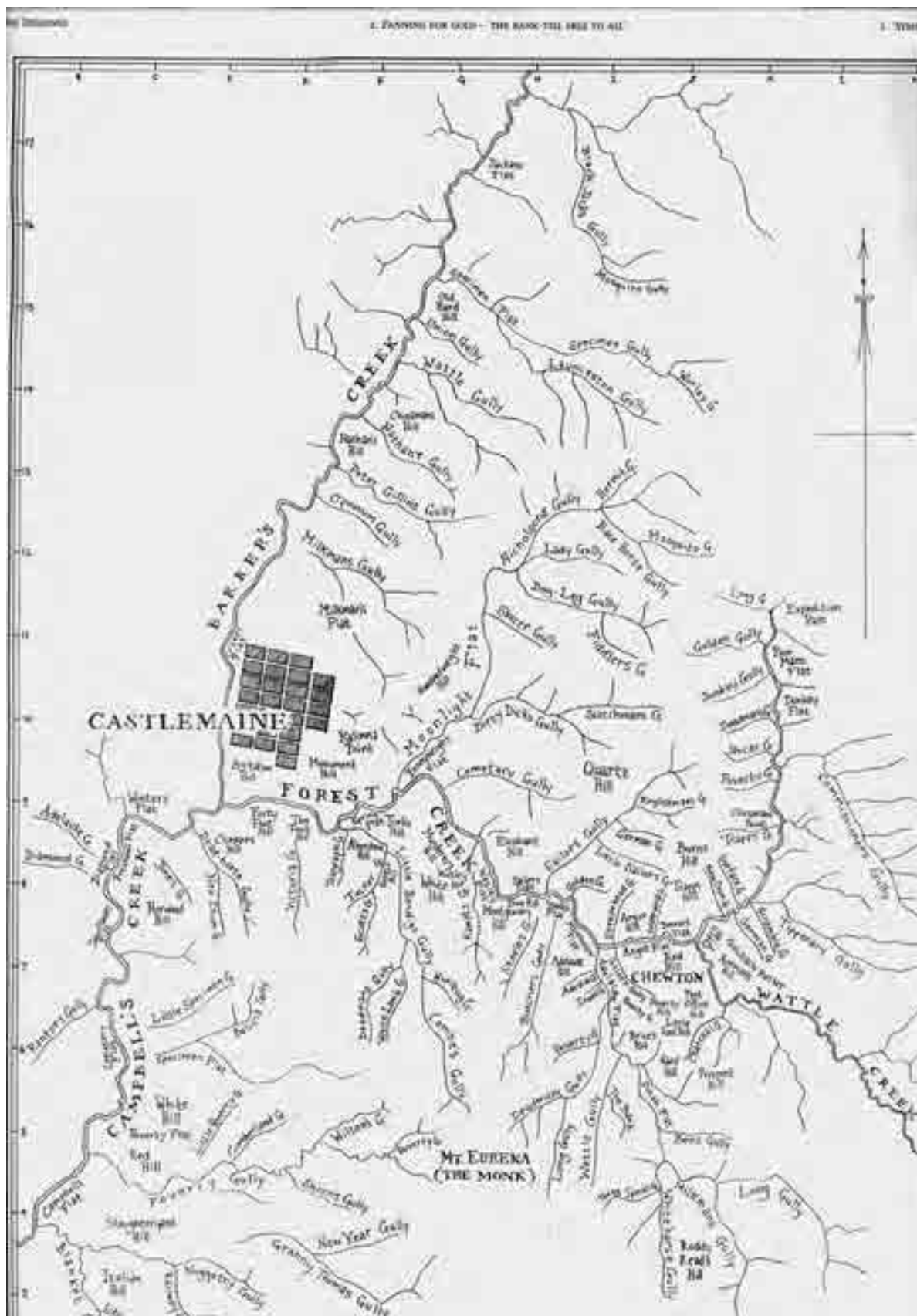
On the farm the family went shopping at best once a week, Friday was the big shopping day in Castlemaine for farmers. The area behind the market was full of horses and jinkers and some buggies. There was a person employed full time to clean up the tell tale spots.

Copy of early mining map.

Up until the late 1950's all these names of areas were common, eg: our house in Greenhill Avenue was referred to as Ten Foot Hill, see map section 9E.

As a boy I rode my bike over the Monk (5H).

Few people today would refer to these areas as was done in the 1950's.



My first ever ride in a truck was in Tom Taylor's Diamond T up to the bush where dad was cutting wood for them. It was the bush paddock opposite the house. This would be the start of my love affair with trucks especially the Diamond T.



Goodie Fowler our nearest neighbour at the farm at Glenluce with his International K5 truck and dog trailer, which to me as a boy was a very impressive rig.



We moved from Campbells Creek to 38 McGrath Street, Castlemaine to a modern, as new house with electricity and a bathroom inside with a chip hot water heater. However the toilet was a pan type service and was well down the back yard, the paper was newspaper cut into four pieces and hanging up on a nail, and every interesting story to be read was only half there.

I started school at Castlemaine South, each day I walked the 1 1/2 miles (2.4 Kms) regardless of the weather.

At weekends we went out to the farm to keep it operative, also to check the sheep and horses and most times stayed over night.



South Castlemaine Primary School.

My second school.
Photos taken 2004,
however the building has
changed little since.

The house at McGrath Street was probably about 3 years old and considered quite modern at the time. It was just a bare block and Mum changed it into a showpiece garden with large amounts of flowers and with a large veggie garden at the rear. Not one piece of grass ever got out of hand.

I can clearly remember Tom Taylor travelling up the hill past our place on a horse and wood dray and he remarked on how good the garden looked, mum made some modest remark and Tom Taylor said "You are not skiting missus if you can do it", and I often remember these words



In Castlemaine life was a lot easier for my mother, we had tradesmen who called at each house to take grocery orders and delivered the goods the following day, the baker and the milkman called 6 days a week, the butcher 2 times a week and the greengrocer once a week. Most tradespeople used a horse and cart. The postman who rode a push bike delivered mail twice per day and once on Saturday.

George Lipp the greengrocer used to have a big four wheel horse drawn wagon and his market garden was at the top of our street. There was also a Chinese market garden in Happy Valley, just over Zeal Bridge. One chaps name was Louie. I can remember as kids sneaking up to their hut one evening and peeping through the window, they were sitting around the table talking in their native language, we then ran like hell. Most of these Chinese went back to their native China on their retirement and very few of them ever married because there were very few Chinese women here.

In all the area we lived in there would have been maybe 1 or 2 houses with the telephone connected, so the mail was the only form of communication and it was common to write to people within the town. For extremely important messages like the passing of a family member or a friend, you went to the post office and sent a telegram. It would then be hand delivered. Anyone who had family members fighting in the war would panic if the telegram boy stopped at their house. Telegrams were generally bad news. On Sundays often the police would call with very urgent messages, as they did at the passing of my cousin, Trevor Davis.

The war period 1939-45. During the war years there were few luxuries, food, clothing and fuel were rationed. Each family was given Ration tickets until 1949.



Only the basic products were available with often no stocks and long waiting lists. My mother had a cow and chooks and a very good vegie garden, so we always had vegetables, milk, cream, butter and eggs. This allowed extra tickets for other food items. We always had good warm clothes and footwear and we were considered well off compared to other families in the street. Because of the severe petrol rationing most people who owned cars could not use them, and very few could afford them anyway. People walked or rode push bikes or horses.

The only cars on the road in numbers were taxis and trucks and vehicles working for the war effort, most had gas producers instead of using petrol. Gas was made from burning charcoal in a firebox of about 150 litres in size and the engine ran on the gas it gave off. The charcoal was made mostly from red gum timber.

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1943 On January 8th the passing of my grandfather, William Valentine Lee, aged 80 years. Born February 14, 1863, married May 13, 1903. He travelled a lot more than most, which was unusual for that time, he worked in WA, NSW and New Zealand, however, he had spent most of his life in Willaura Victoria.

He moved to York Street, South Melbourne after leaving the farm at Glenluce and I did not have a lot to do with him as travel was very restricted during the War years. Due to poor health dad bought him to Castlemaine not long before he passed away.



The misunderstanding of religion was a big thing, and we did not mix with Catholics and they did not mix with Protestants, we threw stones at the “mick” kids, they were “different from us”. Thankfully this has changed over the years. Even as adults, mixed religion relationships were frowned upon, the same with jobs, a ‘prody’ boss would never employ a ‘mick’ and a ‘mick’ would never employ a ‘prody’.

The Catholic girls would be teased by yelling “Catholic dogs sit on logs and eat the maggots out of frogs”.

When I grew up, the “Mick” girls suddenly looked very different, however most never mixed with the “prodys”.

My childhood days were carefree and quite basic. Mum never seemed to worry about where we were. Sometimes we would be away all day exploring, I suppose she knew we would always appear at tea time. Looking back, with this freedom we learnt to fend for ourselves and this helped us later to make the best out of our life

Evenings we would all sit around the radio and listen to the serials, one I remember clearly was “Hagans Circus”, the show of shows.

We learnt to swim in the old mining slump dams, they were not very deep and the water was quite thick with red mud. We spent a lot of time catching yabbies, with meat on a string for bait, the larger ones we would keep to take home for eating.

Mum used to keep potatoes in a big bag and we would take them over to the mine diggings and throw them in a fire for a snack, they seemed better than the ones at home.

On a really hot day we would go swimming in Bert Lesters's dam at Norward Hill, it was a mine storage dam converted to a swimming pool, the edges were asphalted to stop the mud mixing with the water. It was filled from the water race.

The only proper swimming pool was at North Castlemaine. Bert Lester's was still in use in 1958 as I remember taking a young lady for a night time dip, we however were not fully prepared but we made do with what we had, it seemed a lot better that way.

When we were kids we used to peek through the cracks in the ladies change room, we never saw all that much, then one day we got sprung in the act and another kick up the butt.

Another game was with an old purse, we would place it on the road with a piece of string attached, we would then wait for a car to come along and as there were few cars on the highway there would always be a long wait, when the driver got out to pick up the purse it had disappeared back into our hideout in a hole under the bushes, the driver would get back into his car wondering?

One day we tricked a number of cars, it seemed great fun, then a car stopped and out got Hagg, the policeman from Chewton, the old purse trick wasn't new to him and he started looking under the bushes, we made a break for the hills, like rabbits from a burrow, there was only one exit and I copped a boot up the butt, it seemed to lift me off the ground, I never did the purse trick again.

We used to do a lot of exploring into disused mine shafts and tunnels, I made up some lights from vegemite jars by cutting a slit in the tin lid and fitting a light wick into kero or distillate which would burn, one day we went into a short mine that opened into a large cavern, we were sitting there making cigarettes using stringy bark for tobacco, the young brother started complaining he felt sick and was told he was a weak bastard, when we got outside we all felt a bit drowsy, I can now only assume we were gassing ourselves with the burning diesel fumes or the home made tobacco or both.

Another big event was bonfire night, we would work for weeks building a bonfire around a small tree as the centre pole, we would drag old tyres from the tip and cut scrub, one year I spent all day cutting down a peppercorn tree with a tomahawk in front of Franklins house.

When Geoff Franklin came home on his horse and dray, he was not impressed with my handy work, on his first yell I was off home to miss his big hob nail boot.

The kids up Duke Street set fire to our bonfire the night before we were due to celebrate bonfire night, and all our work went up in smoke. Theirs somehow caught fire later that evening, what a mystery, only one person had the answer.

Dad took us down to a big bonfire in the town, I think it may have been run by Apex.

One other bonfire night we were able to get some fireworks, my brother lit his sky rocket which was standing in a bottle, it was slow to go off so he bent his head over to see what the problem was, it fired hitting him between the eyes.

Christmas dinner was a big affair each year during the war, the women would save up food ration coupons for months before the big event and big discussions about the planning went on up until the day as to who would bring what. The Christmas pudding always had threepences and sixpences in it and us kids always fronted up for seconds to see who could get an extra coin or two, sixpence in those days was a lot of money. If anyone missed out on a coin in their first helping their mother would always sneak a coin in the second time around to make sure nobody missed out. This is one of the reasons I see Christmas as a big family affair and hope my family continue this tradition. We generally shared Christmas with the George Davis family, this continued until the mid 1950's.

Through the war we always seemed to get at least one toy which mum managed to scrape up from somewhere, one Christmas I got a Meccano set and made all sorts of different models and that was the start of my building career. Most children in the street got socks or handkerchiefs.

Life with little radio, and no TV or any other gadgets never seemed to be a problem. We shot thousands of Japs and Germans with home made wooden rifles, we ran around the bush and the mine diggings with the other kids and sometimes with as many or more dogs.

The moment we arrived home from school we changed our clothes and went out into the street to play marbles or kick an old ball about, we also had shanghais made from an old motor tube, we also made nail guns out of wood with tyre tube to throw a bent nail. There was not a loose nail in a fence for miles. Somehow no one ever got severely hurt. We also threw stones at anything that moved, we made bows and arrows and went rabbiting with dogs and ferrets.

1945 At the news that the war was over, school closed in the middle of the day and we marched home cheering at its end. Mum had tied two small Australian flags to our front gate and everybody was out in the street. As the Servicemen and women returned there were big welcome home events. In the years following the war the midwives were in big demand, hence the term 'baby boomers'.

There were big shortages of everything and it continued until the 1950's with up to 6 years wait for some very popular cars and trucks, also building materials. However most things were available on the black market.

New American and the new Australian built Holden cars and trucks could be purchased if you had 25% above the new value, British cars and trucks were generally readily available, but most were not suitable for the Australian conditions and a person with a new American car was considered extremely lucky or wealthy or both.

One year mum bought dad a new invention called a ball point pen, it was quite expensive and was kept in a box for special writing jobs.

On August 15 1946 I became a member of the Boy Scouts, this was a good walk from where we lived. I believe an accident with a large ball hitting the front panel of the piano at the Scout Hall did not go down well with the Scout Master Bert Heather, and I never went a lot after that.

One of the tricks on the way home would be to rattle the door knocker at the Globe House, then run and hide in the gutter next to the South School. Before dad passed on he remarked that Bert Heather said I was a good learner and thinker, I can only assume he never saw my school report.



Note the British Flag. At all public events we sang "God Save the King", at school assembly in the yard, the flag was raised and all sang the National Anthem. (us kids used to mumble "Feed him on bread and fat and make him live in an old bush shack"). This rhymed with the song.

1946 -5th February
 I started school at
 Chewton
 State School.
 Because of my
 poor marks the
 previous year I had
 to do 4th year
 twice. At this new
 school it was a 2
 mile walk each
 day, later I was
 given my dad's
 pushbike to make
 the trip easier.

Photo taken 2004, little has changed



In 1946 Mum and Dad went on a Pioneer bus trip to Sydney, our Auntie Sal looked after us Billy Lids.

This was a great adventure for them because earlier in their lives a holiday was to stay with friends or relations, they later did a bus trip to Adelaide with Pioneer.

1946 or 47 A big event at school was the Mothers Club; they had raised enough money to buy the school a small mantle radio. This was the only teaching aid in the whole school. There were now lots of educational programs on the radio. We also learnt that year about the Melbourne Cup and the only horse I can ever remember winning a Melbourne Cup was Russia, which was that year.

Castlemaine Show Day was also a big event, I dressed up in my best Sunday suit.
 I was 14 before I got my first pair of long pants. They were an old pair of my fathers, the length was OK but over sized at the waist.
 However I was so proud to be in long pants and certainly felt 10 years older. After some repairs to my bike my next big purchase after starting work in 1949 was a set of tailor made long pants. They were the latest thing with 3 buttons on the waist flaps, and flaps on the pockets, and after a couple of fittings, I rode home with my own long pants
 (A really big event).

1946 16th December I finished school at Chewton.

1947 I started school at Castlemaine Junior Tech.

Mum had kept chooks during the war, just enough for our own use generally. She said if I needed pocket money I could take over the chooks and earn it. Dad helped me enlarge the pens. Each morning and evening I had to feed and water the chooks, gather and wash and pack the eggs ready for the egg board truck to pick up.



Mother had a saying, that money doesn't grow on trees and we all have to earn our own. Each fortnight I picked up my egg cheque and it was all mine, however I had to pay for feed and day old chickens to increase my flock, this also meant keeping the oil light alight to warm the incubator as an extra job. This was my first lesson in business and I saved up enough money to buy 3 speed Sturdy Archer gears for my pushbike.

Then the next big save for a Lithgow 22 cal Repeater Rifle, I paid a little each fortnight at Cowlings Hardware Store, finally I made its cost, and I believe 15 pounds 15 shillings. The old bugger would not trust me for one packet of bullets so I had to wait another week to shoot it. (I still have the rifle today). It was about this time I began to figure out that the rooster was not fighting the hens when he jumped on their back.

With my new rifle I used to go shooting a lot at Fryerstown, riding my bike up over the Monk, through the bush and also in the diggings at the back of our house a lot.

1949 I finished school mid year. My strengths were not in the important subjects and although I came 5th in a class of say 25 in the mid year exams with top marks in all subjects except Arithmetic, English and Science.

The lack of knowledge in these subjects was my short fall. For the rest of my life the most simple of things in these areas I was never able to get on top of, and an embarrassment to the end of my days.

However on my retirement I had achieved goals beyond my earliest dreams and I no longer needed to conceal my lack of knowledge in those three most important subjects. (Over the years I have been fortunate to have people to help translate my dribble into readable information). I do believe that with the will and perseverance you will survive, its important to be able to choose the best people to help the cause, and I have in general terms succeeded in that area.

Many well educated people are negative about their thinking, lacking courage and foresight. I remember a chap who used to help with my book keeping after I started my own business, once after I had purchased a new back hoe and having a lot of other commitments, he said, "Only a fool like you could get away with all these over-commitments, you have no budget, no idea how you can keep up all the payments", he never considered that the will to survive exceeded all his book crap, he did however make me realise I needed someone like him on the team to succeed.

Paul Martin BE, a man I worked with for more than 20 years at Tylden Equipment, cut a little section out of an airline booklet in 1992 which I have had hanging on the wall for many years.

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Talent will not; nothing is more common than unsuccessful men and women with talent.

Genius will not; unrewarded genius is almost a proverb.

Education will not; the world is full of educated derelicts.

Persistence and determination alone are omnipotent"

The goal for the hardest workers must be the spirit of pride, effort and achievement.

My working life started aged 14 ½ in the fibre plaster trade with Dave Roberts, near the creek in Gallton Street.

My wage was two pounds nine shillings, with ninepence tax deducted each week. When I applied for the job he asked me to write down my name and address, I did not write down my middle name (Joseph) because I could not spell it. He asked for my middle name, to which I replied I do not have one. That was the start of a life concealing my lack of spelling skills.

The first day was mixing plaster by hand and spreading it on tables in buckets. At knock off time I was bugged and suddenly school did not seem so bad, I pretended to adjust my bike until everybody had left then I rested before heading home. Each day I struggled to keep up. After 3 weeks of running and being yelled at all the time I gave notice and left the following Monday. I then started in a plaster factory on the corner of Dick and Farran Street, at Wesley Hill with Dud Dromey, he treated me a lot better and paid 3 pounds per week.

Keith (Nigger) White,
I.J.(Dick)
& Les Considine
By this time I also had a
tailor made suit.
The photo was taken at
Chewton football, we were
all keen Chewton
Tiger Supporters.
Note the ties, no lad went
out without a tie.



Page 52 - THE WEEKLY TRAVELER - March 23, 1955

Sport was not to be my favourite past time, my mother a keen sports woman had bought me cricket bats, footballs and tennis racquets. I suppose my logic could see little value in running your guts out for no reward. I liked more practical hobbies.

1950 I left the plaster industry and started as a plumber with Rolly Nesbit, Barker Street for 3 Pounds 10 shillings per week, most of the work was laying sewerage and water mains and involved lots of pick and shovel work.

After 6 months at plumbing they sent me out on my own to dig and lay new water and sewerage pipes across the road, later I worked on houses in the Housing Commission estate at Norwood Hill in Castlemaine with the help of 2 labourers, I did 42 sewerage connections on my own, the boss rarely came near the job.

The town sewerage engineer was a chap called Scott and not well liked. He however went out of his way to be nice to me, he felt it unjustified that I was doing all the work of a tradesman for a lads pay. His real gripe would have been that my boss was charging the sewerage authority full tradesman's rates for my work.

One day when there was a problem with levels he asked me would I like some work after hours and of course I volunteered with, "Yes Mr Scott". Later I found out the job was cleaning out night pans which were used for sewerage collected from the toilet outhouses, first cleaning with Phenile then a liberal coat of black tar to make it worse. They were all at the site where they tipped the sewerage into

ground pits. The job was on peace rates after work, I rode my bike up past the bacon factory to where the dump was each night after work.

This was my first contractual job. Mum never seemed pleased when I got home; I am not sure whether it was because I was late for tea or the smell and the tar on my clothes or both. The sewerage authority cheque was spotless at the end of the job.

One Friday night after I knocked off I had to ride my bike up to North Castlemaine to get my pay. As usual I was short on the paperwork (job cards), one pay night the boss accused me of lying, he claimed I had put 2 weeks time cards in at once, which was not true, his desk was such a mess he had covered up the weeks before job card. He would not take my word so I finished up.

The Apprenticeship Commission of Victoria cancelled my Indentures on October 24, 1954. The reasons given by the Apprenticeship Board was "Unsuited to the Trade", the cancellation copy is very faded and will not reproduce. The unsuitable bit may have been the fact I had left or that I could not do all the correspondence theory work, although I passed the Practical side at night school.

Late 1952 I purchased my first car...a Dodge 6 Roadstar, I believe it was a 1932 model. I purchased it from a Mr Jones near Blackjack Rd, Harcourt for 110 pounds. The vehicle was in very good condition, the purchase was eight weeks before my 18th birthday. My driving was confined to roads near the brick kiln, near what is now the new Castlemaine Jail, it was Christmas 1952. I did go out to Fryerstown shooting a few times. (Photo taken many years after I sold it). When I had the car it was in near perfect condition and with the original number plates.



After a few months I decided to sell the Dodge and get a more modern vehicle and approached a local secondhand dealer, Joe Cappy who had started a shop in Scott's old bus depot in Forest St.

A few days later, Bob Holden from Elphinstone purchased the Dodge car for 120 pounds.

Joe Cappy on hearing about the sale demanded a 10 pound commission as he had told Bob Holden the car was for sale. When I refused him his 10 quid he said I was a lad with a poor business sense. There have been times I have wondered that too.

12 January 1953 I received my Drivers Licence No 09896587 at the Castlemaine Police Station, the Officer (Timmins) lived opposite our house. When I asked for a licence he pretended to look shocked and said, "You have been driving around for years".

By this time I had an Austin A 40 ute, I had saved most of its cost and my father helped with the rest. Its Registration Number OJ 189, I purchased it from George McMeeken (the Rootes Dealer in Lyttleton St Castlemaine) for 550 pounds. Mr Harry McQueen who had a butcher's shop next to the picture theatre had previously owned it.

The A40 ute's front end and engine performance was only fair, and it did not give very good service.

At 20,000 miles its condition was quite sad, a group of us lads when going on a fishing trip up to the Murray River had to use first gear going up Big Hill and also had to buy oil at Eaglehawk, Mick Hunt of Hunt and Lobb, the local Austin dealer suggested I buy a new vehicle.

Photo taken after I had sold the A40 ute, it was dark blue with black mudguards. The rear mudguards were removable and covered a large part of the tyre. On another trip to the Murray River we called in to see some people on a dairy farm and the road was very muddy, as we went along the vehicle lost power until it would not even travel on flat ground in low gear. Later we found out the wet mud had built up in the rear mudguards and the heap on pommy muck did not have the power to drive it.

It did not have a canopy when I owned it.

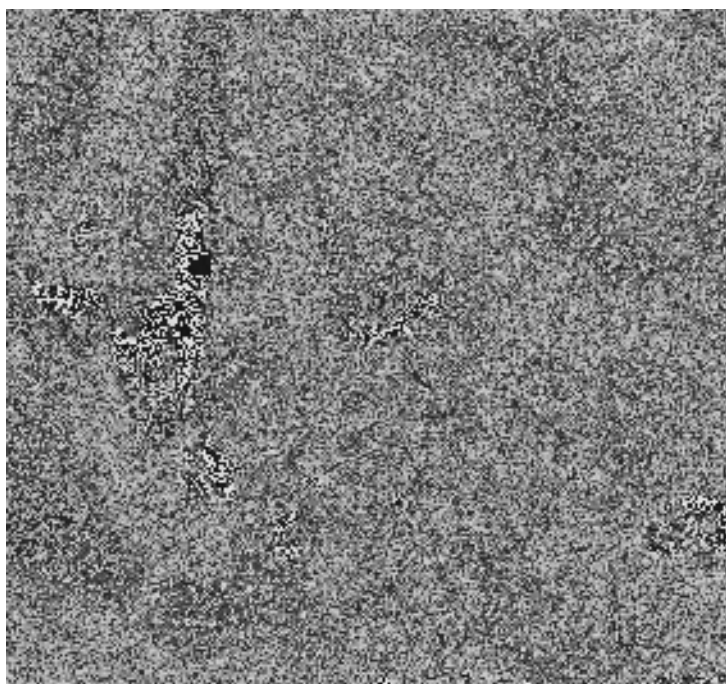


While I had this ute I was working at the housing commission estate doing new sewerage connections to each house. Most of the houses were 12 months old and the waste water was piped out into the street gutter and for some reason it had to be pulled up. So each night I carefully pulled up these pipes and in the back yard removed the cement from the joints and cleaned them with acid. I had the local sewerage inspector check them and although they had been sold second grade pipes he passed 90% as sewerage grade. As there was a big shortage of building materials I was able to sell them for new price (this must have been my first tart up for a sale job).

1954 I traded the old A40 in on the new Austin A40 ute, registered number GDY 529, with the Australian built body, new cost 912 pounds. It even had column gear change, which was most modern at that time, (it was mid 1954), and my father helped me with half the money. I was so proud of this new ute, it was a nice green, I even went down to Melbourne to drive it back, and did not exceed 20mph., for the first 500 miles and then 35mph for the next 500 miles. When the 1000 miles was close I went on a trip and when the speedo showed 1000 miles I stopped on the side of the road and changed the oil, I then travelled at 50mph from then on. All my great efforts were in vain, because at 20,000 miles it was like the previous Austin, the engine and the front end were very sad.

On the 24 September 1954 I left my apprenticeship as a plumber.

I had for a number of years been friendly with a chap, Dick Crimeen of North Castlemaine, with his influence I gained my confidence in the wide world, he called me Long Tack, which later became Tacker.



On leaving the plumbing job I went to Leeton NSW with Dick to finish off a house for two of his batchelor relations who were on an orange orchard.

They got fresh bread each day, breakfast was always eggs on toast as they had their own chooks. Dinner was eggs, bread and one piece of fish, or bread and jam, no butter. The only drink was water or black tea.

Tea was bread and fish, one day each week they went into Leeton and purchased a big box of cooked fish, this was heated up in the frypan as required, dessert was go out into the orchard and get an orange.

One day I had a bit of a winge about the food and was told "You young fellas, you never seem to know when you are well off".

After we finished the building on the orange orchard for reasons I have long forgotten, Dick and I travelled up to Wilcania on all dirt tracks, including travelling through a grass hopper plague which seemed to reduce the light they were so thick.

On arrival we had a few beers then travelled a bit out of town and camped on the river bank waking up next morning in the centre of an aboriginal camp. I'm not sure who was the most surprised, but rest assured we made a hasty retreat.

We went up river to a station called "Wilga" and did some work for a family named Plant, we also shot a large number of kangaroos, then home to Castlemaine.

I came home and excavated the front garden for mum, I also painted the tile roof with clear paint to try and stop the cement tiles from losing colour.

After two weeks I went working for the Country Roads Board as a junior jack hammer operator, building a new road up at Mount Alexander starting at the Koala Park near Castlemaine for access to the new telephone towers.

On the job there was a FDE Oliver bulldozer and the operator, Jim Walsh, let me play with it during his lunch hour and I gained a little experience on its operation.

I.J. and cousin Carl Davis outside our home in Saint St, with the new A40 ute.

Note: the bug deflector and headlight guards, a must for a lad in those days.

On the back was an exhaust fume detector with a Diamond shape in the centre.

I had also fitted a radio, which cost 25 pounds, My father was not pleased with the purchase of the radio as he thought it a waste of money.



January 55 they reopened the Cairn Curran Reservoir project and I applied for a job, telling them I was a truck driver and dozer operator (of which I had had little experience at either) and started by driving a L190 International water truck on the main bank. This put me in poor repute with many of the experienced truck drivers from Castlemaine as they only got jobs as labourers.

But my real passion was machines with tracks and I got a job after a few weeks operating an Allis Chalmers HD20 towing a sheeps foot roller on the main bank. This was called the mule train, there would be three machines, one behind the other.

With this job there was the option of extra overtime over the standard 10 hour day, most men on the job did not want extra time so after awhile I got all the extra time. The job lasted 5 ½ months and made me enough to pay back my father the 500 pounds I owed him.

Armed with my new wealth, I ordered a new Vauxhall six cylinder sedan from local agent Bill Cusack. Later that year while I was serving my three months in the army, Bill Cusack put the Austin in his Used Car Yard to sell, when I returned the Austin was still in the yard and the new car had not arrived, so back to driving the Austin.

About 4 weeks before the job finished at Cairn Curran I transferred to operating a LeTourneau Sliding Dumper. This type of machine had killed a lot of men and was known as a widow maker. My training was driving around the yard and the Supervisor said, "When you feel you can manage it, go and cart some material".



My employees badge, now in our collection

With the main bank almost to its full height I backed the Dumper up to the edge as instructed by the spotter man in the dark, as I started to discharge, the earth gave way under the back wheels and down it went backwards. On the way down I jumped, hitting the face of the bank quite hard and from that day my back has never been the same. When I got my wind back I made my way down in the dark and low and behold there was the machine standing on all 4 wheels, it had run up a bank and got caught on a pile of old timber concrete boxing from the spillway. I climbed back on board and went back to work.

At the end of the shift the job supervisor drove up and I thought I was in big trouble. He asked me "Did you go backwards down the main bank", I thought this was the end as the job was run by an American Company, Utah Constructions, and they hired and fired men all the time, instead he put out his hand and shook mine, then said, "Put a smooth roller on a HD20 and seal the fill, it looks like rain".

This was one night I did not want extra overtime, I was very sore and bruised, however it would have been weak to admit my pain and discomfort. The next day Mum inspected my back and it was black, she rubbed in some Rawleighs ointment and I managed to get into the ute for the next night shift.

When the job finished there was an option to go to Murchison on a channel widening job with the SR & WS between the Goulburn Weir and the Waranga Basin so off I went.



I.J. in wet gear. Aged 20 years

IJ with one of the LeTourneau Model C Slide Out Buggies in transit from Cairn Curran to Murchison. June 1955, the trip took all day and the weather was wet & cold.

Drivers:
John (Jack) Jefferies
Ian Lee

The day we were to travel up from Cairn Curran there was light drizzle and Jack Jefferies said we will not get past Castlemaine today. This SR&WS chap is only some “office Johnny” and he will believe anything, so as we reached Castlemaine Jack ran off the road claiming it was too wet to continue and he got an extra night at home.

When we reached the new job the next day and met the head engineers, a Mr Shaw and a Mr Dickson, we found out this “office Johnny” was to be our project engineer. His name was Jim Tinny and he finished up one of the head engineers on reservoir construction with the MMBW, we both however got on well with him on the job, we both lacked experience at that time.



I.J. with the LeTourneau model C slide-out-buggy working on the job on a section of Channel called Buffalo Swamp. There was limited work for this machine. I operated a Caterpillar D7 scraper and dozer on channel excavation and bank levelling mostly.

LeTourneau Model C Tournapull slide-out-buggy, discharge was by sliding the body with cables back without the floor. Most of these machines used in Australia had 6-71 GM motors and steered with hand clutches like a crawler tractor. For sharp turns we had to pull the hand clutch right back and engage the steering brakes. These were hand operated also and could be used separately to slow the machine.

When travelling on hard roads at full speed they were difficult to steer. To turn you disengaged the steering clutch on the side you wished to steer then increased engine speed to turn, this meant you had to slow down a little to have enough revs to turn. When tracking down hill then you used the opposite clutch to the direction you wished to turn and let the weight of the machine push the machine to steer.

The difficulty came when on a very slight slope as to which method of steering you used. These machines had a very high accident rate and they maimed and killed a lot of men, they were known as “widow makers”.

With the scraper if you got into trouble you could drop the bowl but with the slide-out-buggy you only had the primitive brakes on the rear axle and at speeds above 10mph loaded little or nothing happened. At speeds above 25mph you operated with a lot of skill and a lot of luck.



I.J. on Caterpillar D7 pulling a LeTourneau Model LS cable operated scoop at Buffalo Swamp., Goulburn Weir to Waranga basin channel project job. We now have a similar D7 in our collection. It was this time every ‘would be’ man wore a hat. One day it blew off into the channel and from then on I only wore a cap.



State Rivers & Water Commission camp between Rushworth & Murchison. This camp housed both SR&WS and contractor workers with single and married quarters, working on Goulburn Wier to Waranga Basin channel widening. The camp also housed married & single men working on the 65ft cut, another part of the job. The camp had previously held displaced persons during WW11. Today the only sign of this big camp is a road named Camp Road and a small brick structure.



IJ operating a Caterpillar D7 with Cat front PCU and Cat blade. This was a quite up to date machine at that time. The drag line in the back ground I don't recall its make.

The camp housed a lot of drop out people, many only stayed for their first fortnights pay, they arrived with few belongings. Many would draw two straw mattresses from the works store, one to lie on and the other would be used as a blanket. Some drank methylated spirits. They arrived broke and tried to borrow money, cigarettes or any form of grog. They worked in labouring gangs on other parts of the job.

The local policeman in Murchison was a chap called Stone, he was from the old school, hit first and ask questions later so there was not too much trouble in the camp. He was a very large man, he never required back up.

On the 16 August I was called up for National Service duty in the Army, until 22 November 1955, I then returned to the State Rivers job.

I did not enjoy the army service, the first morning long before daylight a big pommy WW11 sergeant walked through our 25 man tent, roaring at everybody to get out on parade, what a sorry site we must have been, to me it never seemed to get much better.

My Service No: 3774102,
 Rank: Craftsman Raeme Corps,
 Service records show my
 Height: 6ft 3 1/2 inch,
 Weight: 178lbs (80kg)
 Eyes: green,
 Hair: brown,
 Physical efficiency tests show:
 March – 5 miles in 1 hour Pass
 Run – mile in 9 minutes Pass
 Carry man approx. own weight
 100 yards in 1 minute Pass

Craftsman Ian Lee
 Outside 25 man tent at
 Puckapunyal in Full
 Dress uniform.

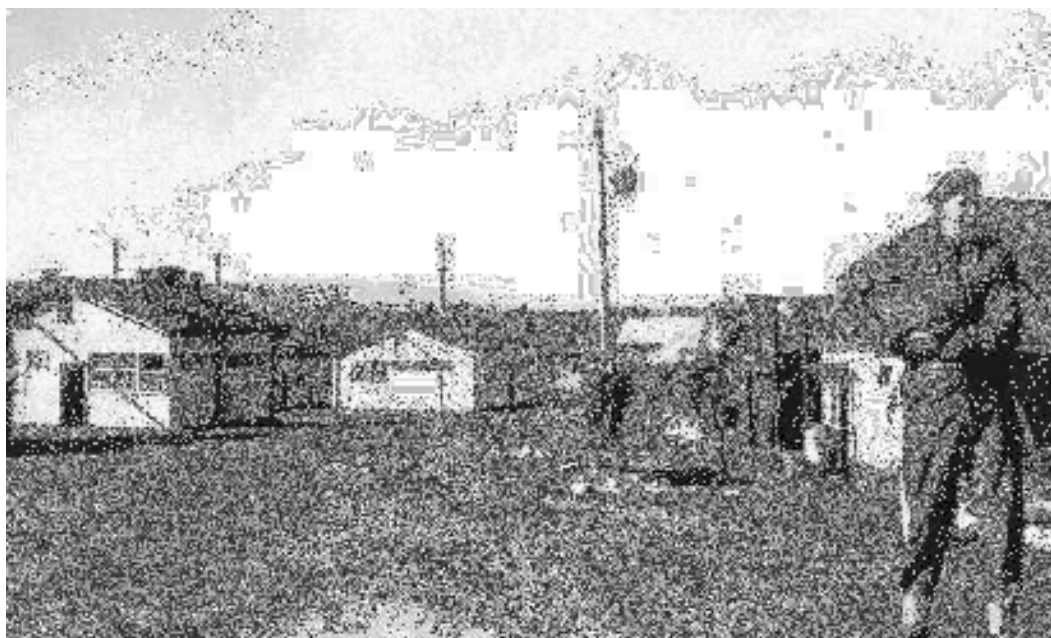


The food at Pucker was close to terrible, if not burnt then it was under cooked, generally served half cold, you had to bring your own mug and plate and line up for service, there was generally one big pommy serving with a big ladle, his trick was to hit your plate so hard that you would drop it, he always had some smart remark to make about us make believe soldiers.

One night we were served up little green tomatoes, the size of golf balls, they were incredibly hard so I threw one across the mess at a chap I knew, unbeknown to me the staff sergeant was on duty and caught me in the act (his nick name was Bren Gun Galven – a tough WW11 chap).

My punishment was to scrub the wall of the mess with a toothbrush and I had to report to his tent after tea each night, I was fortunate that he was more interested in an “attraction” in Seymour than he was in supervising me and I got out of the job with little work.

One morning we were told a small group was to go out on the range, I asked about our dinner, the Sergeant was not pleased but reluctantly sent us down to the mess for a cut lunch, and of course there was the big pommy, he cut two slices of bread at least one inch thick, placed a dob of plum jam in the centre and picked up some newspaper off the floor that must have had vegetables packed in it. Then he said, “Here’s your cut lunch commandos”.



I.J. outside our 25 man tent with toilet blocks below. Most of the chaps came from Castlemaine and a few from Footscray and Geelong.



1st Row	1. Gordon	2. Gault	3. Elmer	4. Harty	5. O'Connell	6. Lee	7.	8. Shaw	9. Allen			
2nd Row	1. Olin	2. Smith	3. Neil	4. O'Connell	5. Neil	6. Neil	7. Bullock	8. Smith	9. John	10. John	11. Gault	
3rd Row	1.	2. Elmer	3. O'Connell	4. John	5. O'Connell	6.	7. Allen	8. O'Connell	9. O'Connell	10.	11. John	12. Harty
4th Row	1. Allen	2. John	3. O'Connell	4. John	5. O'Connell	6. O'Connell	7. O'Connell	8. O'Connell	9. O'Connell	10. O'Connell	11. O'Connell	12. O'Connell
5th Row	1. O'Connell	2. O'Connell	3. O'Connell	4. O'Connell	5. O'Connell	6. O'Connell	7. O'Connell	8. O'Connell	9. O'Connell	10. O'Connell	11. O'Connell	12. O'Connell

Where is Ron Bame, K. Ward, Basil Newton, G. Mifsud, Norm Priest. J. Whiting, Ross Mill, Les Hogarth, A.E. Broughton, H. Redmond, Laurie Ogle, L. Bent.?

One of the nicer regular army chaps advised us that the army could make you line up for meals, but could not force you to eat it, so that night when we got our tea we tipped it into the waste bin next to the servery and walked down to the Salvos and bought meat pies.

The next night things were a wee bit better, one of the chaps in our platoon wrote to the Truth Newspaper and we got a write up.

After completing a rocky course at Puckapunyal we were sent to Bandiana and were the first Natives to serve there. At Bandiana we ate in a regular army mess, the food was good, we also had huts, even the regular servicemen did not see us as second class soldiers and my training involved working on 25 pound field gun service. Some were given trucks and equipment training. When I complained to the Captain that I had been given the wrong job because of my driving experience, he said we don't need you civilian drivers in the Army we train people the army way.

At Bandiana some of the chaps caught measles and were sent into Albury Hospital, this seemed a good idea to get out of Army life, so I rubbed my stomach with sand until it was all red, then down to the Army doctor complaining I was ill, he thinks I have the measles so off I go to Albury. The idea was great but I was placed in an isolation ward with real sick people and babies that cried 24 hours a day, and of course I had to stay 14 days, and no nice nurses.



After returning to Pucker we went to Melbourne where we lived at Royal Park Army Camp, next to the Melbourne Zoo, all today's parkland was army camps during the war and later. In fact many civilians were living there in 1955 in the camp on the other side of the road. It was called Camp Pell and a pretty rough place.

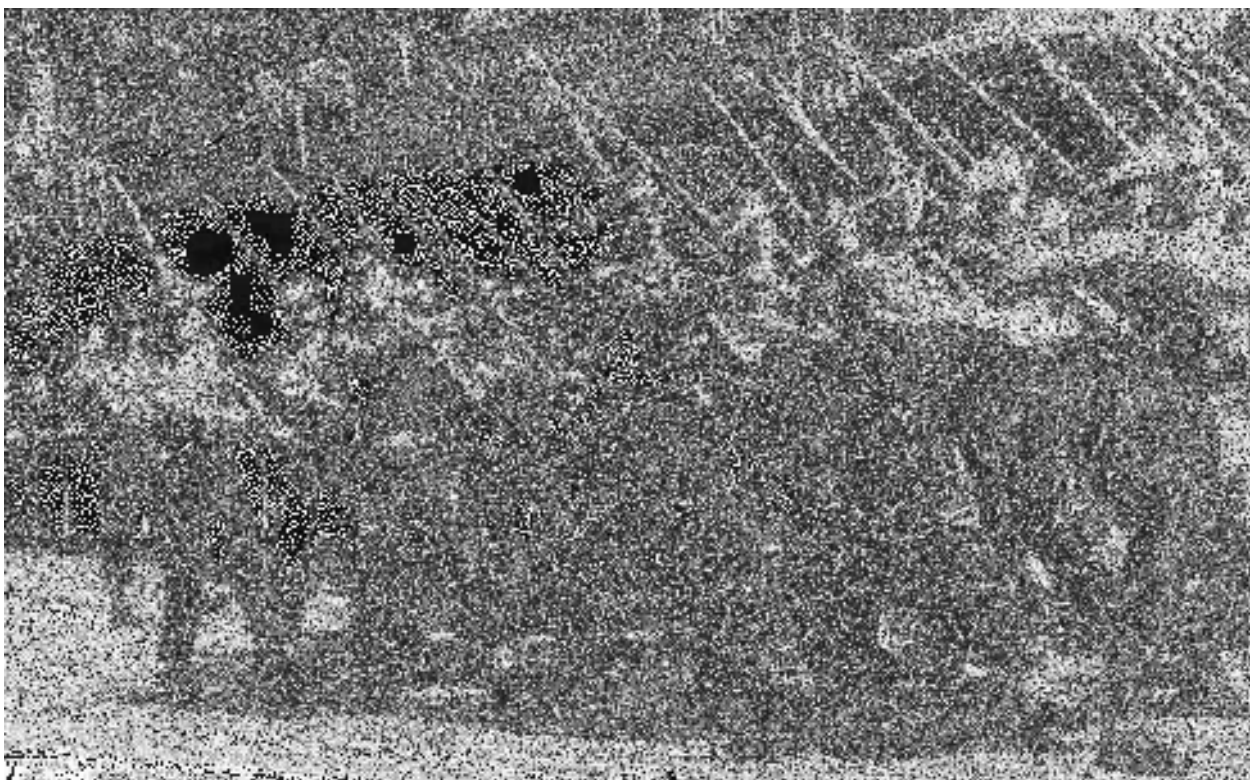
Left to Right

Back Row

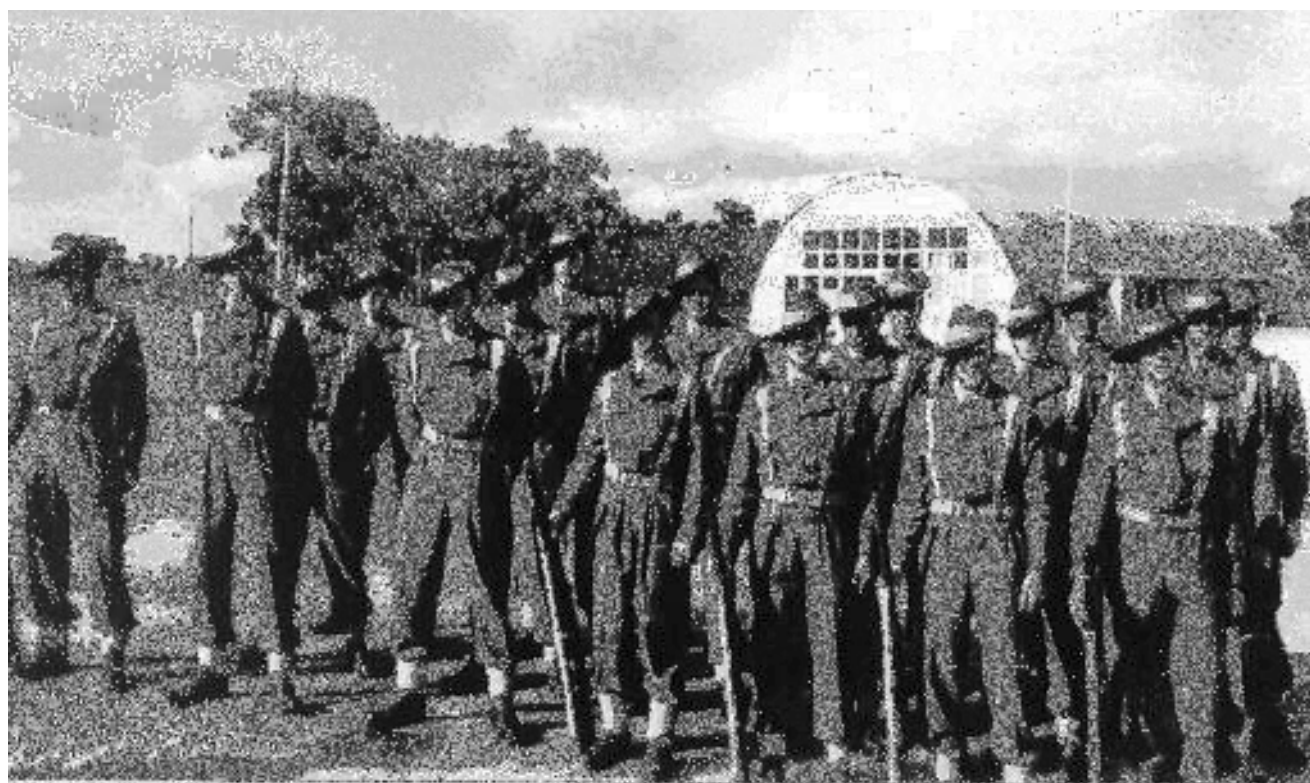
Allan Emmett, ? ? I.J., Neal Ellis, Kevin Shearer, Geoff Adams, Bob Sporle.

Front: Row

?, ? Guest, Malcolm (Gunther) Grant, Neal Cole.



We were to march in the Military Tattoo, and we marched through Melbourne at lunchtime, the main event was to be on at the Showgrounds in the evening. My parents came down to see us march at the Showgrounds they thought it was a great show.



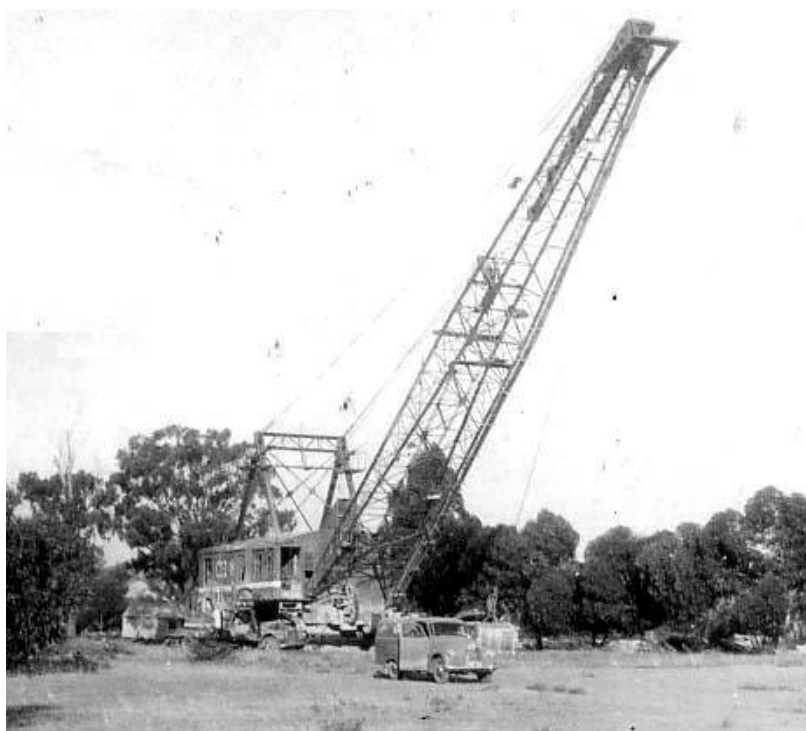
Group in full gear, with our 40 year old WW 1 rifles, but no bullets.

On our discharge the Sergeant said Lee and Tognolini were the worst 2 soldiers he had ever been unfortunate to have contact with, he did not mention any one else, so I always felt I had made an impression on him! I hated every minute in the service playing at make believe soldiers.

The pay in the army was 11 pence per hour 24 hours per day, 7 days per week. Because I had been working for a government department they made up the shortfall of the higher rate of an A Class operator of 15 pounds 15 shillings, so I got a nice cheque on my return to work. This was the only bonus for my service to Queen and Country protecting Australia from the perils of communism that the government of that time had us believe were on our doorstep. Today when one looks back it does not seem all that bad, some of the Nations in later years were sent to Vietnam where there were real Commies with real bullets.

After serving the three months full training you had to attend the local drill hall I think one night each fortnight, and do a number of weekend camps for a further two years. I filled out forms to say I lived more than 25 miles from any drill hall and only did one camp back at Pucka, it was pretty lay back and the senior people were locals from Castlemaine, two of which in later years were to become my brother in laws, Jack McNeice and Bud Annand.

Someone had bought a record player that they played over the PA, one problem was they only had one record, The Yellow Rose of Texas. While we were there we were given bad food and most of our unit got dysentery. The toilets were in a long line with maybe 20 cans side by side, no internal walls and 20 green make believe soldiers shooting liquid with both barrels, and twenty more yelling out its my turn to shoot.



Moneghan walking drag line (it did not have tracks to move). It picked up its weight on arms that went over centre and moved its base along. It was used by a private contractor to excavate the 65ft cut Waranga Canal job near Rushworth. It was a very large machine for that time with 6 cubic yard (4.6m) bucket. Ian Lee's Austin A40 ute in front. Early 1956.

On January 10, 1956 I turned 21 years old and happened to mention it to this chap I had helped with his work. Later that night he arrived back at camp with a box of beer. At this stage of my life I had never drank a lot of beer, it was an extra hot night so what an offer. The chap, Neal Cole from Castlemaine, and myself started on the beer, Neal went to sleep in the corner of the hut strumming an old guitar. When they left I lay down on my steel army type bed and it immediately started spinning, I grabbed the sides, this didn't seem to help, the next morning the bed had settled down, I can only assume while the bed was spinning I must have hit my head as it was super sore.

On January 27, 1956 the Vauxhall car arrived that I had ordered and my father purchased it and drove it until June 1973 with little trouble. I was unable to purchase the Vauxhall because Cusack's would not trade the Austin A40 ute.

The job with the SR & WS was OK, but as with most government jobs there was not a lot of overtime so in May I started with Roche Bros from Melbourne, they were just starting a new project which involved widening the existing channel starting at Goulburn Weir at the rear of Warring Wine Salon (now a large Roadhouse) travelling 25 miles to Shepparton-Benalla Road near the Shepparton East Hotel. I was the first person employed on the job. Other staff had been sent from Melbourne.

My first job was levelling existing channel banks with a wartime Caterpillar D8 R series, very similar to the one we have restored in our collection.

We originally lived in hotels at Nagambie and later East Murchison for the first 3 or 4 months until camp was completed at Arcadia, Within 4 weeks of the job starting it began to rain and all staff were sent back to Melbourne leaving only 4 men on site, 2 drag line operators, one fitter and myself and the new Project Manager Allan Curry.

Late May 1956 I traded the Austin in on a secondhand 2 ½ litre red Riley sedan, with a black fabric top Reg no UA 981, from Duggan Motor, Barker Street, the car had previously belonged to Lawrie Wilkerson from North Gap, Harcourt. It had travelled maybe 15,000 miles and went extra well in top gear, and was faster than the side valve V8 Ford Custom car the farmer's sons had in Shepparton where I was working at the time.



One evening in Shepparton a lad my age challenged me to a race in my 4 cylinder Riley against his Ford V8, in those days most four cylinder cars were quite gutless, so out we went on the Numurkah Road.

He had an edge on me at the start but slowly the Riley gained speed and I rounded him up, I would have been travelling close to 100mph a very fast speed for that period, next thing there was a big hump in the road over a channel and it was too late to stop, the Riley became airborne for a moment, thankfully it came back down to earth dead centre of the runway.

The Riley was not designed for Australian conditions, the fabric top started to crack, the woodwork dash and door trims started to crack, the mud guards became loose, so in late 1956 I traded the Riley in to Des Crow, Bendigo on a second hand light blue 1955 Ford Zephyr Mk 1 Convertible Reg No GNH 514 with a power hood, it seemed to be better quality and hacked the pace very well. The cars built in England by Ford and GMH at that time were a lot more suitable for our Australian conditions.

1956 was the wettest year in history and by the end of June the whole area was one giant lake with water up to the edge of the Goulburn Highway.

One transport became bogged in the centre of the highway. The only equipment that was able to operate were the 2 Northwest 80D drag lines, working on top of existing channel banks. These machines had Murphy diesel engines they operated with manual levers with open clutches and brakes. They were however quite good Machines for the period. They also used a 80D at Cairn Curran Reservoir and I was it's greaser for maybe two weeks.

Northwest 80D
drag line



Roche Bros new Allis Chalmers HD21, first day on the job at Goulburn Weir, June 1956. These early HD21's had gear type superchargers and were big machines for that period, however they did little work as within weeks of their delivery they were idle as even parts of the highway were covered in water and only the drag lines were able to operate for some months, operator is Vic Norman. They were later used to pull drawn scoops.

My job was to ferry the operators, the fitter and fuel to these machines with an International TD9, a very small bulldozer, it was raining most days. This proved very difficult in the mud and water. One day I got bogged and I had to dig for 1 ½ days to free up the machine, I was lying in water to get the mud out from underneath. I then tied a log on the tracks with wire to finally get it out.

When the weather finally cleared up I started operating an Allis Chalmers HD21 tractor towing cable operated scrapers, and later an Allis Chalmers HD16 dozer. The contractors regularly visited the site to see this new wonder with hydraulic rippers later on.



One of two new Roche Bros HD21's pulling a cable operated scraper. The new channel was constructed beside the existing channel with scrapers. Centre section and clearing out existing channel was completed by drag lines early in the project with Northwest 80D and later with 6 cubic yard Manitowoc. Project lasted 18 months, length 25 miles. Workers did 12x10 hour shifts changing from day to night shift each fortnight. Operator is Lionel Quinn, second machined by Ian Lee.



Early in the job we stayed in hotels paid for by Roche Bros. This was very nice, 3 course meals etc. Later we moved into a new company camp at Arcadia. There were two of these six room huts with two men per room. They were very hot during the summer. There was also an old house where some men camped. There was also a mess and main workshop on this site. The main office and married men's quarters were further up the street. There was also a store/post office in the town.

We lived in the old wine saloon in Arcadia for a few weeks before the camp was finished, the soup was so thin you could see the pattern on the bottom of the plate. Today little of the camp or the township remains.



We built a temporary garage at the camp. Left to Right is--- Ian Lee's Mk 1 Ford Zephyr convertible, Bill Mawson's (my room mate) Ford Consul and Old Bill, the Cook's Ford Zephyr.

My Allis Chalmers HD16 being serviced (note the war time Chev Blitz Service Truck)

The serviceman is Joe Francis from Rushworth



Roche Bros TS18 twin power scraper, Euclid powered by 2x6-71 GM engines, working on Eastern Goulburn channel job near Arcadia mid 1957, driven by Lionel Quinn standing, foreman Tony Bubb. This machine had previously been used to move over burden at Yallourn Coal Mines

The job with Roche Bros, finishing 20 December 1957. During the year I had two weeks off and Kevin Williamson (Wicker) and myself went to Queensland in the Ford Zephyr MK1 convertible, the trip was considered quite a feat in those days.

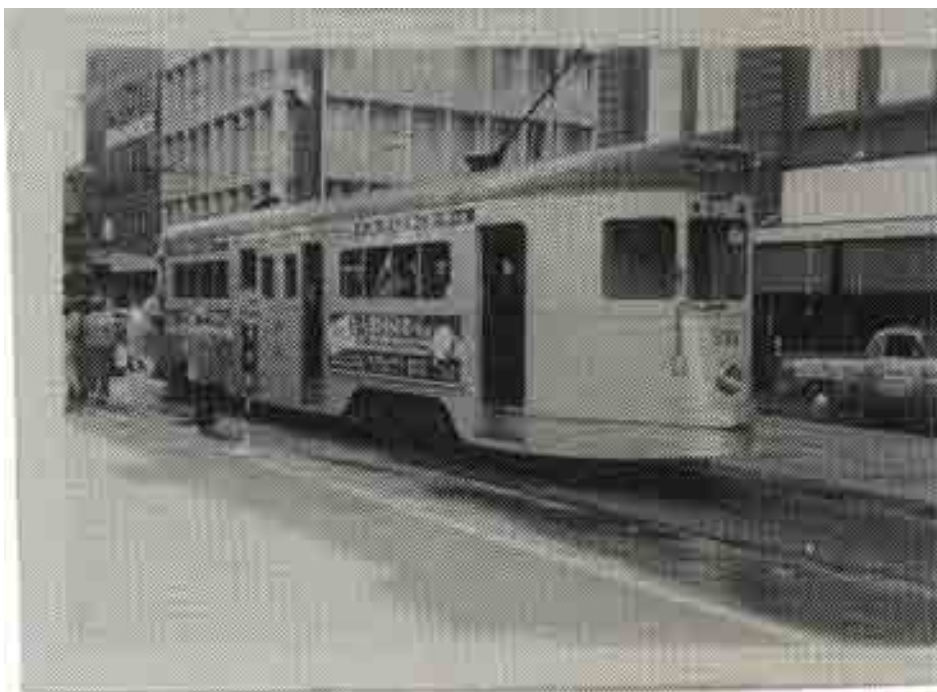


Kevin (Wicker) and myself in Sydney at the hotel where we stayed, 25 April, enjoying a NSW beer which I considered a poor drop. I remember the date because we were in a 6 man room with ex WW11 Servicemen from the country who had come down to town for the march, and they made a happy racket all night.



The MK1 Zephyr outside Leonards Broadbeach Hotel at Surfers paradise, it had just been built, the road was not sealed. The township was very small and very make shift, some of the buildings in the main street had old corrugated iron on the back walls, one even had tar drum ends. Most of the area south to the border was semi swamp land. Today its hard to imagine. I understand this hotel has been knocked down for progress

The day we arrived in Brisbane we fronted up to a bar then another bar and so on, the next morning I woke up feeling quite terrible, I asked Wicker did he remember how we got home, then the penny dropped, the car, on went the dacks and out the front, there she was, parked spot on in front of the hotel with the windows and doors locked.



A Brisbane Tram.
As I recall this was Queen Street, the same street as our hotel. Brisbane seemed to be about the size of Bendigo, very lay back, some of the hotels still served beer at room temperature on the bar with a wooden tap.

That night we had to share a six man room with four US sailors. This had been our first big trip north, we had travelled up via the coast from Melbourne, much of the road was super winding with sections of gravel, the first night we made Yallourn. The second night Bega, next Sydney, then just out of Toowoomba, we see parked on the side of the road one of the first B Model Mack trucks to come to Australia. I thought it was the most beautiful piece of machinery I had ever seen. 43 years later we restored one of these B Model Mack trucks for our collection and drove it to Alice Springs in 2000 for the Transport Celebrations.



Sample photo of the B61 Mack we saw by the roadside.
This model truck was very modern and powerful for that period when most trucks were very basic to look at. This one now takes pride of place in our collection.

The Zephyr Mk 1. In the background is dad's old damaged Ford Pilot that belonged to a friend Kevin Williamson. The day before a chap pulled out in front of us and at one stage the wheels were facing heaven, we however came out without scratch. I can't say the same about the car.



It was in this period I decide to buy seat belts for my car, we go to a number of large automobile suppliers in Melbourne before I find someone to supply the belts. They were a very basic lap type and of WW11 design. The buckles fitted through each other then a separate spade slipped through the hole.

People generally see it as a joke with remarks like "Do you think you are a pilot etc etc" and I would have been the first in Castlemaine to have seat belts and one of the first in Victoria.

Today we take them for granted, just a part of travelling in a vehicle.

With this car and the fact I had started drinking, and plenty of Dutch courage I won my first girlfriend. After a number of years she left Castlemaine to work elsewhere and we drifted in different directions.

Mk1 with twin carbies
polished rocker cover. Special
exhaust system, also white
wall tyres. Three small
imitation air vents in the front
guards, Twin forward mirrors
mounted on the guards, little
pointer width rods on each
guard, head light guards and
bug deflectors.



The Mk1 in the Castlemaine gardens. It also liked the gardens after dark. The hood could be folded down from the driving position, the section above concertined and the rear section was power operated and could be fully or part convertible.

At this time there were no drink driving or speed limit laws, however we seemed to have few accidents.

There was only one policeman on duty after business hours in Castlemaine and the nearest police car was at Bendigo. Some local police used their private vehicles and must have been paid for any mileage they did. Geoff Hocky our most well known Constable had a pre 1927 Chev 4. My future father in law did not have a car at all so if he needed to attend to some problem he had to call a taxi.

Davis had a De Soto, mid 30's model, this car I remember well as one evening when I was working as a plumber I came down Barker Street full speed on my push bike and at the corner of Lyttleton Street, I hit him head on as he was turning right, breaking one of his head lights. My bike was a twisted wreck, I also ripped the sleeve of my new leather jacket that I had saved up to buy.

Although Davis was in the wrong, he claimed I was travelling too fast. Many years later when the authorities bought in a special licence for semi trailers and as I was driving an articulated earthmoving machine on public roads I decided to get my endorsed licence.

So up to the local cop shop I go, Constable Davis was on duty, when I asked for an endorsed licence he asked where was the vehicle to do my test, of course I didn't have one so he gave me a licence without any test or questions. Maybe this was his way of paying me back for wrecking my racing bike and the new leather jacket along with a lot of very black bruises.

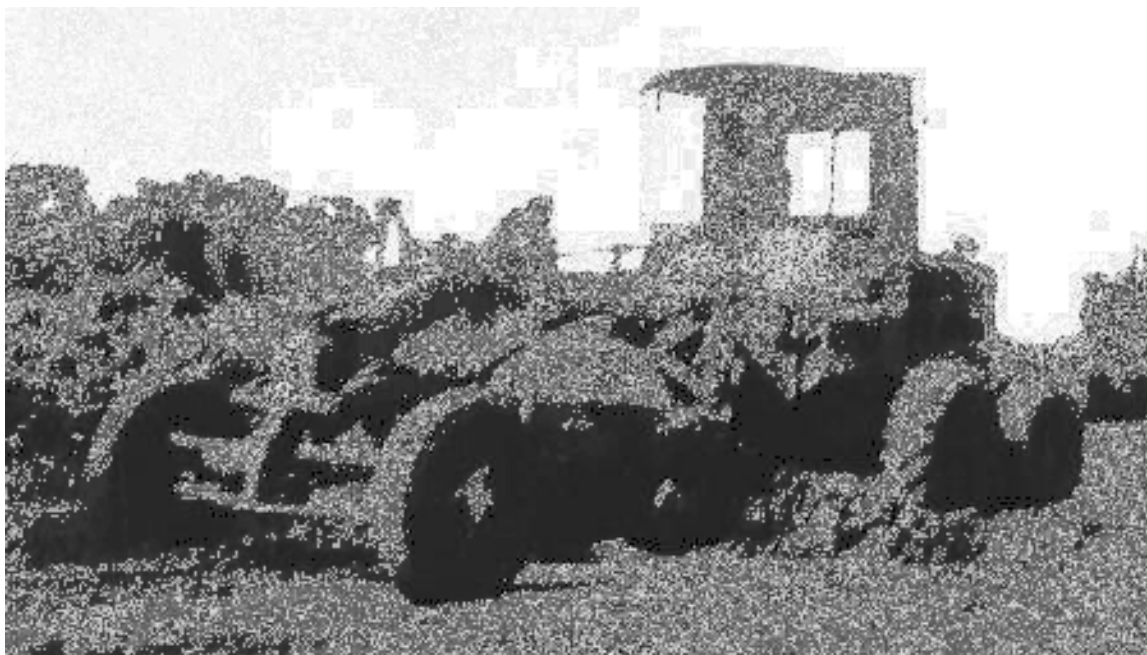


My friend Kevin Williamson was a carpenter working with Roach Bros, and we discussed going into the building industry and this must have been the reason for me getting a reference near the end of the Roach project. 1957 at Christmas we approached a Real Estate chap at Sunshine about building spec houses, he advised us, boys I will sell them as quick as you build them.

He sent us at to St Albans, it consisted of a railway station and little else, there were blocks marked out but no roads or services, starting at the railway station at 25 pounds each, we talked of building a garage first and then completing the house.

We however did not have confidence to proceed with our adventure. The locals advised us that many migrants were moving into the area and this somehow did not seem OK. Today we know they build better homes than most and this would have been a plus.

We probably would have been big time builders today.

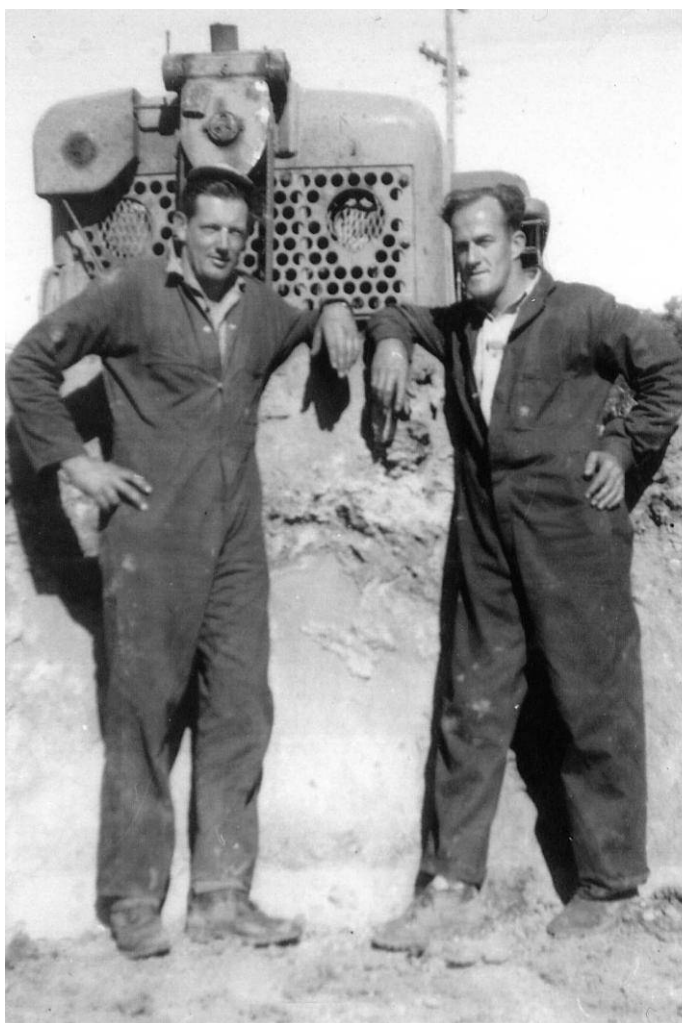


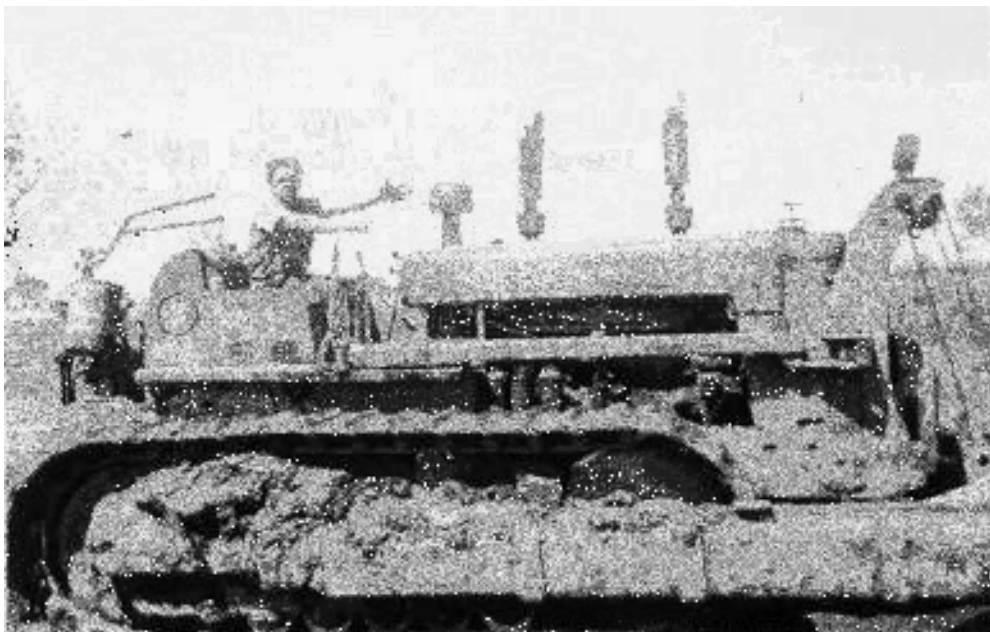
War Time Caterpillar 12 Grader

Operator – Lionel Quinn.

These had very small front wheels and no power steering and could be very hard on your thumbs in rough ground.

Wally Dykes and Ian Lee standing in front of Roche Bros HD16 near Murchison in 1957. It is believed this was the first machine in Victoria to be fitted with direct tractor mounted hydraulic rippers. Previously ripping was completed with cable type drawn trailer rippers, often concrete blocks were tied on top to force the ripper into the ground. This made the ripper very unstable and roll overs were common if you had to reverse. On large areas it was common to push the ripper with a second machine, both for extra weight and power.





John McLachlan, the happy Irishman, on Melbourne Tractor Co International TD24 hire machine. John was in the room across the corridor and was Ian Lee's alarm clock each morning. Some mornings he would call then go over to the mess have his breakfast and Ian would have gone back to sleep, then a second call many a morning. The personnel truck would be moving out of the camp with Ian just making it. At one stage this machine had head problems so he mounted a 44 gallon drum beside the seat and pumped water as required into the radiator. He never once complained, it was just a part of the job.

These Irishmen dressed in rags on the job but on their weekend off, they went to Melbourne in the very best suits and ties, and you could see your face in their shoes. They were wonderful likeable people and nothing seemed to bother them.



As the job progressed they bought up Euclid Twin Powered Scrapers, the arrival of these two twin powers made a big improvement in production



Manitowoc drag line half way across Broken River temporary earth bridge built with HD16 dozer by Ian Lee, the bucket held 6 cubic yards and moved a lot of material working 20 hours per day. This machine had been a face shovel at Eildon Weir and I helped assemble it with a LeTourneau cable operated 25 tonne crane towed behind a Allis Chalmers HD21 with LeTourneau double drum P.C.U (Power Control Unit) normally used to operate towed scrapers. Imagine the crap today, first an operator that had never operated a crane before lifting 25 ton load and secondly pushing a track across a river, then placing all the material on the other side with the drag line as it crossed.



Euclid Twin Powered Scraper being pushed with an Allis Chalmers HD16.

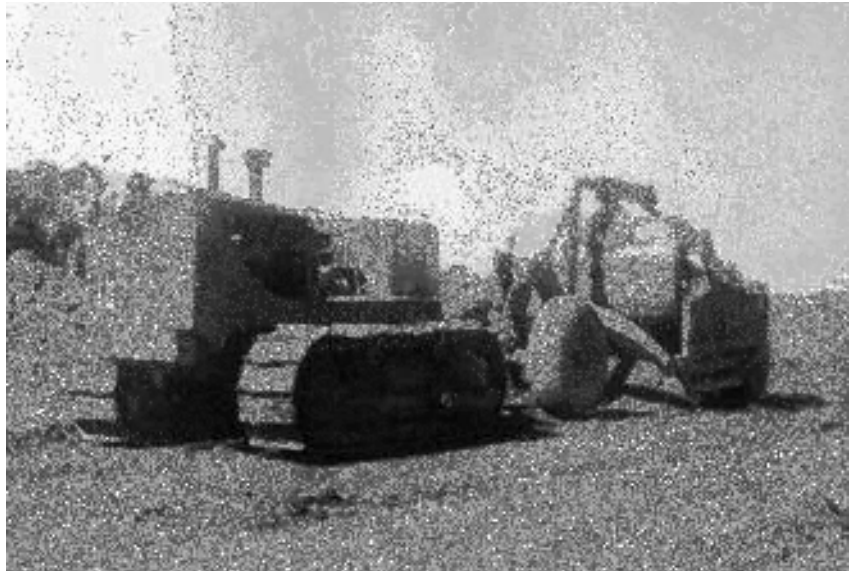
Note: Water in the existing channel. Water for bank compaction was pumped directly from floating pumps onto the job, this was done by two brothers from Mooroopna. They were funny characters, one night, Joe the eldest was getting super close to a sleeper cutter's wife at the Seven Creeks Hotel and got caught in the act, and when he made a dash for it the sleeper cutter caught him half over the back corrugated iron fence and with one leg on either side he cut the family jewels.



The new Allis Chalmers HD16. I operated this machine for maybe six months. It had a front PCU and was superior to operate on steep banks as the blade could be lifted without taking it out of gear, it was later fitted with swing type hydraulic rippers.

The Allis Chalmers HD21 with LeTourneau LF cable operated scraper that I operated.

They were very high at the front and vision was poor. They were the biggest and best machine on the market at that time. They had a torque converter with two forward and one reverse gear and quite fast.

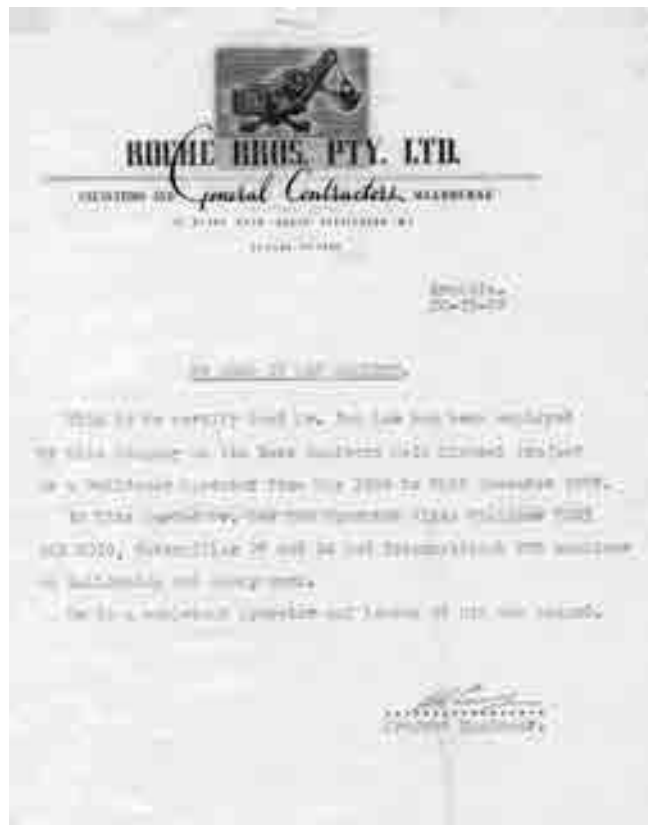


LeTourneau scraper powered by 6-71 GM. Scoop and steering were controlled with electric motors, and small toggle switches. They were pushed by a LeTourneau dozer also with 6-71 GM motor. Sub-contractors to Roche Bros 1956



Seven Creeks Hotel after it burnt down at Kialla West, it had been the watering hole from the start to the end of the job at Arcadia. The building was very old with vines covering most of the rear. Many wondered how the publican was able to save most of the contents including some large objects. He also had enough beer kegs and all the gear to set up a temporary bar on the site for viewing the remains following the fire. Today there is no trace of this building.

It was a well known after hours trading hotel and was packed with construction workers on Wednesday and Saturday nights mainly. Today with the new Goulburn Valley Highway you cross the channel at least three times, and it does not seem as big as I remember during construction. The old highway used to go through Murchison East, and only cross the channel once at the start of the Goulburn Weir end.



When the job with Roche Bros finished late December, I started picking apricots, I worked hard all day for not a lot of boxes and had only made peanuts for my days work, and then realised that fruit picking was not my chosen trade.

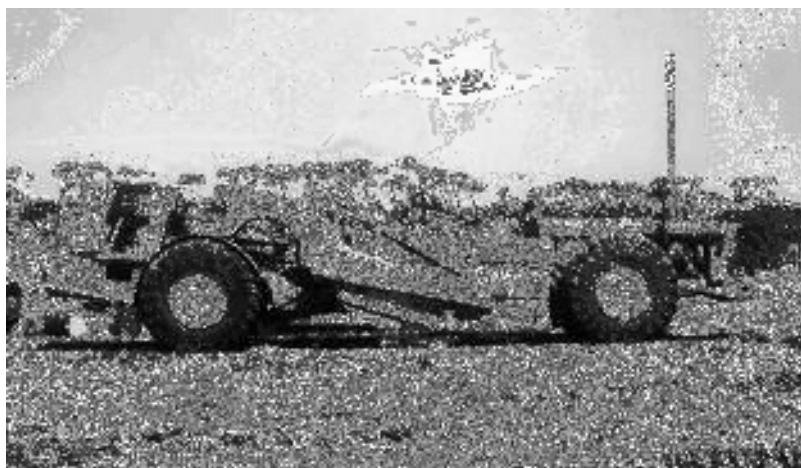
The next day I met Viv Norman in the Goulburn Valley Hotel and he told me about a chap who had purchased a new Euclid Twin Powered Scraper, so the next day I was at Colac and got a start with a private earthmoving contractor named Max Currie. This was January 1958 and there were only three employees, two twin power operators driving non stop a Euclid TS24 twin engine scraper worth 53,000 pounds (a lot of money for that time, same as 50 new Holden cars), and one push operator. The push driver also had to have a spell, this was done by the scraper drivers.

We were building a dividing channel from Lake Corangamite to Woody Yalook at Beecac near Colac.

This was the first time I had ever worked without all the back up of the larger companies, here we had to be fitter, greaser, planner and here I also learnt the foundation to working for yourself.

This channel was built to prevent flooding of farmland around Lake Corangamite (this type of flooding had occurred in 1956 with the loss of many farms). Not so much the water, but the salt.

Euclid TS24 Twin Power Scraper with GM 110 Series Engine in front and GM 671 in rear. Working on the Lake Corangamite diversion channel near Colac. Victoria in 1958. Operators are Jim Canty and Ian Lee working machine none-stop 15-18 hours a day.



Push loading in diversion channel with Allis Chalmers HD21. The large pipe at the rear was an air intake to reduce the dust. The back engine had 2 oil bath air filters and required cleaning twice per shift.

Cleaning
batters
with
Euclid
TS24



Service time, the centre machine is an Allis Chalmers HD21 used to push load the Euclid to speed up loading time, also to push D8 with draw ripper in the background. The HD21 is still owned by the Currie family, Serial No HD21A 8124

Ex Army Caterpillar D8 and Model LF LeTourneau cable scraper cleaning (grading) batters on channel sides. This machine was not heavy enough to load the scraper for normal earthworks operation. This machine was also used for ripping with a Britstand Cable operated drawn ripper. Operator is Noel Inglis





These machines when discharging were very fast and maneuverable, with full power shift. Front and rear engines have a separate throttle for each engine. Scraper was full hydraulic operation



Yours truly is not so lanky beside these tyres. They were the first tubeless earthmoving tyres in Australia and after 2 days of trying to pull one off the rim with 3 dozers, a hand operated hydraulic bead breaker arrived from the USA. This did the job where 2 D8's & one HD21 could not.

The Euclid TS24 machines were extremely noisy with the operator sitting beside the front engine with a hole through which you could see the fan turning, and the exhaust discharge was next to your ear for up to 12 hours straight.

Based on the modern crap regarding noise in the workplace, operators of these machines should have been stone deaf in one year. One evening I moved the machine within 1 ½ miles of the Beeac township and after marking out the dam size it was dark, so the next morning about an hour before daylight I started stripping the top soil. As I started filling the bowl for the first load, all the lights in the town seemed to turn on and within ½ hour 80% of the town had driven out to see what all the noise was. No one complained, they were just curious.

Recently I met a chap from Beeac, Raymond Colenso and he remembered the incident, and he even had a photo.

I was making 40-50 pounds plus expenses per week. Money always burnt a hole in my pocket so in March 1958 I traded the blue Zephyr at Rowe Motors, Forest Street Castlemaine on a new red Zephyr sedan, Rego No GUC 036, costing 1370 pounds with another 200 pounds worth of extras.

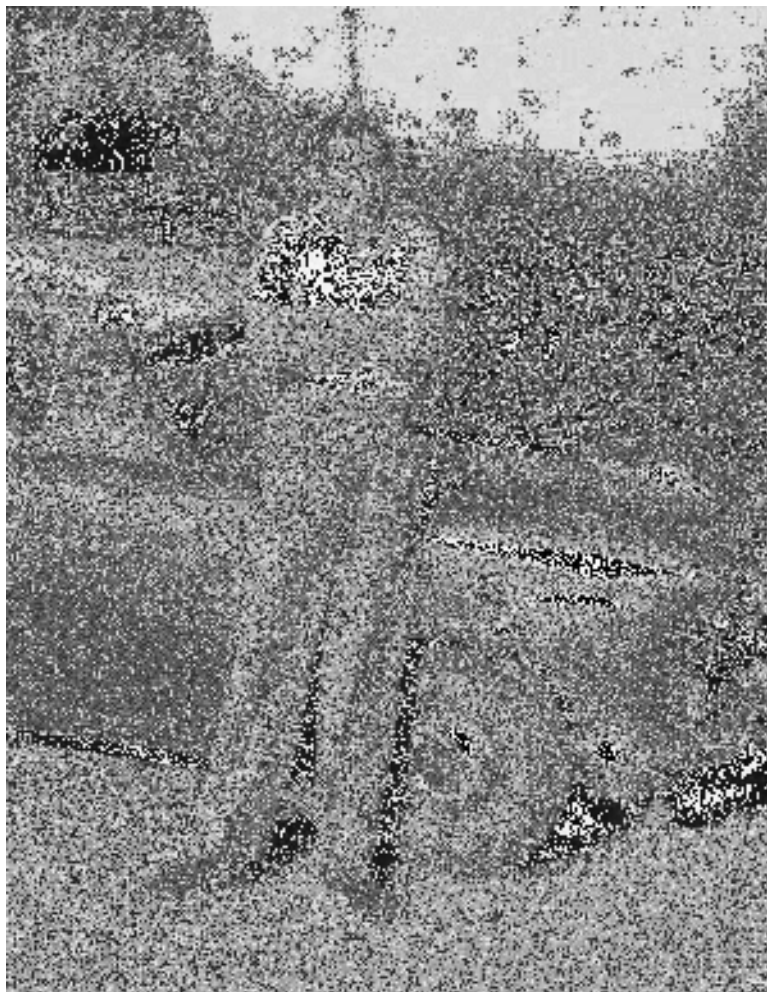
At this time I was working for a private earthmoving contractor and used the car as if it was a ute, rocks dented the underneath and it quickly acquired a well used look and had travelled 50,000 very fast miles, it never seemed to cool down, it was busy day and night.

The new red Zephyr.

Red was not a standard colour and Ford did a special run on the paint job. I did have to have the roof painted white, I also had whitewall tyres, imitation spoke wheels, sun visor, rear louvre, PBR power brakes, radio, twin mirrors, sports muffler and a heater, which was not very common at that time, it was unable to demist the windscreen however.



The speedboat "The Vampire" at Cairn Curran, this was not one of my better purchases. Later Jack Ginnivan helped rebuild it as a 2 seater runabout but it never got wet as I ran short of money for my trucking business.



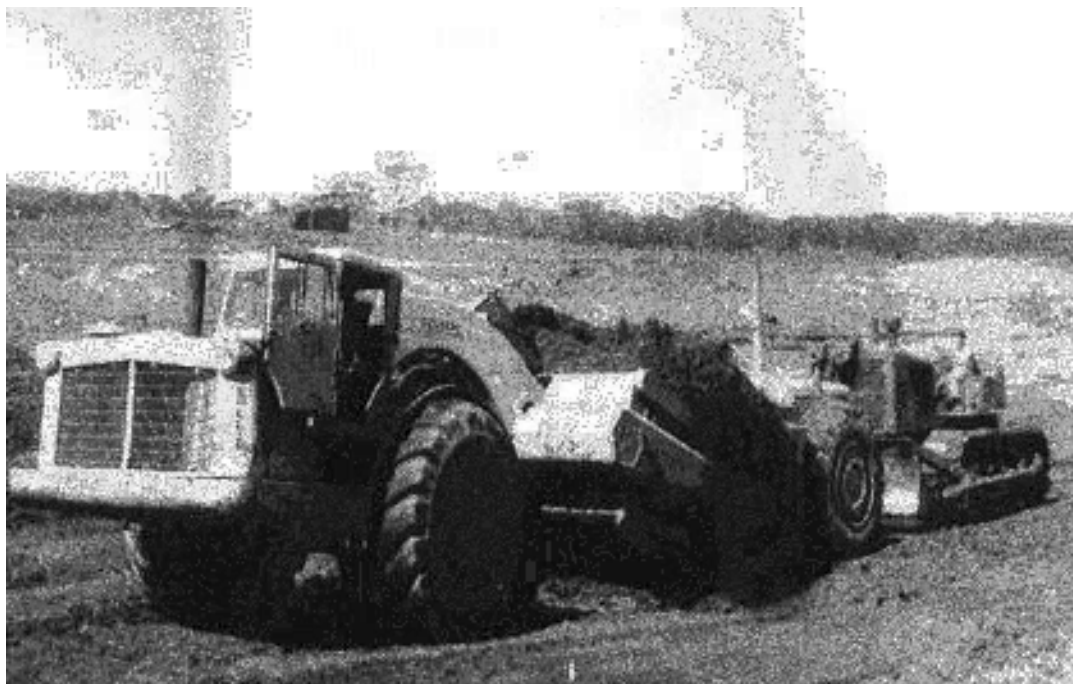
I.J. beside the Red Zephyr,
Christmas 1958/59
The fancy spoked wheels
seemed to have been lost.

Aged 24 years.

The Zephyr towing
“Vampire”
speedboat, also Jack
Girvan’s yacht in the
background, Jack had
purchased my old
blue Zephyr
convertible.



When the channel job was finished we went building dams on large properties in the area, later we started at the Tallaroop Reservoir near Maryborough, operating in shifts and it was close enough to travel from Castlemaine each day.

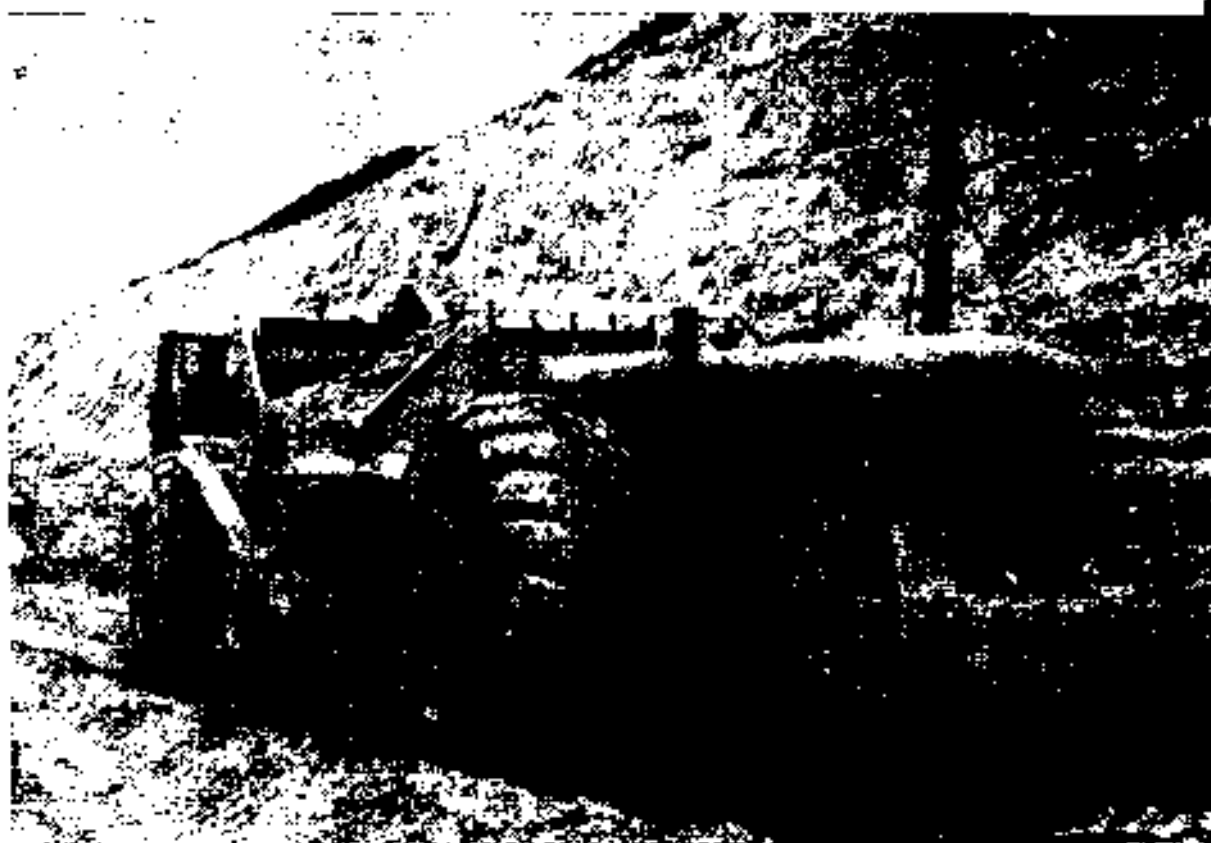


Max Currie TS24 scraper working at the Tallaroop Reservoir near Maryborough, Victoria late 1958, operated by Ian Lee being push loaded with AC HD21 operated by Kevin (Wicker) Williamson.



Max Currie's TS24 Euclid on main bank at Tallaroop Reservoir, also Euclid end dumper far left and belly dumper far right.
2 AC HD 20 pulling drawn sheep foot rollers centre.
- Spillway excavation at rear.

Newspaper cutting from local paper. The owner Max Currie did over lest make some of the information in this article for was it the reporter?



LIFTS 50
TONS IN
ONE GO

HUGE MACHINE PLAYS BIG PART AT TULLAROOP

A machine which can lift 50 tons of earth 35 yards in one movement, is one of the big attractions with visitors to the Tullaroop Dam construction site. The huge machine is making most work of the earth-moving job.

Known as the Eucalyptus Twin Powered Scraper, the machine is owned by Mr. Max Currie. It cost £50,000 and was the first machine in the world with the ability to move 1000 tons of earth in an hour.

Of American design and manufacture, the machine is 47 ft. long, 14 ft. wide and 12 ft. high. Loaded weight is 100 tons. Power is supplied by two 300 h.p. diesel engines, one mounted in front and the other in the rear.

The rear-mounted engine is remotely controlled and all steering

and movement of earth is done by means of a remotely controlled, continuous cable, fuel by 25 gallons per hour, or 100 gallons in a 24-hour working day.

Other specifications which illustrate the tremendous size of the Eucalyptus are: tires 8 ft. high and 4 ft. wide, ability to load 50 tons of earth in 10 seconds, to empty and spread the load in ten seconds and to move with a full load at speeds up to 30 miles per hour.

It is this type of huge machine, and there are similar types on the job, which are making such rapid progress with the Tullaroop Dam construction.

People like Mr. Currie are to be congratulated

on their initiative in introducing such machines which are doing much to hasten construction works in various parts of Australia.

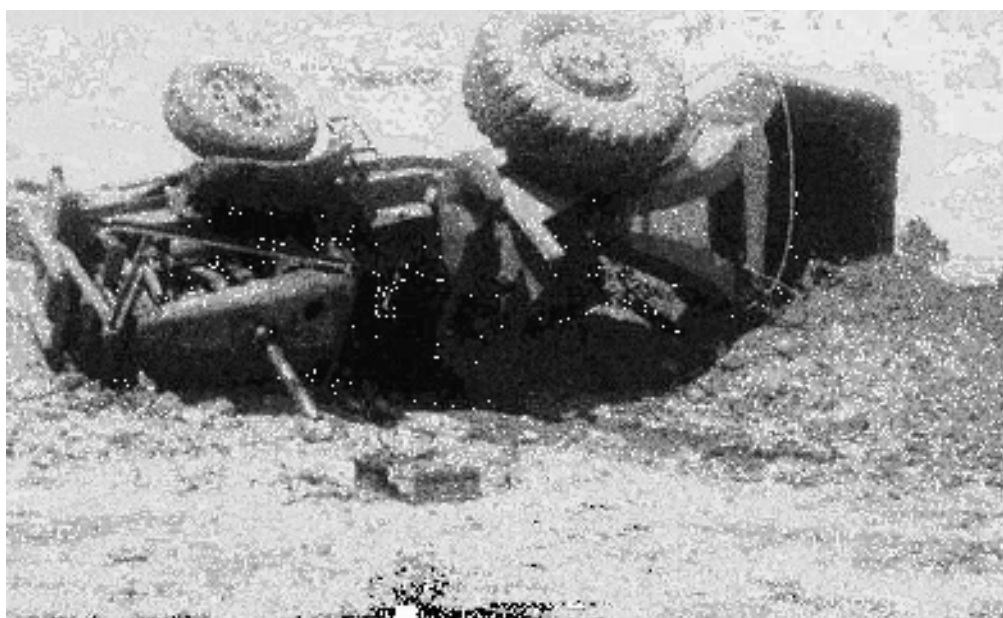
Before being brought to the Tullaroop site, the machine worked on other water construction projects. In January it worked on the Woody Yalbak Levee Dam, built to take water from the Woody Yalbak River, which normally flows into Lake George. The new channel will prevent further flooding of valuable pasture land in the Western District.

In later issue, the "Advertiser" will tell more of the type of work being done by this huge machine and others at the Tullaroop site. All are helping along

With the many employees to build an increased water supply for Murchison and beyond.



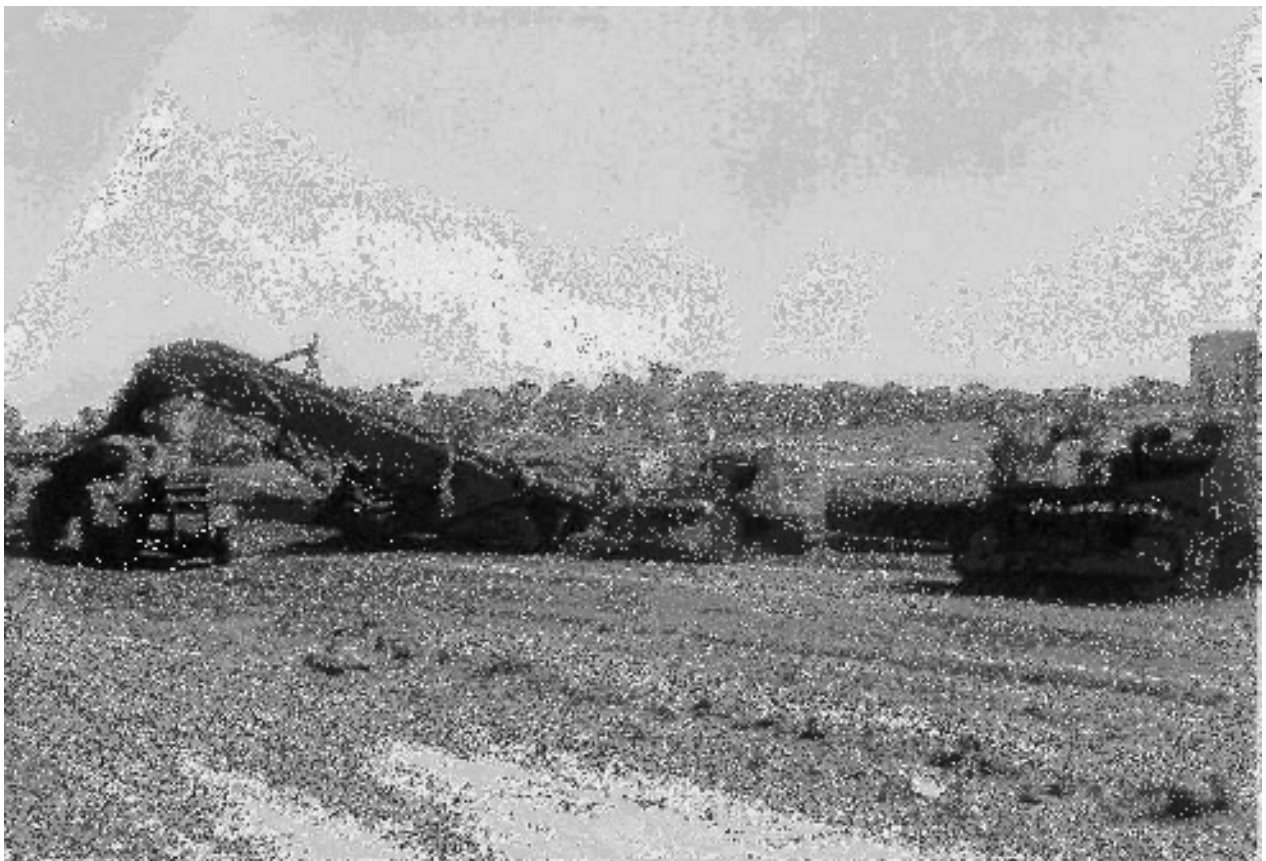
Other equipment on the main bank. Euclid end dumper (tipper) Euclid belly dumper. These were 6 wheel semi trailer type machines powered by a 6 cylinder Cummins engine. They unloaded by discharging material on the move leaving a long windrow up to 1m high. This involved driving over material discharged by belly dumpers that had already discharged this long row of material. It would finish up the full length of the dam bank, this involved very careful driving because if your wheels got up on the discharged material and with their high centre of gravity, very quickly the machine would be the other way up (that is body on ground and wheels looking to the heavens). After the row of material was complete then a dozer would level. For the sheep foot rollers there would be 2 or 3 of these machines travelling one behind the other and was known as the Mule Train (my second job at Cairn Curran Dam was operating a Allis Chalmers HD20 in the Mule Train).



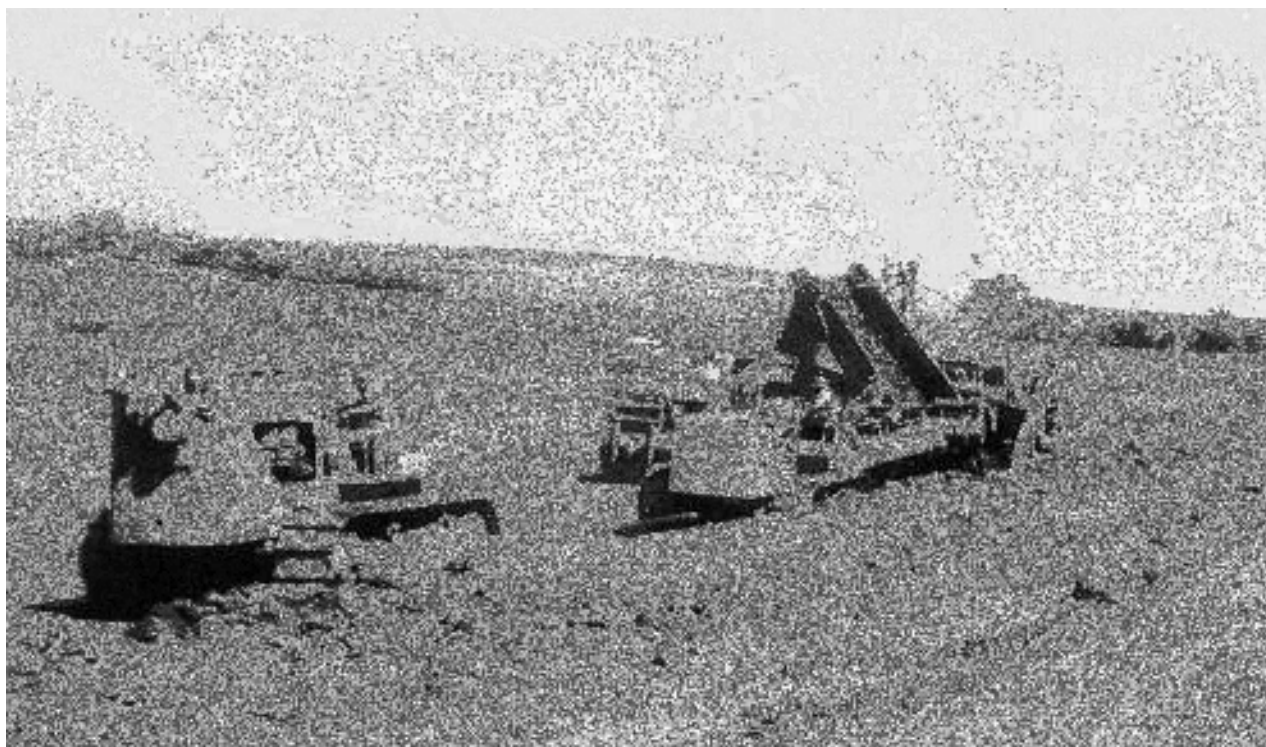
Euclid
Bottom
Discharger
belly
dumper
being used
as a side
tipper



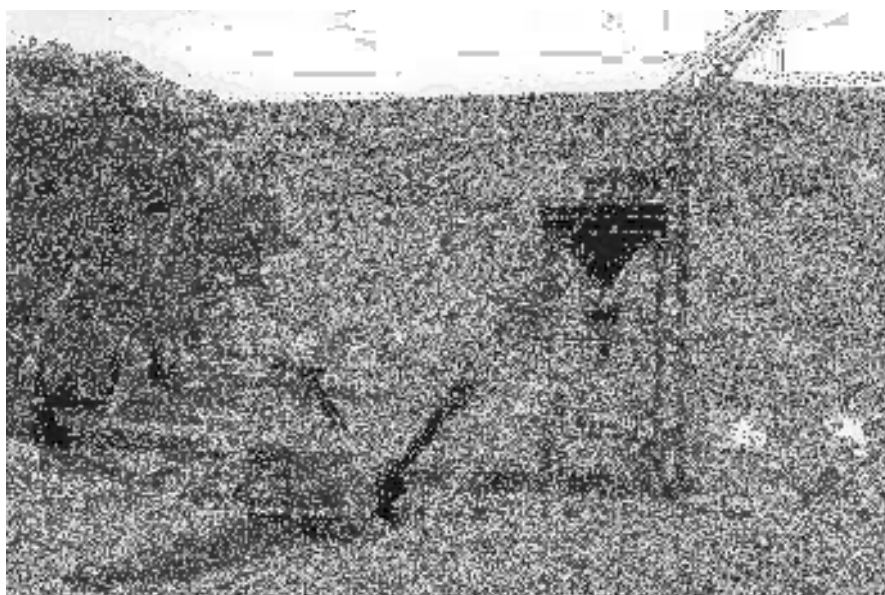
Euclid belly dumper in embarrassing position with Jack Scholes backing in tractor to stand it up. These machines were very prone to tipping because of a high centre of gravity. The driver always was thrown clear, and I never heard of a serious injury.



Euclid loader filling Euclid belly dumpers.



Euclid Loader loading Euclid belly dumpers, Cat D8 15A in shafts, with Bill Hawk operating Allis Chalmers HD20 towing. These machines had a hydraulic operated scraper blade on the bottom and one side. The material was shaved off and collected in a bin. This bin had a very large conveyor belt below it that transferred material up, and it dumped it over the end. It had its own Cummins engine. It loaded the belly dumpers by the dumper operator driving under the belt with his unprotected prime mover, this meant that the Euclid Loader operator started to move the machine and at the same time started the conveyor belt and both machines travelled side by side until material was rolling over both sides of belting dumper. Loads up to 40 cubic yards could be achieved with its 27cubic yard water level body. If three bulldozers were available, the third one pushed the loader from behind to speed up loading. In good conditions a load per minute was possible. Pushing was not the best job because if the wind was blowing in the wrong direction you got covered in flying material off the belt. I did a fair bit of pushing at Cairn Curran.

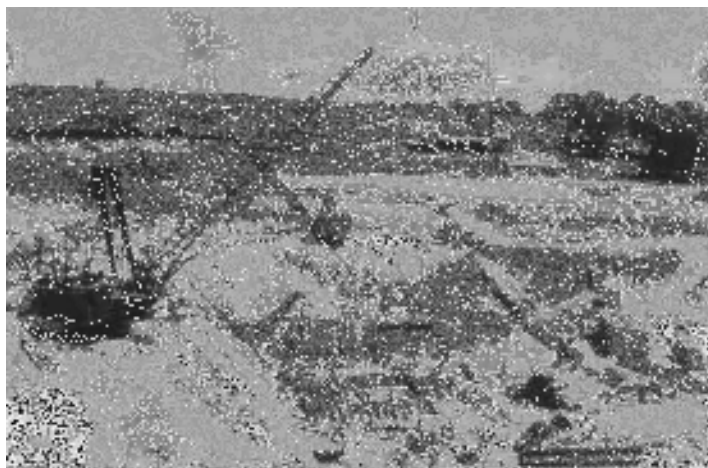


Building concrete plant at Tallaroop (this plant was later used at Castlemaine concrete, Duke Street, Castlemaine).

Manitowoc used as crane. Note this machine was used as a face shovel at Eildon Weir and as a drag line at Shepparton job.

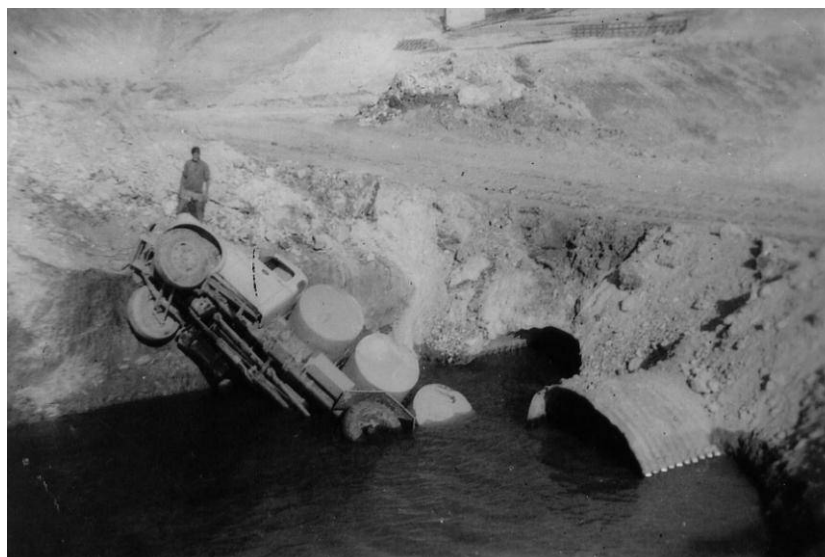
Working on spillway construction.

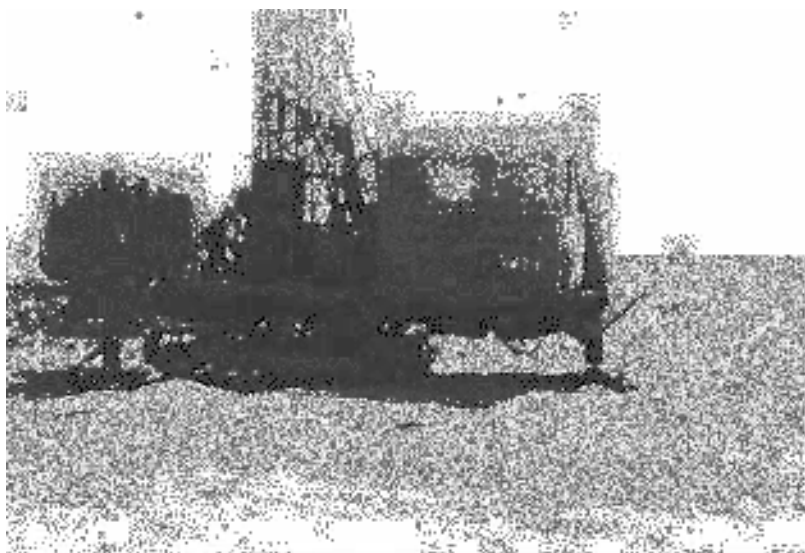
Note: Armstrong wet type concrete batch plant at rear of photo. This was a gravity wet drum plant. The building on its left was used for bag cement (no silos on these jobs). The concrete was carted from batch plant to spillway on tray trucks. 2 Kibbles on a tandem Leyland Hippo and one Kibble on single drive truck



Face shovel loading beaching stone from spillway onto Euclid Trucking Co end dumper, Tallaroop Reservoir.

Almost new water truck confused as to its duty. The temporary crossing was to allow traffic movement from one side of the river to the other. During a storm one night all the material moved down stream, fortunately there were cables tied to the pipes and they stayed in place for a quick repair job.





Joy Drill in operation. This had been used at Cairn Curran and Eildon Weirs.

Kevin (Wicker) Williamson on Max Currie's Allis Chalmers HD21 push tractor. The S.R & W.S. had new Caterpillar D8 15A and this was able to push the HD21 in a blade to blade contest, so Cat had finally built a bigger machine.



It was about this time that I became aware of a young lady who happened to be the daughter of the local policeman at Castlemaine.

The job is now progressing with TS24 turning onto bank, empty belly dumper in centre and Roche end dumper on left.



1959 I continued to work for Max Currie at Tallaroop until the job finished around September, then went back to dam building, working from Maryborough to Geelong, then Bacchus Marsh.



Max Currie's TS24 Scraper working at the Maddingley Coal Mine at Bacchus Marsh Victoria in 1959. The truck in the background is an AEC.

In 1959 Max Currie, the Contractor I was working with, purchased an ex wartime base at Pentland Hills near Bacchus Marsh, with the idea of building a tourist complex so we built three large dams.

One day he mentioned catching some live kangaroos, this seemed a new challenge. Kangaroos in that period were not in any great numbers in Victoria, so I suggested NSW would be the place to go. So in his new FC Holden car and a covered trailer we headed off one weekend to Balranald.

At the Homebush pub north of the town we asked advice from the locals over many pots of courage.

Mostly, they suggested to use dogs and horses, to run them down. They told us of a flat spot where there were plenty of roos.

I had made a large loop on a long pole and had tied a lasso on to it with sticky tape. The plan was to drive along beside the roo and slip the loop over their head and pull the loop. The ground was quite open but very rough and we were not able to get the car to bounce together with the roo. Jack Girvan was in the front seat with the catching device, I kept turning right and left until you could touch it but Jack was not able to lasso the beast.

Then Jack loaded with a belly full of dutch courage grabbed its tail, this seemed to confuse the Big Red Roo. We quickly stopped the car and quickly placed a bag over the head of the roo. We then tied his feet, put him in the boot head first with most of the rest of him hanging out the back. We then loaded him into the trailer and went back for more, the females were not so easy to catch they were hard to get close to. We used the same method each time and on the last one the Holden was boiling it's head off, so we abandoned the chase and went back to the pub.

The locals would not believe we had caught any and again went on about dogs etc.

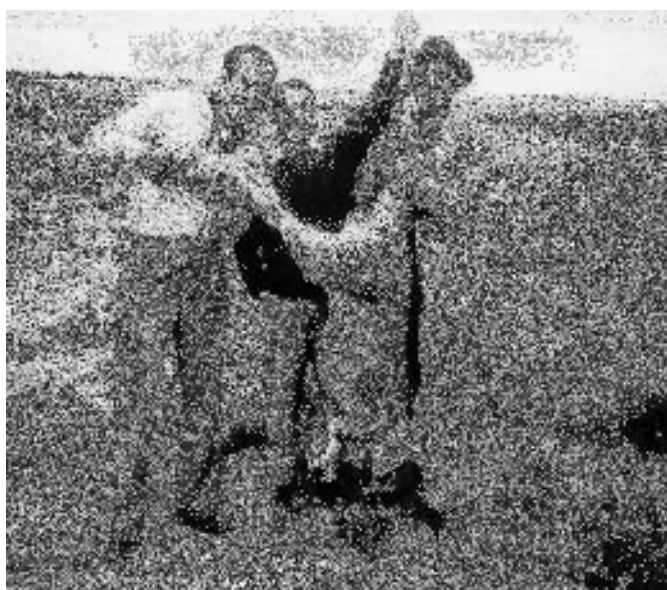
The toilet was outside and one chap had to have a nature call and returned with the news we had 3 or 4 live roos, the whole pub moved outside to see for themselves.

The next day after fitting a new head gasket in the street outside the GM dealer at Balranald, we were off home with our prizes.



Jack Girvan on the left, the tail snatcher and Wally Dykes bagging a young roo. Each time we placed a female into the trailer the big Red gave them a big rough hug. We never figured out whether he was saying "I am boss" or a Roo Wedding or both.

On the second trip my father came and I remember him yelling you bad buggars you will kill us all. Each time the roo changed direction we had to turn hard, this meant at times really super sharp turns, this one did not make the trip home. The end of the story was that people shot them through the high security fence around the park.



One Saturday morning I went to Melbourne to get parts for the Earthmover I was working for, and while driving along Sydney road, Coburg, I spotted a pink and white fully imported Zodiac Mk11 convertible, Reg No HAA 878 that had approximately 8000 miles on the speedo. I marched in and did a deal on the spot, the car cost 1900 pounds a lot of money at that time.

The dealer, Norm Beechey would not accept my personal State bank cheque as payment so after a telephone call to Harry Elliott, manager of Rowe Motors at Castlemaine who vouched for me, I was away in the Zodiac.

They traded in my Red Zephyr Sedan. It had a well used look for the 50,000 fast miles it had travelled, it had been used as a ute and was all dented underneath from rocks, and it seemed to never have been cold.

A fortnight later I went back to pick up the towbar and there was my Red Zephyr, four matching tyres, all the dents gone, the seats repaired and a genuine 8000 miles on the clock.



By this time I was well acquainted with the local policeman's daughter (see above).

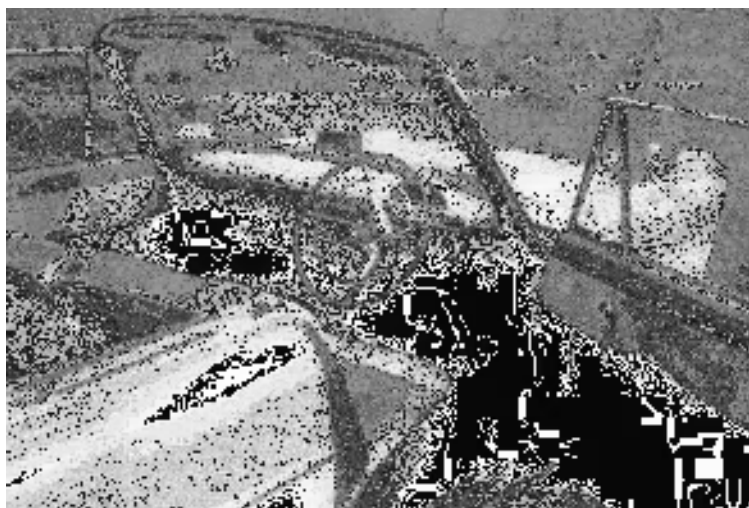
Note: my first shed built with bush poles and second hand corrugated iron at the rear.

One Friday night coming home from Shepparton a young chap passes me in a hot Holden car going into Stanhope, as we leave the town he quickly learns Holdens are not to pass Fords, and he quickly gets the chance to read my rear number plate.

As I pass a Ford tray truck loaded with milk cans the driver turns into a farm gate and I hit him, I would have been travelling at at least 85 miles per hour. The seat belt I had transferred from my two previous vehicles held me in place.

With my worst pain being my pride, the Zodiac does not fair so well and requires extensive rebuilding.

The Zodiac was my most memorable car, if it were still alive today it would be able to tell many lovely stories. It travelled 85,000 miles with very little expense other than the gearbox circlip.



Zodiac Mk 2
Inside View

Zodiac Mk 2
Rear View.



Phone Mt. Wallace 14	Phone Mt. Wallace 15
Dr. to MAX CURRIE EXCAVATION CONTRACTOR BALLAN	Dr. to MAX CURRIE EXCAVATION CONTRACTOR BALLAN
Phone Ararat 458 and 452	Phone Ararat 458 and 452
<p>To whom it may concern</p> <p>Sam J Lee of Ballan has been employed by me for the past two years. He has proved a very reliable & conscientious employee & is a particularly skilful & handy Terra Soma Scarper operator, having driven my TS 24 for 5000 hours during which time he moved approximately one & one half million yards of earth over all conditions.</p> <p>Yours faithfully Max J Currie</p> <p>Nº 945</p>	<p>To whom it may concern</p> <p>Sam J Lee of Ballan has been employed by me for past two years of which on 14021 hours he has driven a TS 24 Scarper for 5000 hours. He is a very reliable & conscientious operator & capable of great & adaptable to most situations.</p> <p>Yours faithfully Max J Currie</p> <p>Nº 946</p>

In late December 1959 the TS24 Euclid was taken over by Lionel Deakin of Twin Power Excavations and we were out of a job.

When I left I asked Max Currie for a reference, he gave me the first one which I felt was a bit far fetched so I asked for a something more realistic.

In January 1960 I started with Utah Constructions on the earth works for the Monash University, operating a DW20 Caterpillar scraper and later operating a Cat 12 Grader on the finishing work.

We were living in a boarding house in St Kilda Road. I don't remember how I got the idea, but I spoke to a Real Estate chap about buying a very old three story building, as I remember it was on the corner of St Kilda Road and Southbank Boulevard.

It was in quite a run down state but most of the rooms were rented out. I had the required deposit and the rent would have covered the repayments, it did however mean making a big commitment so I asked my cousin Joe Davis who had experience in those things for some advice.

He advised me not that it was not a good idea for such an old building and I never proceeded with the purchase, imagine what this block of ground would be worth today.

The job lasted about 3 months, then most of the equipment went to a job on the highway north of Orbost near the Bellbird Hotel, I did drive the Cat 12 Grader down to the job.

However the lust for change was in the air and with a friend from Castlemaine John Botton we decided to go to the Snowy Mountains, and were able to get a start on the Tumut 2 powerhouse site.

This was Easter time, we lived in the company camp which housed 500 men, most working 2 shifts, 12 days on and 2 days off. Of the 500, about 400 were Italians and few spoke any English and less than 30 of the men were Australians. The food was also mostly Italian.

One of the first jobs was clearing timber up at the storage dam with a D8 and making a small track, I had 5 Italians to help drag the timber. We also made a big culvert, as they spoke little or no English we had a lot of trouble understanding each other.

The first two days the weather was perfect then it began to snow and it was not so nice. Another job I did for maybe two days was clearing trees and rocks down a very steep incline. The tractor would not go back even an inch (25mm) and there was another D8 with a logging winch to pull me back up. The machine had no canopy, so if things went wrong I had a plan to jump.

There was a chap with a flag to wave to the operator up above when to pull, it was necessary to have one foot on the dash at all times to keep in the seat. Imagine with all the work cover crap that would go on today, with a dozer hanging onto a cable and two helpers that spoke little English, it just wouldn't happen!

My next job was to push the rock which came from underground by dump trucks with a D8, sometimes there wouldn't be a truck for up to an hour, and sitting on an open machine with rain and sleet blowing up the valley, was not a pleasant place to be.

A job then came up operating a Cat Grader on 12 hours shifts keeping the roads open from snow and rock slides, it had a cabin with a heater so I was happy to spend the winter on a 12 days on and 2 days off rotation. The hut accommodation had no heating, the radio did not work so all you could do was climb into bed on your wee lonesome.

Then some pen pusher decided it would be more efficient to operate 3 x 8 hours shifts. What do you do for 16 hours a day when not working, without chains you could not get out of the camp and even if you could there was little to do at Cabramurra (the nearest town) other than scull large portions of brown ale.

We moved to Brisbane and I got work as a plumber for Peter Smith, 1 Wilga Street Stafford, mostly on new houses. In those days Brisbane was more of a very large town than the city it is today, we were living in a boarding house at Mt Gravatt, this was a very small town out of the city and life was very lay back. They worked 5 days a week and the money was extra poor after earthmoving so we moved on to Mackay, North Queensland and I got a job operating a Cat 12 grader for Val Stroparau and Co, Albert St.

My first job was completing all the levels on MacKay's first drive in theatre. When they tendered for the job they must have allowed too many hours because I finished the job in half the time they had allowed.

We then moved to a road job at Ilbibi south of Sarina, this road was called the Coast Road and because of its poor condition most people travelled north using the inland road although it too was not much better than a gravel track. The weather in winter in Mackay was great, the camp was on the side of the road job. The huts were more like carports with only a roof, no walls, so doors and windows were not necessary.

John Botton could not get a job and went back to his old job in Brisbane and I soon got homesick. There was also some lovely treasures in Castlemaine that I liked more than my pink and white convertible, so off again, first I drove up to Cairns, it was not much of a place, the buildings were very drab. When the tide went out the area was covered in mud with old cars and war leftovers, so Castlemaine here we come,

I decided to go west and travel down the centre of Queensland and NSW. The roads were all unmade with few bridges. As I made it to Charleville it rained and the roads out were closed. After two days I went around the road barriers, however 10 miles out the road conditions were almost impossible so camping on the roadside was the only option.

After a day I was able to slip and slide along in low gear, by the time I reached the next town I had little petrol and was low on food and drink.

After a top up for car and driver, south we went. When I reached Cobar NSW it was almost like a ghost town then, later they reopened the mines and it had a rebirth. however being well tuckered and fuelled up again and with rain looking very likely I headed off, I knew if I made it to Griffith there would be formed roads.

The rain made the road quite difficult and the fuel consumption high. Then there was a detour, somehow I missed the next turn in the dark, I followed a track that seemed to be south bound, around 4am I could see lights, when I got closer it was a lady looking for fencing material for her sons and she was able to put me right and I came out at Roto. The sole occupant of Roto was a chap with a rabbit freezer, he was waiting for petrol himself so I scraped into Griffith at daybreak. That afternoon I made Castlemaine, my lovely car was plastered with mud.

Eppalock Reservoir had started and I got a job driving a Stick Tournapull for Lionel Hurst from Sydney, as I was the only experienced operator. They employed farmer's sons and truck drivers and I taught them how to use the equipment. When they became fairly capable on their own they decided my wage was too high and reduced it back to the same as the other operators, so I left.

I found out Express Freight were looking for an interstate driver, so on the following Monday I was leaving for Sydney in a Diamond T 531 with a tandem trailer for 27 pounds per week regardless of the hours I worked, 10 pound less than my last job, however this was a new adventure.



Example of the Diamond T 531 I drove. This one is restored and in our collection.

After driving the Diamond T for maybe 5 weeks I was able to get a job driving a new Ford Thames Trader with a new 34 foot freighter trailer for a private sub-contractor with Ansett, I travelled mostly Melbourne to Brisbane with some trips to North Queensland, Sydney and Perth.

After two trips to Adelaide in the one week late December a chance of a load to Darwin was on offer, an adventure not to be missed after travelling to Quorn near Port Augusta on the Friday night I loaded bags of material for oil drilling early Saturday.

At that time Darwin seemed like the other end of the earth, but what a temptation! So Darwin here we come! With a 13 tonne pay load on a truck with a maximum legal payload of 11 tonne plus 1½ tonne in fuel on 900x20 bald rag tyres with a 4 speed gearbox and a small diesel six cylinder engine.

After leaving Port Augusta we were out in the never never, there was a formed gravel road to Woomera Rocket Base, then just two wheel tracks, in those days the road went further west through Kingoonya, today it would be considered four wheel drive vehicles only.

Road conditions were so bad that high second was top speed, the heat was incredible, if you spat on the steel engine cover it sizzled, and you would have been able to fry an egg and the temperature gauge was almost into the red, and the radiator needed constant filling.

Sections of the track were very sandy, however the Thames seemed to find the bottom and we struggled through. We also came to some small creeks that were very sharp and the rope rails on the trailer came down on the truck's chassis and bent, but again we got through, if I had stopped in the sand or the creeks with only a 4 speed gear box, there is no way it would have taken off again. I also was very concerned that if I broke an axle or a spring so far from any help, I would be in big trouble.

We took tinned food and 200 litres of water. The water ran out of your skin and down your body and dropped onto the plastic seat and it was necessary to drink constantly. The canned fruit made you sick if you drank the juice.

When we got to Coober Pedy, which consisted of 3 tin buildings we went into the store and asked for a midday meal, the lady said I am closed for 1½ hours for my midday rest but if you can wait I will make you something. We sat under the trailer for shade, it would have been 45 degrees plus,

We could see a native out on a small clay pan working away and we wondered what he might be doing. Later he walked over to us and began waving a big carved stick (Nulla Nulla) and called out in his native language, we had no idea of what his motive was and began to be concerned for our safety.

Fortunately the lady came out and was able to tell us the native was trying to sell us a souvenir, I now regret not buying it from him. We went inside the tin building and the lady gave us boiled mutton and potatoes, I gulped mine down with vigour. She made it quite clear not to ask for drinking water as she only had one drum to last a week.

Drinking water was delivered by road from Kingoonya and I assume came by rail from Port Augusta.

As it was only wheel tracks there were no signposts and a number of times we came to sections with two roads, both with about the same amount of wheel marks, we fortunately made the correct turns or maybe they joined later down the track. We met only one car between Woomera and Alice.

The drive tyres were nearly bald and on the stony ground I blew a drive tyre about 100 miles from Alice Springs, and finished off my water bag changing the tyre.

The truck I was travelling with was in front and I assumed he would wait for me to catch up, but he didn't.

After travelling about 3/4 an hour in 45 plus deg heat I needed water and he had the 200 litre drum, I had tried drinking water out of a dirty 4 gall tin I had picked up on the road side for filling the radiator, however the oil and whatever else was in the tin made me sick, I began to panic, then I found the other truck at a bore with the driver sitting in the bore drain.

I gulped down his whole water bag and noticed he had pulled off the fuel lines from the second tank and was syphoning fuel from the 44 gallon drums on his trailer with 3/8 plastic pipe, and he had intended to continue without me, my salvation was that I had the fuel pump.

It was so hot I didn't put up much of a protest, first he said he was trying to speed things up by syphoning petrol, then he admitted he had intended to go on without me, he was a Leech from my home town and his actions spoke for themselves, however I was smart enough to know I still might need him.

When we reached Alice Springs I was very tired and hungry and the first call was for a great big meal. The lady in the Café must have thought I had not eaten in a week, and that was closer to the truth than she could have imagined.

After eating I went to a transport company to get a new tyre, one of the drivers looked at my rig and said only a fool from the east would be silly enough to travel up from Adelaide at this time of the year in a delivery truck (the fool did get back to the east).

Then on to Darwin, no sleep, I thought it would be easy on the sealed road, we were getting short on time for our delivery. I soon realised that travelling in the midday heat, the tyres built up heat so I had to reduce speed. This meant more time lost and no possibility of sleep, even at 4am in the morning the heat was unbearable.

We noticed the natives just sitting by the roadside in make shift shelters made from the end of tar drums. There didn't seem to be any water close by.

When were getting closer to Darwin, suddenly there was a big heap of gravel in the middle of the road and I realised the road had been relined, I had followed the wrong black strip, a strong sign of a lack of sleep

Finally late Wednesday arvo we arrived in Darwin and down to the wharf as our load had to go to Timor on a small boat.

The first man we met was a chap Nelson from North Harcourt. When the wharfies called it a day we booked into a hotel and had our first nights rest in 5 days. The hotel had big beds with big insect nets and a breeze which came in from the ocean.



Example of the light green model Ford Thames Trader. They were a very basic truck with the engine half in the cabin, which was very hot in summer and cold in winter. For that period they travelled along as well as most small trucks. Like all British trucks, the brakes were terrible, although they did have the advantage of a cabin wide enough to sleep in comfort and if there were two it was an extra nice, plus.

At the completion of unloading the next morning it was time to head for home and we decided to catch the train from Alice Springs to Marree, we had 24 hours to travel 1000 miles (1600kms), I was still quite fatigued but the desire to be home for Christmas was very strong. My truck travelled at 50 mph and the other truck 48mph, less than 80kms per hour for 20 hours non-stop travel, the thought of driving all that way just seemed too much.

Darwin at that time did not seem to be as big as Castlemaine, most of the buildings were corrugated iron and most areas were quite messy with old car wrecks and bits of army equipment and old drums.

One had to wonder what it looked like before it was extensively bombed during the war?

Down at the wharf area there were war time rejects everywhere in the sea at low tide, with Japanese recovery crews cutting up the ships their own air force had sunk 18 years earlier.

However my wisdom on continuing to travel with Mr Leech was now paying off, he also saw the difficulties on top of what we had completed and he talked me into putting my truck on top of his trailer.

This left the rear section of the trailer hanging well out the back so he drove his truck forward until the trailer wheels dropped off the loading ramp leaving the wheels just off the ground, sticking out about 6 to 7 feet.

We had no time for sight seeing. It would be 34 years before I was to get back to complete this.

So Alice here we come, the steering in Mr Leech's International R190 had a lot of free travel and although I seemed to keep it straight he did not like my driving so he did the lions share himself, we made it to the Alice stopping only for fuel.

We loaded both trucks onto big long flat top rail trucks. While they were tying down the trucks and going through their ritual of what train operators do, we flew into town and purchased some steak, bread and canned fruit.

The train was a goods train so we were given a guards van to travel in, we also received an arm full of wood and a block of ice.

The train took off at a blistering speed, the track was in very poor condition and our carriage rocked like a boat in a storm and in most places you could count the limbs on the trees we were going so slow, however it was better than travelling the track back to Woomera Rocket Base in the truck.

We had Christmas dinner on the old Ghan train, I lit up the wood stove, it seemed to be about 60 degrees and I threw on the steak, it might have been better if we had not bothered to light the stove as the steak burnt and went all black around the edges almost instantly.

I'd mucked up the dinner and it was turned down by Mr Leech so I got to eat the lot. We then opened the icebox, it had kept the fruit off the boil so that went down well, and then it was back to counting tree limbs.

The train stopped at Oodnadatta for maybe an hour so we made the best of the time in at the Transcontinental Hotel it had the best warm S.A. beer I have ever tasted.

Along the track there were rail workers huts with not a tree to be seen. What a life, at least one had a wife and children. The passing of the train every few days would have been a major event in their lives.

In 2000 Dawn and I travelled down the old Ghan railway line and inspected what was left of the huts and we camped under the Algebuckin Steel Bridge I had crossed 39 years before.



The Algebuckin Steel bridge where we spent two very peaceful nights, the weather was very pleasant. Our camp is in the foreground. The other objects are damaged old cars and timber.

We unloaded the trucks at Marree, which at that time because of the railway was a much larger and active place than it is today.

We were now in better spirits and well rested, and with formed gravel very corrugated roads we headed for Adelaide and travelled non-stop to Castlemaine arriving home for New Years Eve and did I make the most of it.

When you read about the early Road Trains of the north and after only one trip it makes me wonder how they did this job all year round and I can believe the stories of tying bandages on their feet to insulate the heat from the pedals.

After Christmas I went on driving the Thames as a sub contractor with Express Freight in Melbourne driving to Sydney or Adelaide and not much was happening adventure wise.

The transport company and the road authorities treated us drivers like dirt or some sort of second class citizens and although an earthmoving company like Utah had had very bad reports about it's attitude towards their employees, I found that if you did the job they asked, they treated you as an equal and paid 30-40% more.

Then a recession hit the country and there was little loading. The last trip I did I sat in Sydney for 2 weeks waiting, then a load came up of second hand motor tubes. They were all on the ground and I had to load 11 tonnes by hand, quite a big task. When I got to Melbourne I had to unload them again by hand into a small shed on the street. Then the company disputed my expenses and I left.

I was able to get an immediate start with A.D. Hillgrove, they were building a storage reservoir at Ocean Grove.

The first few nights I camped in the car with my girl friend, then a chance came up to move into a small guest house and café. The chap who ran this place was a homosexual and my first encounter with one ever.

I was operating a Model C Tournapull with 6-71GM motor. These machine were quite unconventional, the motor drove an AC 3 phase electric AC Tournatorque generator, this was the power source as all functions were operated by electric motors face mounted to a reduction gearboxes that operated a cable drum to operate functions of the machine including the bowl and the discharge apron, steering was also electric, operated with direct pinion to a slew ring gear in the machines pivot point.

On the dashboard was a series of very small toggle switches behind a tube. You needed to hold on to the tube and operate the switches as required for steering, loading and discharge.

The system generally worked OK with periodically charging of contact points. Because the machine drive was through a normal type clutch and 5 speed sliding gear type transmission when working in very heavy wet material discharged in 2nd gear on the fill area, the motor would lug down and electric power output would drop as well, and so it did when turning and discharge functions. In some instances it was necessary to drop to 1st gear. With the loss of speed often the bowl would snag on the material being discharged and the only way was then to turn the machine hard left or right. On top of a dam bank this was not often advisable.

With this type of work a lot of patience was necessary, changing from low to second was also hard in loose material.

Later units were fitted with V871 motors and many of the power problems were overcome. These units were generally called V pulls.

We later went to Ouyen, Sea Lake and Beulah where we again built water storage reservoirs, roadworks on the Henty Highway and dam sinking in the Swan Hill district. Then we moved to Glenrowan and completed earthworks for part of the Standard Gauge Railway.

It was here I became acquainted with the manager for Rhodes of a small portable quarry working on the railway job. He offered me a job at Marble Bar with very good wages. However the distance at the time and the thought of some nice young treasures I'd be missing, I decided against this big adventure.

Now I wish I had given it a chance it would have been a real pioneering adventure.

We then did some factory sites and subdivision works in Melbourne, it was at this time I saw a advert of an International R180 Lazy Axle tip truck, which I purchased for 750 pounds. After a general tidy up I started carting gravel from Stanhope to Mooroopna's main street. The first day I had a queue of problems, it was obvious I had bought a lemon. I was fortunate enough to meet John Power who had the Exlissier Service Station and I lived in his yard in the truck and he was a great help. With my all night repairs I did get through the job but a major overhaul was necessary including a new chassis.

So back to operating machinery for Roche Bros on a variety of sites in Melbourne during the week and at weekends working on getting the truck rebuilt. An engineer in Mooroopna welded a section of an EH Mack chassis to the front part of the Inter chassis, Repco rebuilt the motor.

During the winter I worked for Roche Bros in Canberra carting materials from in front of the old Parliament house across what is now Lake Burleigh Griffin for the construction of Constitution Avenue.



Roche Bros Twin Power working on construction of Constitution Avenue.

It had been changed from Cummins to Two 6-71 GM motors and had been driven by road from Melbourne in 1½ days by Ian Lee.

Service life for engines in this period was short, especially to the rear engine because they had only oil bath air cleaners and 20% of the dust passed through the oil, even though it was changed twice per shift. It was in this period that dry type air cleaners were introduced and major improvements to engine service life.

Back home at the end of winter and with the tipper operational I was able to get work with Robin Keith from Horsham, he was often referred to as Robin Thief, who paid 7 pence per yard mile or 5.8 shillings per mile for 10 yard load.

The under body tipper hoist would only lift 10 yards maximum so I purchased a good second hand 11 yard body and telescopic hoist and was able to load the payload further forward to take some weight of the drive.

In 1962 the Zodiac was traded at a car yard in Fairfield for 860 pounds on a three month old Ford Falcon station wagon which was a real heap. After it fell on its head at 80 miles and hour it became somewhat distorted. I tried to bluff the insurance company in to writing it off, but they fixed it for 912 pounds, it was like new with the new body. I was getting married soon and needed a better vehicle for towing so I traded the wagon in on a 1959 Ford Star model Mainline utility Reg No HAG 818 at Arant & Greenwood at Kerang in 1963, they could not believe how clean my trade in was, not on mark on it.

The ute was like new, it had travelled only 9000 miles and the seller maintained it was the last Mainline utility ever built. It should have been called a 12 model because every 12 miles it used one gallon of petrol and was just an average vehicle.

I worked on Shire jobs starting in the Wimmera right across to the Mallee, the truck generally behaved reasonably well.

When I went onto Swan Hill and Kerang Shires the rough roads started breaking the eyes of the rear axle springs and I was changing up to 2 springs per week. An engineer at Horsham did convert the centre spring rocker system to a slipper system and this solved some of the maintenance problems and I battled through the season.



On 29 June 1963, I married Dawn Emily Annand aged 21, I was 28.
For better or for worse.

We were not to know of all the betters we were to enjoy including a great life together along with family and friends and many great adventures.



IJ with
my new
bride also
my mum
and dad.

[illegible]



Mr and Mrs I J Lee
 Diane McNeice (flowergirl)
 Lynette Annand
 (bridesmaid)
 Dawn's best friend was
 pregnant and unable to be
 bridesmaid.
 Brother Noel (the flea)
 Bestman

The Ford Star Model ute we purchased to tow the new 25ft caravan. The van was very modern for that time with separate lockable bedroom at the rear, shower, gas hot water, full sink and lounge.



One week after we were married my friend and workmate Wally Dykes went to the altar with Betty. We missed the wedding as we were on our working honeymoon. Two years later they moved to W.A.



The only photo of the R180, the first truck I owned. Later rebuilt as a S Series, taken at Swan Hill with the signwriter on the job. She was not so pleased with the phantom photo getter.

As it was winter and no tipper work we headed for Queensland for our honeymoon and arrived in Brisbane midday Wednesday.

We happened to drive past a Thiess Bros Earthmoving yard, here was a chance for a job so I marched in, the sign on the gate said "We do not require any operators or drivers", undaunted I marched into the office where I was told there was no work and as I was about to walk out of the office a voice from behind a partition asked "Can you operate a grader", of course I replied "Yes", then he asked who I had worked for and I rattled off Utah, Roche Bros etc, then the missing voice said "Be at Gailles near Rocklea at 7am in the morning for a test", I never saw the face of who was behind the partition.

My new bride did not seem as pleased as I was about the job, she did not understand with buying the caravan and the Mainline ute and other expenses that we were flat broke. On March 1st we had 27 pounds six shilling in the bank.

The job involved making the ramps for the cars in a drive in theatre, this I had already done at Mackay and generally knew the ropes, the machine was a Huber Walker power shift with a large Cummins engine, I took off with a rush and filled the blade, much to my surprise it pushed like hell, not like the Cat 12 I had operated before, the foreman was impressed and I had the job for a week and a bit.

I was only to work 8 hour days, as he was not there I operated 10 or 11 hours, so the next morning he could not believe my progress for only one 8 hour shift, he was very impressed with my output and asked if I had operated a scraper, of course he got the big "No problem", so I landed a job on the earthworks for the Swanbank Powerhouse near Ipswich operating DW20 and pup Tournapull scrapers.

One week with all our expenses we did not have enough money to buy food, I was able to talk a small grocer into giving us one weeks credit, which he reluctantly did, although I could see his wife was not so trusting of a construction worker. A fortnight later after being paid, our first call was to repay our debt. As we paid up and purchased a further two weeks supplies we could clearly see the relief on his face. He was our supplier for the duration of our stay while on the job.



Thiess Bros Cat
DW 20 working
at Swanbank
Powerhouse site
near Ipswich Qld
mid 1963.
These were quite
nice machines to
operate.

Later they tried to get me to go to a beef road job at Quilpie in Western Queensland and later to go north to a coalmine job, but in my heart I wanted to get the tipper back in work.

While staying in Queensland we went to the drive in pictures each Saturday night and there was an advertisement for Nestles products, the ad started with a bear, saying the words "Time to get up little bear", so each morning I would say to Dawn "Time to get up little bear", later it changed to a crazy (type of) bear.



Thiess Bros
Pup
LeTourneau
electric
operated
Tournapull
scraper with 4
71 GM engine
working at the
Swanbank
Powerhouse
site being
pushed with a
Caterpillar D6

In October we headed back to Victoria, our first job was at Warracknabeal again with Robin Keith, it was there we purchased our first black and white television, this was to last us until 1976 when we purchased a coloured Sanyo.

We lived in the caravan down by the creek at Warracknabeal, there was no Caravan park as such.

As we moved north to the shires with the rougher roads the spring breaking problem came back to haunt us.

By Christmas 1963 the reconditioned petrol motor needed an overhaul and we made the decision to re-power it with a new pink Perkins 6354 Diesel from Queensbridge Motors, it was fitted by Geoff Best in Castlemaine.

This engine had just come onto the market and only a very small number had been fitted. Later they were offered in new trucks and were to become very common.

On returning to the job everybody was quick to inform me that I had made a bad decision, all had had bad reports on the earlier Perkins engines. A week later they were not so vocal, I was completing one extra load per day and getting up to 13 miles per gallon with an 11 yard payload.

When we returned after the winter break, four of the critics had repowered their Internationals with Perkins 6354 motors and more were to follow.

Although we tried different types of springs, each time I worked on rough gravel roads the spring problem returned, so I asked Keith Sheehan in Castlemaine to build a semi tipper.

So back to the investor that loaned us the money for the Perkins and got the bits for a trailer to be built during the winter. They were private truck dealers when I fronted up for a loan, the manager Russ Tucker said anytime, you are the only person that pays twice. Later I found out I had signed a form for them to be paid by the bank and I was posting a cheque as well.

It was mid June 1964 and we were expecting a third member to our family, I was camping beside the road at Jeffcote and each night when I filled at the local service station I asked for any messages.

The week passed with no news, on the Friday night when I arrived back in Castlemaine just as the Northern Hotel was closing at 6pm I went in and there was a cheer. I found out two days earlier that we had had a little girl, who we later called Susan Dawn born 16th June 1964.

When I arrived home, (we were living with my parents), I showed my disappointment at not being contacted, mum's reply was sorry I have been so excited I forgot all about you. I never did quite understand this.

We then had to choose a name, Dawn had a book full of mostly weird names that did not seem fitting. We had recently seen a film with a very likeable lady of the night called Suzy Wong, so I suggested Suzy, this was not in the book so we settled on Susan.



After 12 months of wonderful love together nature produced a beautiful baby girl, Susan Dawn born 16 June 1964.
(Suzy Wong-The Tourist)

One Saturday morning I was sitting in the Criterion Hotel in Castlemaine, John Bower came in and said how much he liked the green two toned Mainline utility, one hour later I had swapped him and drove away in a 1964 EH two toned blue special sedan with an auto gearbox and 179 motor, Dawn, my wife learnt to drive in this vehicle, it had previously belonged to Joe Cappy.

That winter we finished the semi. The cabin and mudguards were close to falling off our R180 truck, so we fitted a cabin and mudguards off a S Model Inter we purchased from the St Arnaud Flour Mill, we also removed the lazy axle. Models with this cabin were late R then S

The remains of an A Series which had been in an accident was over at the tip, so I cut the dual headlights out of the mudguards and grille and Ocker Tingay fitted them into the single headlight S guards along with a nice new coat of red paint. By this time the lemon had been totally rebuilt and this was my first full truck restoration job.



International S Model with Model AA front update with a new semi tipper using the telescopic hoist from the rigid body. Our van in the rear of the photo

With the new season starting in October '64 I was able to get better work with Wilson's from Birchip and of course I now had better gear and started to make some money.

Not to be content, on July 31st 1964 I decided to buy a second truck., a secondhand AB180 with a 6 cylinder petrol motor, it had been on interstate work and was a very clean truck. I was able to get finance through A.G.C. again, the investor in Melbourne financed the parts for a new trailer to be built by Keith Sheehan and I employed Noel Butterworth from Castlemaine to drive it.

When I went down to our local garage to get insurance on the second truck, the proprietor a family friend, Mick Hunt suggested I had done the wrong thing, he advised you must operate one truck or at least five.

Twelve months later having worked very long hours to keep both units operating I had advanced little, during the season the AB Inter motor went downhill fast, on stripping it down it was more than a rings and bearings job. I did a deal with Inter Bendigo to trade it onto a new AACO 180 Cab over Perkins powered truck, AGC again came to the party with the truck and with the trailer I was now up for 5500 pounds plus interest to which my father advised me that I must be out of my mind, but I did struggle by for the next five months.

In the winter to keep the new truck working I decided to buy a flat top semi to do some interstate work when there was no tipper work, so I ordered a new Loadmaster trailer with the deal I supplied the axle and tyres and was able to pay for it (no finance).

I got work with Express Freight on the interstate runs towing it with the new AACO 180 I also made up a full fold down bed and Victor Tognolini who had been driving the older truck started driving it.

I got a loan of a tandem trailer from Bob Sporle to go on interstate runs with the other truck and managed to get work carting apples to Brisbane for Hock Henderson of Harcourt, and also some work with Express Freight and we were able to get enough cash flow to cover the winter.

TOTAL EXPENSES FOR YEAR 1963 – 1964

Income		Pounds	Shillings	Pence
Theiss Bros	Wages 6 weeks	180		
Robin Keith	Horsham	1,268	15	10
E.B. Mawson	Cohuna	931	16	
Len Dwyer	Kerang	1,202		
Robin Keith	Horsham	79	16	09
Humphreys & Simpson	Wycheeproof	1,079		10
M Wilson	Birchip	250		10
Total Income		4991	10	03

Expences				
Fuel & oil		922	04	09
Repairs including new Perkins 6354 engine (815 pounds)		2,558	11	06
Tyres & Tyre Repairs		561	04	02
Rego, Road Taxes & Insurance		420	11	02
Other General Expenses		160	17	11
Total Expenses		4,623	09	06

Depreciation			Rate
Wife	Full Claim		
International R180 Lazy Axle Tipper		750	22 ½
Star Model Mainline ford Ute		950	22 ½
Van		1,618	15
Body & Hoist		330	15
Trailer		50	15
Engine – New		815	15
Total Depreciation Claimed		745 pounds	

The above information has been taken from original yearly statement book.

Plus Big gift of Susan Dawn Lee Born 16th June 1964

Not a lot left for the Taxman and not a lot to show for my 7 days a week effort (must have been one of my big learning years).

That winter we decided to swap to the gravel contractors with the better work but it does not allow me to get both trucks onto the better work and not even in the same area as had been the case the previous year, so I decided to go back to only one truck and sold the second truck and later that year and the new flat top semi and suddenly we have some dollars.



Left to Right
Mum
Dawn's mum and Sue
Dad
Dawn's Dad



Suzy was my mother's dream and we have more photos of Sue than the rest of the family put together.





On the 8 November 1965 our son Rodney Ian was born, again I was away working at St Arnaud, this time mum remembered to ring me.



Love and nature working again producing our son Rodney Ian...8 November 1965

Suzi now had a little brother and the proud father of two sitting in the Ford Mainline ute.



We went to the special opening of Max Currie's Twin Lakes and he insisted on taking our photo, it is today a treasure as we have few good shots of this period. Don't the girls look just great.

Dawn's mum, my mother with Sue at Dave Annands farm 1966





The new International AACO Perkins powered truck with Evans look alike semi tipper with the second truck in the background outside my parent's home in Greenhill Avenue

There then became a demand for white quartz for external panels of buildings. Wattle Gully Mine are the main supplier and the market demand exceeded their supply so a friend, Kevin Williamson and I decide to mine some quartz and we found an old mine in the Muckleford bush and it looks to have unlimited quantity. In 1967 I then bought a secondhand Chamberlain rear end loader and every weekend we worked at opening up this mine as an open cut mine.

With the help of an experienced miner, John Martin, we hired a compressor and blasted down a face of stone, we hired Ron Rice from leech Earthmoving to move the rubble and we were quite excited with the prospect. However the quality of the stone never met the standard of Wattle Gully and although we were able to sell a number of loads, they down graded its quality and of course the price, even though we had picked over each stone by hand.

So our weekend quarrying business was a flop, I then landed a weekend job carting sand from the dumps at Wattle Gully to go back to the mine head for filling underground.

1967
Sue at mums house
with her dolls.



I really needed a utility for my trucking business so I traded the EH Holden car in at Jeffersons Garage, Johnson Street, Castlemaine, on a Red Valiant AP utility. It had belonged to Spen Steward and had travelled 7000 miles.

On 17 July 1967 we sell our mobile home to a K. Berry at Kerang for \$2,050, better than we paid for it new. In 1967 I do a gentleman's deal with Fred Addams for a section of land facing Saint Street and backing onto Apple Street and large enough for six house blocks, it has been an open cut goldmine and has been filled in over the years with waste from Thompson's Foundry, mostly old moulding sand and steel shavings it looked a bit like a moonscape with holes and mounds everywhere.

I worked in any spare time to try and level and fill the land. There is a large ridge along Saint Street that goes out to the roads edge so with a nod from the Council Engineer we get Leech Earthmoving to push this material into our land and are able with this material to generally cover the existing fill.

On the 13 September 1967 we purchased timber for a new shed and we erect a workshop with a concrete floor poured by McClures on 4 December 1967 and I purchase my first welder on 21 December 1967, it's a 240V Lincoln and paid \$100 secondhand. We had up until this time used Keith (Ned) Sheehan's workshop to do our repairs but as he was expanding there was no room for free loaders.

It became obvious that there was a demand for a small type excavating business and I purchased a secondhand Ford Ace backhoe in poor condition on 10 July 1967 from Tutt Bryant for \$900, we gave it a patch up job.

I continued working with our tip truck in most sections of the Mallee, although I did get a little work closer to home on the 18 August 1967 and received \$1,194.20 from Malcolm McClure of Castlemaine.

Miles Bros the builder had at that time a trailer type back hoe that they used for their own work, mostly out of town, however they had done the odd outside job. I was able to get quite a lot of work with the SR & WS digging with the back hoe and carting packing sand and gravel and with other small jobs was enough work so I could stop working away from home most of the time.

However, the tired old Ace backhoe soon became very costly to operate with regular breakdowns, so back into the red and we trade in the Chamberlain rear end loader and Fordson Ace back hoe on a new Chamberlain MK2 Superlift Loader backhoe and with this machine and the gravel and sand delivery I'm able to get enough work to keep the wolf from the door working full on 7 days a week.



Our first big project is the new Castlemaine Motel, we started with the old backhoe and finish with the new one, and the new Motel opened in December 1968

Digging foundations for the Castle Motel in Castlemaine with ACE backhoe mounted on Fordson Tractor, late 1967 operated by Ian Lee with Victor Tognolini helping. This was the first backhoe for hire in the Castlemaine & Maryborough district. Today there seems to be a backhoe on every corner and farm.



1968 One of the first larger cartage jobs we get in Castlemaine is carting top soil for the making of the grass greens at the Castlemaine Golf Course. Cairn Curran is very low and we get material below water level.

We receive payment of \$1,245 for this work 10.5.68. This would have been the first season the club went from sand scrapes to grass putting greens.



I.J. and Rod at Cairn Curran carting soil to Castlemaine Golf Club with extra hungry boards to increase pay load.



The new Chamberlain Mark 11 powered by 470D Diesel with Superlift loader and backhoe. Pulling down packed battery sand for easy loading at Wattle Gully goldmine.
My little helper is Rod..1968

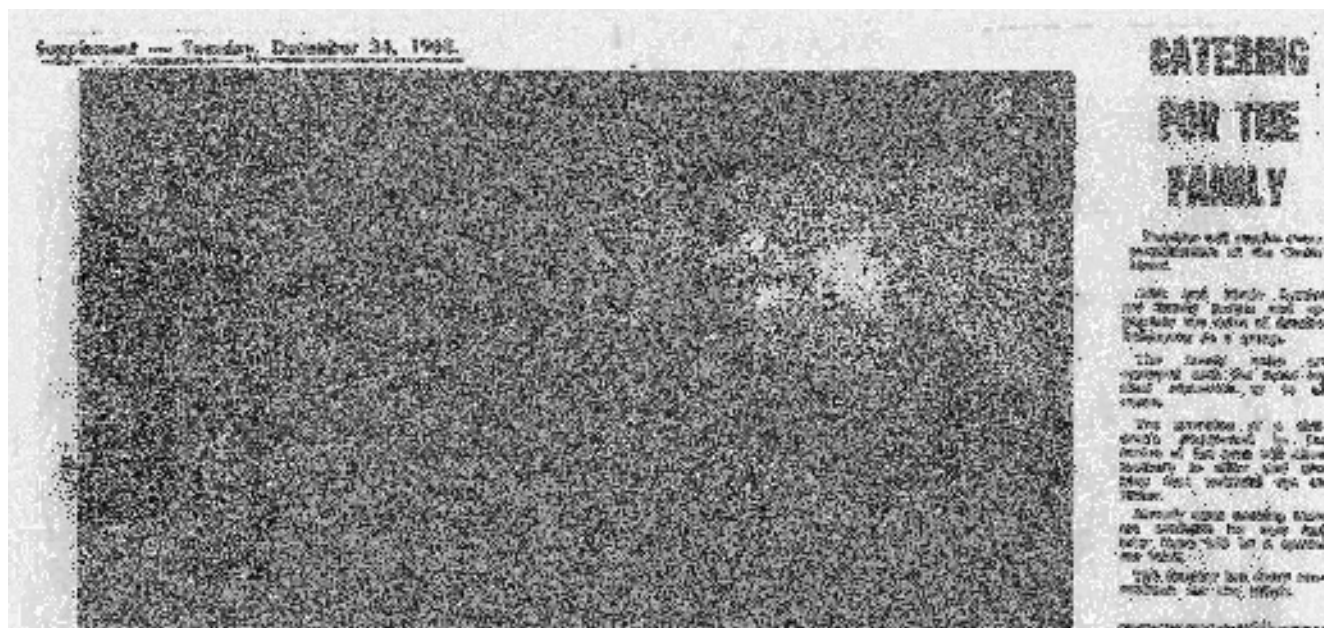


The MK11
Chamberlain Heavy
Duty Loader outside the
workshop at
Castlemaine,
Our house in the
background and Rod in
the foreground...1968

The shed was completed early in '68, we were able to get a subdivision on the land into 5 blocks and Fred Addams allows us to transfer the land into our names, even though we had not paid a cent.

In mid 1968 I see the need for a portable crushing and screening plant and I buy screens and conveyors from Albion Reid and crushing equipment from Thorpe Bros at Trentham to build one.

Castlemaine Motel---December 1968.



In October 1969 we get a loan from the Castlemaine Housing Society to build a house at 21 Appel Street, we have only the deposit of the land which we really do not own.

We get a local builder Jack Wilson to complete the work, we dig and poured the foundations, mixing the concrete with a small brickie type mixer and we get progress payments for the foundations and use this to buy enough bricks to get up to floor level.

This way we could struggle through with little money. I am working carting gravel from Thornton to Narbethong and do a deal with a local sawmill for the timber for the frame, and am able to get credit. So with the frame up we get a good progress payment and the self funding system now is working well.

Now that the house is finished we need furniture and fittings, we get these on credit from Bill Dale and Max Cassidy then our sweet little deal now goes a bit sour. I have to go cap in hand and ask for time to pay.

Both parties agree and we pay Cassidy a small amount of interest until we pay these accounts. It is at this time other work related expenses and buying more equipment that we get a little behind with our fuel account and one of our competitors makes a big deal of our problems with local suppliers.

It generally does not break the trust of our suppliers and Arthur Clark, the local BP agent keeps us supplied with fuel and with super long hours we get ahead.



One of the last jobs we do away from home is carting for Robin Keith at Lalbert. Photo shows being loaded with a Scoupmobile LD3



Dawn's first car, a Hillman Imp, delivering the lunches to weekend mine job at Wattle Gully. This was the only car we purchased that the salesman told us "This is a poor model", but Dawn had lots of fun in it, and had minimal trouble with it. Later it had an upgrade with a Tylden blue top. It was also the family car for sometime.



Mum, Rod, Auntie Louise & one of the Dean boys, 1970. Family Vauxhall in the background.



Rod and
Sue in the
pool at
Greenhill
Avenue.

Rod, the little
earthmover.



Rod working his little
backhoe in mums yard

The semi tipper proves not suitable for site work so we fit a single axle pusher copied from page by page type. We fit a 10 yard tipper body. Photo shows working at Wattle Gully Goldmine our weekend job.



Most of the Contractors in Castlemaine have red trucks so we change to Bloom Blue and trade as Ian Lee Plant Hire.



We have now taken over the book on an International AB180 Perkins powered truck and fix a six yard tipper. We later build a semi tipper out of parts we steal from a chap at Kerang who will not pay us for a lot of work. It is only part payment, however but better than nothing.

It was at this time a friend, Bob Sporle wished to get out of interstate contracting and I work with him to build a Concrete Plant a Tylden. Ron Rice had approached the idea with Tylden Quarries about building a plant on their quarry.

There was a chap I knew from Roche Bros and we were able to get a secondhand mixer ex Albion Reed and I do a sketch of a cheap gravity type batch plant. Bob then gets cold feet on the idea. With all my efforts in talking him into starting in the concrete business. I get keen on the idea so when he pulls out I decided to do it myself and Bob lets me to use the mixer he had purchased and gives me time to pay.

John Botton and Keith (Ned) Sheehan build the small 6 cubic yard gravity weighing batcher and on weekends with the help of some casual workers we dig out and build a wall from railway sleepers for the loading ramp. We build a bag cement storage shed in our workshop and make legs beside the ramp. Early one Sunday morning we go down side roads with this over width over height building to the site at Tylden.

Again this is all done on a shoestring budget, we purchased a very good secondhand tandem drive AACO truck and fit a Bods Mixer, and we sell off the portable quarry equipment and all our plant hire equipment.



The C1800 Prime Mover with an International 345 petrol engine fitted with Fowler Wood six cubic yard 4.6 metre mixer all painted up with the names of the town we plan to service on the side of the barrel. This truck serves us very well.
Rod is standing in front.

Rod is now growing into a young man and enjoys making things.



LEE (Annand). — To Dawn and Ian — a daughter (Jan Elizabeth). At Castlemaine, Aug. 1st. Sister for Susan and Rodney.

Oops! Nature works her magic again and blesses us with a little girl.
Jan Elizabeth
Born August 1, 1969.
(Janny Panny)



Sue & Rod now have a little sister
Jan





Sue, Dawn with Jan & Rod in
Mum's garden 1970



Dawn with Jan and the
two grandmothers.



1972
Jan with her little T
shirt
MY GRANDMOTHER
LOVES ME



Jan at Appel Street,
1972, ice creams must
have been large then!

We sell the new backhoe to its operator Graeme Bird (years later Graeme starts a portable crushing and screening plant and this proves successful), and the AB180 semi tipper to Warren Dinwell and in October 1970 we start in the concrete business with a big advertisement in the local paper.

For three weeks we sell not one grain of sand and this new venture looks bad and our shoestring budget gets even thinner and thinner.

Our first client, Eddie Bevans a builder from Kyneton pours a foundation for a house for Col Cooney in Beauchamp Street, Kyneton. On the next day John Manning pours a house foundation for Danilow's at Ashbourne, then Max Mounsey does a big pour at his poultry farm at East Trentham and we are up and running.

The plan was to run the plant on my own, dispensing concrete when required and carting sand in the quiet times and then carting bagged cement from Geelong at night on the lazy axle truck we had had in Castlemaine.

It quickly became obvious that my one man two truck operation plan would not work, so I buy a second mixer and fit it to the lazy axle tipper and employ our old driver from Castlemaine. It was not suitable for many of the jobs so off to Melbourne I go and buy a secondhand International Loadstar F1800 Tandem Prime Mover and we trade in the Inter Lazy Axle tipper.



Sue, Mum, Dawn's mum with Jan and Dawn carrying Donna, yet to be seen.

FARMERS...

available in your district

TYLDEN PRE-MIX

QUALITY CONCRETE



**SUPPLIED TO KYNETON, WOODEND,
DAYLESFORD, TRENTHAM, LANCEFIELD,
ROMSEY AND GISBORNE**

PHONE 24 8297

AFTER HOURS 72 1479

Tylden Quarries, Woodend Road, Tylden

IAN LEE, PROPRIETOR

POSTAL ADDRESS: BOX 70, KYNETON

One of
our first
adverts in
the local
paper.



Rod and Sue at 13
Appel Street



Road & Sue at
Greenhill Avenue



Dawn, Jan, Rod & Sue in
their swimming pool, back
of Greenhill Avenue house.

The driver finds the long days are interfering with his social life and leaves so Dale Hudson from Kyneton starts and quickly proves a great asset.



The concrete plant at Tylden after we had changed to bulk cement. The bag cement shed is high up in the air. On our best day we used 25 tons of bagged cement on the new bridge at Woodend, and as I was the batcher it was a big job to load the sand and the aggregate into the hopper, pick up the bags, cut them open and tip them in.

After helping the truck driver to unload 15 ton of bagged cement off his semi late in the day and pack up all the old bags as well I then decided to buy a new silo from Ashorn Equipment on HP, we saved twice the repayments each month by going bulk.

We had by this time got better trucks and mixers and set up change over mixers to give service on busy days. The one in the photo at the plant can be fitted to the 8 wheeler AACO below.

We take over the book on an ex-owner driver with Albion Reid's 8 wheeler AACO. Sue and Rod in the photo in the yard at Castlemaine looking over from ten foot hill to Monument Hill.

It proves very underpowered with the 345 International petrol motor on the long climb out of Bacchus Marsh.





Oops! The wonder of nature happens again, with another beautiful baby girl, Donna Grace (Mrs Blond), born May 14, 1971



Sue, Rod and Jan have a little sister.



Uncle Norm with an ocean giant.



Sue at Safety Beach while staying at Dean's beach house.

In September of 1971 Max Caulfield who worked for W.R. Grace as an Admixture salesman, visited me at Tylden and at that time I dismissed Admixtures as “not like using good old cement”, however after a number of trials and tests, decided to install a dispenser and use the product for cost saving reasons.

One day during the period of using Admixtures, Max made an afternoon call and I asked him to wait until after the work was finished. I then asked him if he was interested in becoming involved in a plant at Riddells Creek, right on the Sunbury Railway line on land I had purchased.

At this time I caught him off guard and he needed time to consider. At Christmas 1971 he agreed, then a group of local Riddell residents oppose the plant and we have to go to the Planning Tribunal, which takes time.

During this period a permit is granted to Anderson Bros and also one to Charlie Watson to build concrete plants in Stewarts Lane Sunbury (in the tip). These sites are ready to go and we are still waiting for the appeal.

Off we go, Max and I to see the Anderson Bros, as we figure that if we tie up their permit then we have two options.

The Anderson Bros (Bob, Bruce and John) prove to be very helpful and allow us to purchase the permit, but we have a problem...money, but to our good fortune they accept a deal whereby we provide concrete at a discount in exchange for the permit.

Andersons were big subdivision concrete contractors and would use a lot of concrete so we gain a valuable client and use some of the concrete purchased by them to pay our debt. In the meantime we obtain the permit for Riddells Creek.

Max ran the Tylden plant with my help and then I used the other time to complete the earthworks and bins at the Sunbury Plant.

Tylden Equipment (not formed then) built the Sunbury Plant and the silo was purchased from Ashcom Equipment.

Whilst our plant was being completed, Independent Concrete of Williamstown using Charlie Watson's permit, had finished their plant and started delivering concrete, and we were still waiting for our permit, (seems someone knew the Shire Engineer), so life was a bit of a struggle. We worked 7 days a week on building a road (off Riddells Creek Road), earthworks at the plant and bookwork.

Talk about the environment, the side fence for the plant is right on the open tip face, on the other side are the trenches for burying the toilet pans from unsewered houses in the area, also no electricity, so we had a generator for power.

We started the plant with three of our own trucks, but we found owner drivers were a better option with one company truck driven by Mario Muscat (The Muskrat as I called him). All the owner drivers had nick names, Tom Woods (Mountain Man), Rod Bagley (Bags), Lou Mallia (Louie the Fly), and who could forget Bert Vagg (Ballarat Bertie) who just couldn't keep out of trouble, mostly created by himself.

As previously stated I was travelling from Castlemaine to Sunbury each day and Max from Noble Park to Tylden, so we each purchased a house in Sunbury. The houses were new and built by Spaceline Homes, mine at 60 Cornish Street, and Max at 19 Hood Crescent.

Romsey Pre
Mix Truck



In 1972 for a number of reasons one evening I had had too much to drink and had to be driven home, a first in my life and to make it worse mum and dad who had been away on long service leave were waiting to see me. On seeing them I went up the passage and got into bed.

The next morning the alarm went off at 5.30 and I did not feel all that well and a certain young lady showed her displeasure at my behaviour the previous night and my reply was, "It will never happen again", and I never drank another beer again in my life.

I did have difficulty in getting the ute to pass the pub on my old beer nights, but I over powered it's will and steer it straight for home, with the money I saved I purchased a new Charger 770 car and paid it off instead.



The Charger 770, this did a lot of kilometers quickly as I was travelling from Castlemaine to Sunbury each day and it proved not to be all that good a car.

April 1, 1972, our Auntie Sal passes away aged 70 years. (8220/7). Our home had always been her second home. She had a big Catholic funeral service, which seemed to last forever, it was all that she would have wanted.

Photo taken with Mum in the background and I assume Noel along with Auntie Sal, seeing Tom Davis off to the war. All I can remember is a big ship with people throwing down streamers.



Rod at Scout Camp at
Riddells Creek



1973
New bikes
for
Christmas
and Donna
with Smoky
Bear and Jan
got a gold
scooter.



Donna, Sue, Goldie & Jan
at Greenhill Avenue.



Sue with her first swimming
certificate and the foundation
for cave diving which she took
up later in life.



Suzy is now growing into a young lady.



Jan the wee Indian girl with hatchett.

It was at this time that I purchased a new Ford Falcon panel van from Gardners Garage at Gisborne, yellow with rally strips and a big 350 V8. I travelled 70,000 Kms and sold it to a dealer in Ballarat for more than I paid for it new. This was the first and only new car I sold at a profit.



Our new house at Cornish Street, Sunbury purchased November 1973. Dawn's big Imp and my Ford van in the driveway.



The Diamond Reo at Tylden with change over Marlac mixer. I understand these were built by Paul Keating's (ex PM) father.

Left to Right
Kenworth Tipper & Dog
C Model Single Drive
C1800 Diamond Reo
Brian Scanlon's AACO A
John Maloney's Ford
Louieville.
Dale Hudson's AACO A



Sunbury Plant Trucks, The new Acco later sold to Bert Vagg and the gas V8392 with Allison Auto driven by "The Muskrat" later sold to Rod Bagley.

Dale Hudson (Hugason) in his Inter 1910A at Tylden Plant. Dale was one the company's better owner drivers. His carefree attitude allowed him to be an excellent ambassador for the company. Dale had started as the driver of our original concrete truck which he later bought. This truck was first used as a tipper travelling 50,000 miles by Trevor Staib before Dale purchased it. Years later when Dale had got every single bit of use out of it we bought it back and gave it a full rebuild and used it again.





Kenworth with Mixer at Tylden, 95% of all our early mixers were Fowler Rex 6 G Model as shown. These were designed for 6 cubic yards, however 5 cubic meters would mix OK. Later on we used Fowler Rex 5K series. We never developed a big Tylden Mixer till after we sold our concrete plants.

Mr B (Brian Scanlon) and John Moloney (Mahoney) with Mr B's truck at Tylden. We had at least 15 – 20 of this model AACO A and later using AACO B with the increase in gross from 17.5 tonnes to 20.5 tonnes. With the change to higher load capacity our first concrete trucks only had a gross vehicle weight of 17 tonnes.



Central Victorian's Commer Knocker discharge cement Tylden Plant. Change over tipper and mixer in the foreground This change over system we developed is still being manufactured by Tylden Equipment and sold in big numbers today.

Invoice for new Inter later sold to Dale Hudson, how prices have changer.

		TELEPHONE 1144032 TELEGRAMS—HARVESTER, MELBOURNE INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD. <small>INCORPORATED IN AUSTRALIA</small> CNR. GEELONG AND McDONALD ROADS, BROOKLYN, VICTORIA 3202
13th March, 1973		
Tylden Premixed Concrete Pty. Ltd., P.O. Box 70, <u>KYNTON, VIC. 3444</u>		
<u>Attention: Mr. I. Lee.</u>		
Dear Sir, We have much pleasure in submitting our quotation for the following International motor vehicle.		
One International Model ACCOF 1910A Cab & Chassis 151" Wheel Base Gross Vehicle Weight 40,250 lbs. Gross Combination Weight 50,000 lbs. Engine International V8-392 8-cylinder Petrol. Two 9.00 x 20 12ply rayon regular tread. Nine 9.00 x 20 12ply rayon cross rib Kit of Tools. Fuel Tanks, one 86 gal. and 50 gal. capacity, chrome plated front bumper bar tinted laminated windscreen, cabin heater/demister & blower motor, foot & hand control for trailer brakes. In accordance with attached specification sheet.		
LIST PRICE:		\$ 13,962.85
Less P/O Discount:		<u>669.60</u> 13,293.25
Removable 12 cu.yd. 1" Lyten tipping body, steel sub frame 6 overcentre clamps, 2 way trailer valve, Q disconnect hoist line, electrical connec- tions for trailer ring feeder towing coupling.		13,293.25 <u>2,380.00</u> \$15,673.25 Ap. 2,000 <u>17,673.25</u>
6-7 cu.yd. pup trailer 1" Lyten construction, 10 ton axle, four 9.00 x 20 12ply rayon reg. tyres, air mechanical brakes.		15,673.25 <u>4,450.00</u> 19,123.25
Sales Tax:		<u>2,510.07</u> 21,643.32
/Contd.		

C/C Total \$14440

\$15052
 2390-
17442
 300
\$17742

Sue finished her school year at Castlemaine and lived with mum and dad after we moved to Sunbury. Rod moved to the Elizabeth Street School in Sunbury, which was almost across the road and Jan started at the same school.

Dawn's father passes away aged 74 on 2nd May 1975.

Jan on her little chair at a picnic out in the bush.

By this time I was able to knock off early on Saturdays and stopped working Sundays and spent more time with my family



Jan
Ready for her first day at school
in Sunbury

Max worked hard and became a 50% share holder in the Sunbury plant and made good sales, averaging about 2000 cubic yards per month, our industry changed to metric in our early days at Sunbury and our six cubic yard trucks became 4.6 metre.

I struggled with metric at first then Max explained how simple it was and from then on I became a salesman for the metric system. 30 years later people are still talking imperial crap.

Our competitor kept the price down although we had more than 80% of the business because of our service and quality. In the early days at Sunbury, we decided to buy 2 way radios for all our vehicles with a licence to operate from Sunbury and a pirate base at Tylden, this was to improve our service and utilise our trucks better.

Then on the first day we found we had the same frequency as our competitor next door and our pirate plant at Tylden was the same as the Bendigo Taxis and they never stopped their yabber. Finally our competitor did not survive and closed down, this increased our sales but the big Melbourne Concrete companies kept the price low and we never made a good profit.



International F1800 Loadstar with Fowler Rex mixer fitted with 345 petrol motor 5 speed gear box and 3 speed transfer box with single line vacuum brakes.

We operated 5 of these models at different times and they proved to be good trucks for the job in that period.

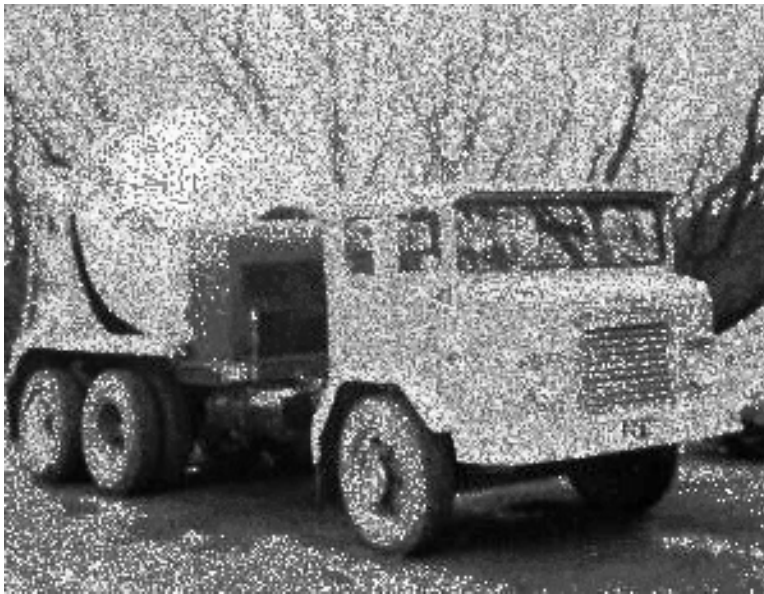
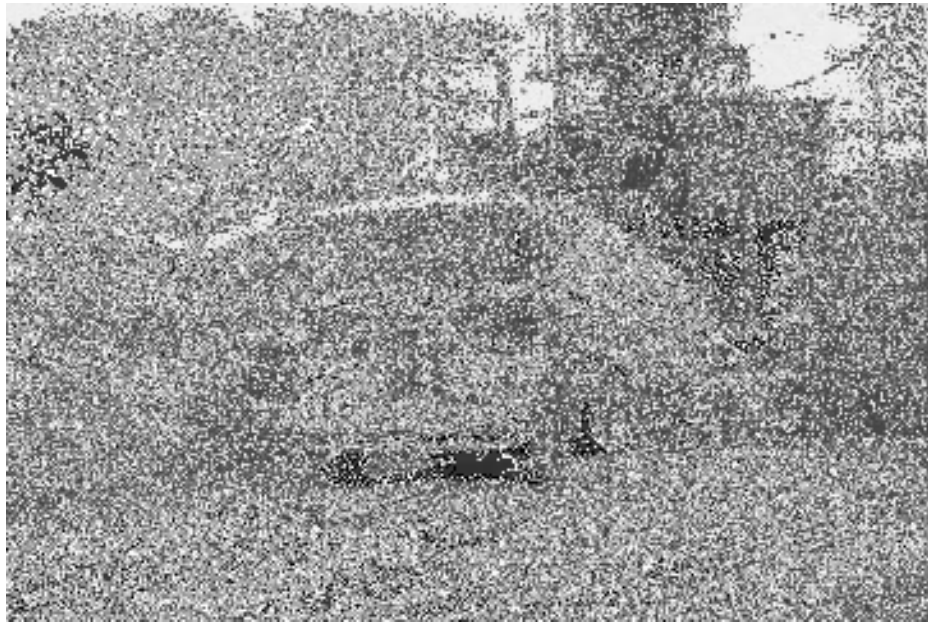


John Maloney's
new Ford 700
Louieville.



Kenworth K125
tipper and dog at
Tylden Plant.
This truck had
Detroit 8-71 motor
13 speed Road
Ranger and Eaton
Tandem diffs and
gave good service
but very heavy on
fuel.

Kenworth K125
discharging
cement at
Tylden Plant



AACO C1800 with
Perkins motor and
Fowler Rex 6G Mixer.
We operated 10 to 15 of
these models at
different times and they
proved to be quite
satisfactory for the job
with 120hp diesel
motors.

Our first colour TV.
A Sanyo model CTP 5601,
18 inch screen bought on 5
July 1979 costing \$629. It
lasted about 12 years,
however a lot of money.
New cars back then cost
\$4-6,000 so it would cost
today at least \$3-4,000.



April 1976 we moved to a near new house at Hoburd Drive Woodend, with verandahs and a court yard.

The house was 54 squares, had 2 bathrooms, super large kitchen, upstairs games room with toilet and was about 95% built on a bush block, we did a large amount of improvements.

PALMER, STEVENS & RENNICK
SOLICITORS

J. GRAHAM BOLTON, LL.B.
Solicitor for the State

HAL: J. W. ROY

Mr. & Mrs. I.J. Lee
Box 131
WOODEND

Dear Mr. & Mrs. Lee,

re: Sale to Smith & Moor
Purchase from Harry

Both these matters were settled today on the following basis:-

By Contract price re sale to Smith & Moor		36000.00
To Agents commission	1240.00	
To our scale costs	227.00	
To rate adjustments	139.48	
To pay out C.B.A. Woodend	11500.00	
To purchase price re purchase from Harry	70000.00	
To our scale costs re Contract of Sale	572.00	
To " " " re \$40000.00 mortgage \$262.00 say	168.00	
To Stamp duty on Transfer	1665.00	
To " " " Mortgage	131.00	
To Titles Office fee on Transfer	68.00	
To " " " Mortgage	14.00	
To Searches & Certificates	19.00	
To procurement fee	200.00	
To rate adjustment	190.30	
To Insurance premium on Woodend property	118.16	
By deposit paid		16100.00
By Mortgage loan		40000.00
By balance required from you		<u>2172.54</u>
	294272.54	294272.54

Please let us have your cheque for 22172.54.

Yours faithfully,
PS
Palmer, Stevens & Rennick.

Dawn with
Donna



Jan, Donna, Sue and Rod
At rear of Appel Street,
Castlemaine.



Jan and Donna at rear of
Cornish Street, Sunbury
House.



Standing—Dad & Dawn's mum
Seated – Rod, Donna, Mum, Jan
and Sue, on their way to swimming
lessons.



Sue at the kid's
playhouse in Greenhill
Avenue



Leader 8 Wheeler Mixer at
Tylden

Donna – the Muscle
Girl



Jan in front of house at Hoburd
Drive, Woodend



Rod, Donna and Jan with
Goldie and her pups.

On December 7 1976 we formed companies starting with Tylden Nominees Pty Ltd.

On 21 December 1976 we purchased a new Mack R686 RST 6x4 with TB676 engine for \$54,486, it was a big decision to replace the Diamond Reo. This was a positive move, we transferred the build tanker onto the K model Kenworth with 8-71 GM motor, and set the Mack up as a tipper. We picked up an extra 2 miles to the gallon and the driver finished ½ hour earlier or did an extra load.

One morning at 5am, Doug Holden came knocking on the door with the news that our Mack Tipper which was only a couple of months old, had been stolen.

I raced over to the quarry to find that during the night all the good tyres had been removed from the mixers plus all the tools we had and the new Mack truck.

I phoned Kyneton Police and it was on the 6.30am Melbourne news, we were able to swap tyres around and get some agitator trucks working. Barker Trailers were able to supply new rims and by lunchtime, Dunlop Bendigo had a truck load of tyres and by 1pm all trucks were back on duty, but no sign of the Mack.

About 2pm the police advised us it had been found at Epping. Some school children had reported it to their school teacher, however it was lunch time before he phoned the police. The local detectives drove me down and the truck was all in one piece except for a broken window, however its load of tyres and tools had vanished.



Our first New Mack Truck that slipped away one night.



Sue, Lexie, Dawn,
Donna, Heather, Jan,
Mark and Rod going for
a train ride...1976



End view of house at Hoburd Drive, Woodend, not long
after we moved in. The arch leads to the BBQ area



Jan – grade 1 at
Woodend Primary
School...1976



Front view of the house just after we moved in.



Wendy
Rice,
Dawn,
Donna, Jan
and Sue in
hiding at
Port
Macquarie
January
1977. Our
first big
family
holiday



Rod, Jan, I.J. and
Sue at Dean's
Beach House.



Hoburd
Avenue
Woodend.
Front view of
the house
sometime after
we had moved
in. There was
no lawn and
many trees
when we first
moved.



Jan and Donna at Port
Macquarie.
January 1977

Upstairs billiard
room at
Woodend.



Kitchen at Hoburd
Drive, Woodend



Rod, Jan and Donna outside Hoburd Drive Woodend with our Ford LTD in the snow. This house was on 4 acres. The house was 54 squares including patios, the upstairs section was a games room.

Rod ready for Scouts at Hoburd Drive, Woodend



Rod on his new motor bike at Woodend 1977



The light blue Ford LTD car that we purchased at Sunbury, it had been an ex MMBW car. It served us well. Because a lot of the mothers in our area were working mothers Dawn use to take our 4 children and a lot of other children as well. Its capacity was when the doors would not close, and there were no seat belts.

Donna and Jan going to a party, November 1977
At Hoburd Drive.

Rod in his
Honda
Odyssey at
front of house
in Hoburd
Drive
Woodend.





Rear view of the Tylden plant not long before we closed it down.
The shed on the left was our workshop. The centre lock up section and the right were office and the store. Most of the materials at Tylden had been loaded with a Chamberlain MK11 called Fred, but later we purchased a Michigan 35R four wheel drive loader called Bill, we later purchased a second Michigan and we called it Wendy and they proved to be a good investment.



Kenworth K124 with bulk cement tanker -
driveway Kyneton



Jan the 'Bikini' girl
at Hoburd Drive, Woodend
We had removed a lot of
material from the rear of the
house and built up a section
in the front.
Dawn and mum made
gardens on the new bank.



Rod with his first fox he
shot at Fryerstown



Sue and Kerry Rogers on
her first pony 'Bimbo' at
rear of house at Hoburd
Drive Woodend.



Dawn at
Woodend



Rod.
Duck shooting
at Kerang



BBQ at Hoburd Drive
Woodend
Mum, IJ, Noel, Dad,
Lexie and Tom Davis.



“Fred” the
tractor at
Hoburd
Drive.
This loader
did all the
early
batching at
Tylden
Concrete.



Rod, Jan, Donna & Sue
At Hoburd Drive



Sue on
"Bimbo" with
Donna and Jan
and the girl
down the road



Camping at Swan Hill.
Rod, Dawn, Jan and Donna.



Sue with her new horse
"Cherokee", Hoburd Drive
Woodend



Trip to Mt Gambier.
Don Annand, Rod, George
Annand, Dawn and her new
Skyline car, this car had a very
sad ending.



Jan in bathroom at Hoburd
Drive, Woodend.
January 1977

Donna at Hoburd
Drive, Woodend



Jan's party August
1977, Hoburd Drive
in the kitchen

In 1977 I had an insurance policy I took out at the age of 22 which matured, and it was a dream to go to the USA, however on its surrender it only covered part of the cost, anyway on 20 August, Dawn and I left on our first overseas trip to the US. It was a budgeted trip and we prepaid a total of \$3,520.

Our first stop over at Hawaii including a tour of the island of Oahu, and did we get a right royal greeting from a lovely ambassador below (I wish).



Hawaii - 1977



II outside a Sugar Mill
on the Island tour.

Then a flight to Seattle, Washington State U.S.A. for a two night stopover.

We then travelled with pre-booked transport on Greyhound Bus (not the best way) and on the bus trip we passed many places that we would have liked to stop at. All the buses we travelled on were not express so we stopped at some of the small towns to drop off parcels and people.

On the first day south we crossed the Columbia River at Astoria on the border with Oregon, it made our mighty Murray look like a small section of spouting. That night we stayed at Portland and as with Seattle it rained non stop

They
cut big
trees in
the
USA



The next day we continued south to Eureka California, with an early start and the 2 largest suitcases ever made, we were on the bus again arriving that night at San Francisco for a 2 day stop over and we did all the tourist things within the city.



Alcatraz Prison



The
Golden
Gate
Bridge

San Francisco
famous cable trams
in China Town.



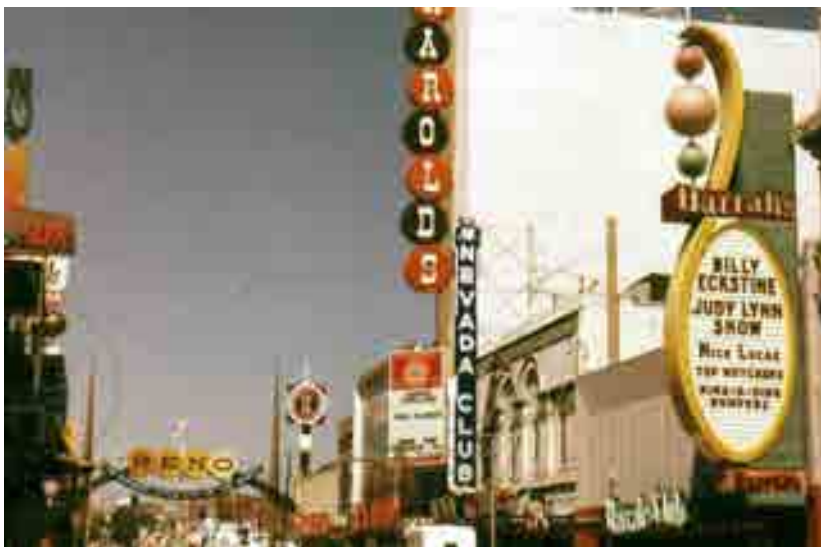
We board the bus for
Sacramento.

The next leg of our travels was east, stopping at Sacramento for a quick dinner, the Sacramento Valley has some of the best farming land I have ever seen.

In later life when studying the history of the Caterpillar Tractor Co, it was the difficulty of working the soil of their rich flood planes that the young Ben Holt in the lower Sacramento Valley developed a tractor which runs on steel tracks to overcome the problems of working this land and hence the birth of the Caterpillar tractor.

Previously they used horses with super large shoes, not unlike snow shoes so they could work this land. With the introduction of steam tractors they fitted some huge out rigger wheels which was only part successful.

Later that day we crossed the high Sierra Mountains, stopping over night at Reno famous for its easy divorce (this we did not consider). Our object was to travel further east to Salt Lake City in Utah, the home of the company that gave me my first big chance to get ahead.



Reno, Nevada

The next stretch of land we crossed was very different to California, that night we were in Salt Lake City for a two day stopover, it was not as I had imagined, we learnt that it had been first settled by Mormons, the religious group.



Dawn on the observation deck at The Bingham Open Cut Pit Mine, the worlds largest and as deep as 2 Empire State buildings stacked one on top of the other.

Salt Lake City, Utah.



We then headed south to Las Vegas Nevada, we did a day trip in a small plane to the Grand Canyon in Arizona, we walked up the famous Sunset Strip, and we visited most of the Casinos, we never won or lost a cent, there were acres of people tipping their hard earned money into little machines that had an uncontrollable thirst, and I still cannot understand this madness.



Dawn ready for our flight from Vegas to the Grand Canyon. Part of our budget prepaid trip.

We continued on by bus to Los Angeles arriving mid afternoon.

We decided to go for a walk from our hotel to down town LA. About 2 blocks from our hotel we realised the error of our wisdom, we found ourselves surrounded by people of all shapes, sizes and colours, most were drunk or drugged, and away with the fairies, did we ever make haste back to our hotel. We spent the rest of our trip in LA, doing all the touristy things, Disneyland and Knots Berry Farm. In Long Beach we hired a car and drove south to the Mexican border and went to the San Diego zoo.

The next day we went on a bus trip up the San Fernando Valley to Santa Barbara, and then on home to Woodend.

Even though we had the two largest suit cases ever seen, we still had to buy an extra one to come home, all the presents for the kids, we did have a wonderful time and learnt a lot about travel and made a promise to return and next time it would not be a pre booked trip.

Little did we know that time, that we would go back for pleasure and to business shows so many times we would loose count, but a lot more than 10 times, and that we would not remember the details like our first wonderful trip overseas.



Los Angles 1977
The road system
seemed huge with 3 &
4 lane freeways, today
this would be a typical
Australian city road



Disneyland the
land of dreams.



The famous
Rose Bowl



Lofty & Dawn
flying the Spruce
Goose at Long
Beach California.
Although we are not
moving Dawn has a
good grip on the
controls.

One of our contractors at Sunbury went broke owing us a lot of money and Max lost interest in working all the time for poor wages only, so in June 1979 we sold out to Boral for \$137,000, that was a lot of money at that time, we owned no land only well used equipment.

The trucks belonged to the drivers, the deal was that all staff would be given work with Boral including the Closter Bros from Bacchus Marsh who carted 80% of our sand.

Dawn Transport carted the balance of the sand and most of the aggregate along with most of the cement in our own bulk tanker.

We did have a permit to build a concrete plant in Sussex Court and had an option on the land. Boral transferred to this new site and still operate there.

We had also set up a company, Premix Supplies Pty Ltd and was delivering cement to other companies (not necessarily with the approval of our suppliers).

With the take over Max decided he had had enough of the concrete business and moved to a new home at Diggers Rest and got a sales job with Blue Circle.

PALMER, STEVENS & RENNICK
SOLICITORS

J. GRAHAM BOLTON, LL.B.

A. COMMISSIONER FOR VICTORIA

J. W. NOY

JGB/CJT

TELEPHONE No. 22 1800 (054) P.O. BOX 142
8 JENNINGS STREET.

Kyneton 1st November 1977

VIC. 3444

The Secretary,
Tylden Nominees Pty. Ltd.,
TYLDEN. 3444.

Dear Sir,

re: PURCHASE FROM CESTER POULTRY PTY. LTD.

We shall be pleased if you will let us have your cheque
for \$9,087.24 made up as follows -

To purchase price		\$20,000.00
Stamp duty - Transfer		400.00
- Mortgage		16.00
Registration fees		8.00
Searches & certificates		23.00
To our costs		611.00
Procurement fee		50.00
Less deposit	\$2,000.00	
Mortgage	10,000.00	
Adjustments as per memo herewith	20.76	
	<u>\$12,020.76</u>	\$21,108.00
		<u>\$12,020.76</u>
		<u>\$ 9,087.24</u>

On November 1, 1977 we purchased land at Tylden Road, Kyneton for building a new concrete plant, cost including 6 concrete silos and a small building was \$20,000 (see purchase contract). How prices have changed.

There were two sheds that are still in use today and a small house which we demolished.

We had previously started to build on a block of land, which was first on the left travelling north toward Edgecombe over what is now the freeway, however the farmer passed away and his wife did not wish to go ahead with our agreement.

Few Victorian country plants were as modern as ours was at this time, and few Victorians could understand why such a large plant in a town with a population of only 2900 people.

We supplied customers from Elphinstone to Gisborne and from Daylesford to Lancefield and Romsey, in an area where people were looking for lifestyle changes, generally building their second home, which were larger and more modern.

We were able to keep four big concrete trucks operational and one mini mixer. One or two mixers could be fitted to our material delivery trucks with the system we had developed to change over in less than 10 minutes to give us seven trucks.

With the sale of the Sunbury plant in June 1979 we had difficulty in keeping two material delivery trucks on full time, so on 26 February 1981 we sold our Kenworth K125 with its tipper body, dog trailer and change over mixer to Ken Nelson at Balranald.

DAWN TRANSPORT PTY. LTD.
TYLDEN ROAD
KYNETON, VIC.
 PHONE (004) 222777

Invoice, 26 Feb February, 1981.

Sale of used equipment to Mr Nelson at Balranald of:

1. 1978 K125 Kenworth Prime-mover with 5711 Engine no. 804130506	\$18,000.00
1. 1978 Kenworth 10 m/s Tipping Dog Trailer	\$ 8,000.00
1. Fowler Box Off mixer Serial Number 1700	\$ 1,000.00
1. 1980 Kenworth 8 m/s Tipping Body and Box	\$ 2,000.00
Total	\$29,000.00

All equipment is sold as is and with all faults and defects if any.

Sale of equipment & material to Mr Nelson at Balranald

10.0 m/s of 10mm agg. at \$0.10	\$100.00
Second Hand Turn Table	\$200.00
Steel Turn Table Base	\$ 11.88
Labour 2 hrs at \$12.50	\$25.00
Total	\$573.88

Ken Nelson
 Balranald
 26 Feb 1981

The land we had purchased for the concrete plant at Tylden Road, Kyneton was only .603 ha. We were able to buy the land next door along side the workshop to expand to 1.095ha, leaving a house block of 4.273ha. This extra land cost \$36,000, a lot of money at that time.

Later we purchased the 4.265ha adjoining from our neighbours which gave us a total of 10.233ha or 25 acres. The extra land allowed us to increase our workshop area to allow manufacturing of our silo and weigh batching, and we fitted our first overhead 3T crane

John Hamilton a tradesman who started with us at the Tylden site, developed a weigh hopper and silo range, he completed the drawings to full scale on the floor and we were cutting our plates by hand.

Later we purchased a straight line cutter that ran on tracks to hold the gas tips. John also developed a series of radius bars that allowed the cutting of radius for cones with the straight line cutter.

It is in this period that it becomes obvious we need help with engineering design, computations and drawings and Paul Martin BE starts part time.

We did not realise Paul would be our longest serving staff member and without his help and education, Tylden Engineering would never have expanded, and although Paul and I had many long debates about how to do things, we never had a serious disagreement.

With this truck we carted most of the concrete from Tylden for the new plant at Kyneton with the help of Leo the Dutchman. This photo is before we purchased the land next door.

Our new house was later built behind the pine tree.

We later excavate the hill to increase our yard area.





Land purchased at Kyneton for new concrete plant This had previously been built for the Kyneton Flour Mill for storage of their wheat, it had a rail siding that we filled in, some of the silos were built before WW11, and the last in 1947. With the sale of Sunbury we purchased the land next door and excavated the hill up to the pine tree and to the rear to increase the yard area. The white bits between us & the railway line are sheep yards for loading sheep on to the rail. The building at bottom of the photo is the Vacuum Depot.

Silos at Kyneton, the shed on the left was for entry of rail trucks, the shed in front of the silos was for receiving materials and out loading of wheat to go to the flour mill in Piper Street. This building was our first workshop. These sheds now are part of our office and store area.



Plant under construction 1978 with six compartment overhead bins, six metre weigh batcher and a 70 tonne cement silo, later we also added a 50 tonne cement silo.

Mr B (Brian Scanlon)
loading at new Kyneton
plant with our first new
work shop at rear.



Jan's 9th birthday,
August 1978 with cakes
galore.

Donna at Woodend School
1978



Family get
together at
Woodend



Building the new
concrete plant at
Kyneton

Construction of
material receiving
bins at Kyneton



Mark, Donna,
Jan and
Heather.
Rear of
Hoburd Drive.



Rod on Leech Earthmovings new Cat D8, a very smart piece of equipment
for that time.

Donna in
mums
kitchen





Jan & Donna
with Rex the
night we bought
him home from
the lost dogs
home.
1979.



Rex , my dog, in the back of the
ute (in which Sue learnt to drive),
while working at planting trees
for our new house at Kyneton.
Unlike Inspector Rex the movie
star dog, our Rex chased sheep
and the second time he did not
come home.

Sue when she first
started work in our
office.
Our drawing board
on the left.





One weekend I took the family camping to a hide away behind our old farm at Glenluce, however the secret was out, and it was no longer a hide away as there were many other campers.

Our campsite at Glenluce





The new Ford F100 Style Line V8 Auto Utility we had purchased new from Gardners Garage, Gisborne, and it looked a million dollars. Off I set home, what a heap of crap. My wife Dawn got a headache from the drumming and vibrations. It was a 12.75 model, it used 1 gallon for each 12.75 miles. If you had to make a few detours on a trip from Woodend to Melbourne it used a full tank of petrol. It was a real lemon. Three times I had to reverse home because when the gearbox went, reverse was the only option. Two weeks after I fitted the third gearbox I swapped it for an International 510 4x4 truck with Chris Watson at Epsom.



Our first Landcruiser FJ55, we purchased it from Leech Earthmoving.
Rod and Dawn at Matlock on a tour across the mountains at Christmas.
1980-81

Doug Holden our longest serving driver. Super reliable. With Doug, a 12 hours plus day was just normal and 8 hours on Saturdays.

Also very good with equipment, Doug did not miss a day in years, even the road enforcement officers gave him respect.



Sue handling 3 phones and a 2 way radio at the end of the desk, complete with electric adding machine. How offices have changed, it seemed very modern back then.

IJ with “Mack”, in the lounge room at Hoburd Drive. Mack is Goldie’s pup.



First silo built at Kyneton.
Sold to Williams of Bordertown S.A.
At this time we had no idea that we would sell silos to every state in Australia.

Our first ever weigh batcher ready for delivery.

It is loaded on to our International 510A with 345 petrol engine that I swapped for our new Ford F100 ute.

The low loader is the one we modified to carry our collectables today.



Tylden
Equipment's first
ever new
concrete plant
built for Sun
Centre Concrete
at Swan Hill.
Now Mawsons.



One of the girl's many sleep over parties.
L-R. Donna, Jan, Kelly Barker, Cathy
Schaller, Kylie McKenzie, Katie Allen

In 1978 Dawn and I went on our second big overseas trip totally unplanned



Niagra Falls



Niagra Falls on the USA/Canada border. These falls drop 58m (190ft) draining Lake Erie to Lake Ontario. The worlds highest falls are Angel Falls in South America 979m (3212ft)

First we flew to Denver, Colorado, the mile high city, we did an all day bus trip up to 12183ft in the Rocky Mountains, travelling back through Aspen.

We than travelled by Greyhound Coach to Casper Wyoming with a short stopover in Cheyenne. On arriving late in the evening we were to learn that Casper is an oil town and is hosting an oilman's convention and the town was totally booked out.

After tramping the town until midnight, a lady gives us a room at the rear of a transport truck stop. It was not the best of places. The next day we found out that the first bus out is not until 7pm, there are no hire cars available and by mid morning we are more than a bit confused, not even a taxi would come out to pick us up, so I decided to hire a small plane and we headed for Yellowstone.

We crossed hot desert type country and nearing the park we had to cross the Rocky Mountains, the plane started to shudder, the gauges were no longer readable, it would have to have been one of the worst moments of my life, I held onto the seat trying hard to show no fear and to try and help keep Dawn calm in the rear.

The moment the wheels made contact with the runway I felt I'd been given a second chance.

Next we made sure we could get a hire car and a room and we drove out to the Park and see lots of the animals. Next we travelled to Cordy and Buffalo Bill country. We stayed overnight in the Sheridan and visited the site of Custer's Last Stand.

We then stayed at Billings Montana and here we had to change vehicles and we get a nice red Chrysler Newport sedan.

We travelled east staying at Bismarch North Dakota then east staying a Milwarkee Wisconsin then to a small town in Michigan, then The Lansing, the home of Reo and later Diamond T trucks, then onto Dearborn, Detroit to the Ford Museum.

We then visit Alpena on the edge of Lake Huron where we spend a day with L & S Transit Mix, 520 Fair Avenue and are convinced of the potential of Forward Discharge Mixers, and decide to build one.

We cross over into Ontario Canada at Sault St Marie on the Great Lakes. Like Chicago we don't bother to get out of the car at Toronto. We then go onto Niagara Falls, then into New York State then through Cleveland Ohio.

We cross to Des Moines Iowa, the Sioux Falls in South Dakota. We travelled 3000 miles in a little over 3 weeks, if you can keep out of the big cities the United States is a great country.

We stayed in a honeymoon suite at Niagara Falls and had two wonderful nights on a big round bed.





USA's largest and oldest National Park. Roaming free are black & grizzly bears, elk, moose, bighorn sheep, pronghorns/mule deer, buffalo and hundreds of frisky small animals and 10,000's thermal wonders including geysers of boiling mud and water.

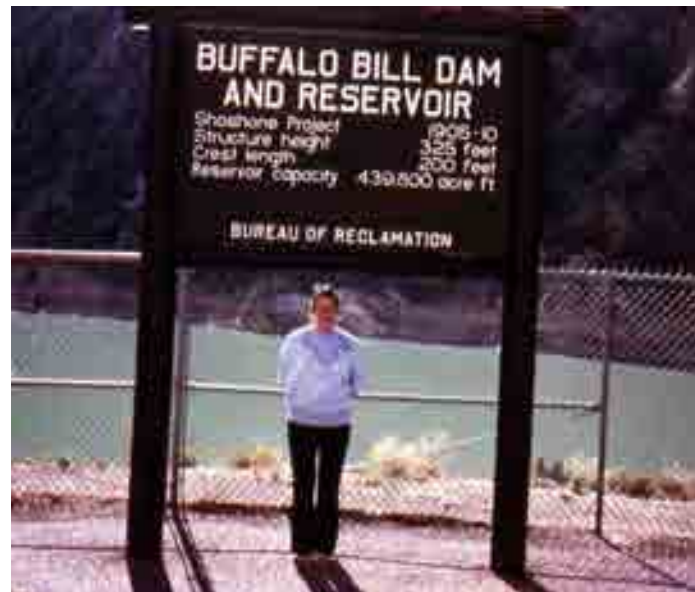


Trail Ridge Road. Trees stop growing at 11800ft and the highest point is 14256ft

Dawn, great from any angle!!



A small A frame we stayed in on the edge of Yellowstone at the east entrance.



IJ with Ford Mustang Pinto car we hired at Yellowstone.



With the sale of the Sunbury plant we purchased the land next door and start excavation of the site to enlarge the yard at the Kyneton Plant. Contractors – Leech Earthmoving. Some of this material was used to build up land where our house is today, however most of the material was carted away for road base.



On our second trip to the USA I looked at the operation of forward discharge mixers and could see a lot of advantages in their operation and decided to build one for us in Australia.



The drum for our front discharge mixer being built by John Hamilton in our workshop at Kyneton

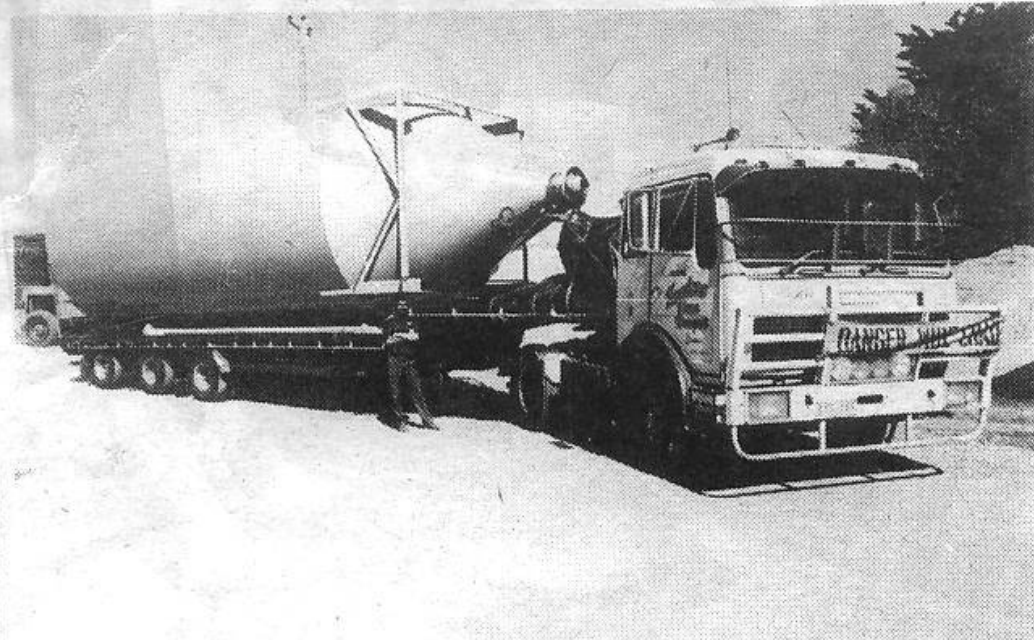
Following photo is the mid mounted engine chassis we started to build with a V8 Cummins, keeping the weight off the front axle was a design problem from the start, plus our restricted axle, gross weight at this period of only 17.5 tonnes.

Then the cost of meeting the ADR standards made the possibility of manufacture difficult, and the dream never got passed the stage in the photos, most of it went in the scrap bin years later. Another problem was most concrete in Australia was carted by owner drivers and sales would have been limited. Just one of my many great ideas that never worked.



Mid engine mounted truck chassis for forward discharge mixer

SILOS FOR CANBERRA



Kyneton based firm, Tylden Engineering, has constructed two large 100 tonne silos which will be used to help with the construction of the new Parliament House at Canberra.

The silos have been constructed for Adelaide-Brighton Cement.

They will hold a special cement, Brighton Light, which is to be used to face the new Parliament House.

Brighton Light is an off-white cement.

The cement will be held in bulk and then distributed to different locations on site as it is required.

It took the engineering firm, which specialises in cement holding, batching silos, etc., approximately eight weeks to construct the silos.

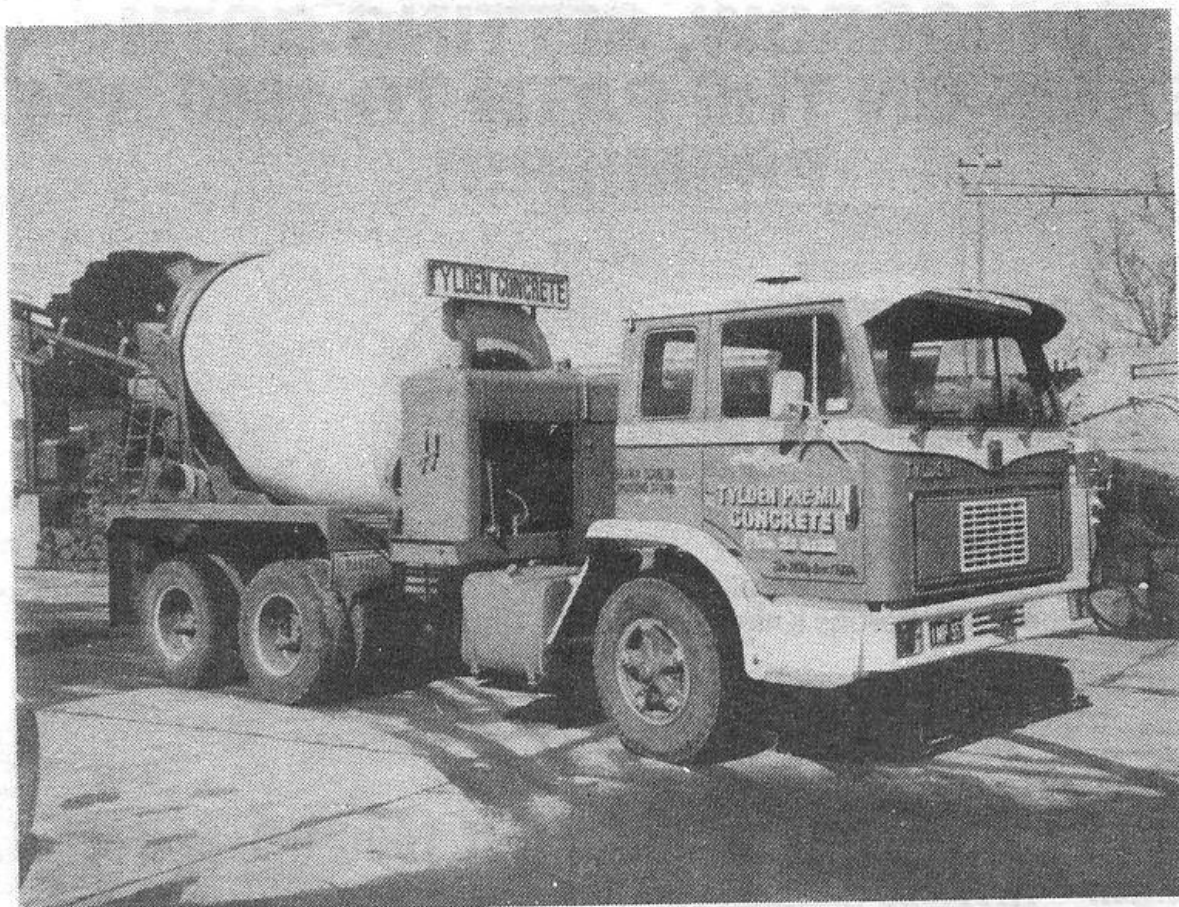
The 100 tonne silos are the first of their kind to be built by the firm.

The first two big silos we ever built at Fishwick in Canberra.



An ME Batcher built for GV Mini Mix at Shepparton. These were very simple and cheap material weigh hoppers for weighing sand and aggregate and bag cement. We also built a 6m3 one and a RK series with a built in cement weigh hopper for bulk cement

IAN LEE & STAFF of TYLDEN PRE-MIX CONCRETE
congratulate Kyneton Reserves and Third 18s on
reaching the 1980 BFL finals, and wish the boys
every success in tomorrow's games!



PROMPT & PROFESSIONAL SERVICE

TYLDEN PRE-MIX CONCRETE

**PTY.
LTD.**

TYLDEN ROAD, KYNETON

Phone (054) 22 2122



Our first mobile concrete batching plant being moved in the yard. The Mack truck we purchased second hand from Tam Dickinson of Nhill, and it was later repainted company colours. (Yellow is not a suitable colour for a truck, its only for tractors).



First big portable concrete batching plant we built working on dam sit at Mt Macedon. The first big bushfire came right up to this plant from the west side and the following in December 1992 (Ash Wednesday) burnt up to the plant also from the east side. We only lost some PVC piping.

Plant specially designed for dam construction



A massive weigh batching plant, owned by Tylden Pre-Mix Concrete Pty Ltd was recently placed on the site of a new water storage dam in Mount Macedon.

The plant was specially built by Tylden Engineering for Tylden Pre-Mix Concrete Pty Ltd at a cost of \$85,000.

The plant was needed to supply materials for concrete mixing on the site of the new dam in Sangsters Road, Mt Macedon.

A weigh batching plant is a machine that weighs, and distributes the various materials for concrete, in correct proportions to concrete mixers.

A spokesman for Tylden Pre-Mix said transportation of concrete is expensive, especially when the route entails mountain climbing.

The company needed a plant that could carry large amounts of materials, in one trip, to cut down on time expenditure and petrol costs.

The plant is capable of dispensing enough materials for 50 cubic metres of concrete per hour.

The plant was actually built around a trailer towed by a prime mover.

It weighs 14 tonnes and is about 25 ft high.

An estimated 1500 man hours was spent building the plant.

It was transported to the dam site in Sangsters Road, Mt Macedon, by a semi trailer, then a crane had to be used to erect the plant to its correct position.

Tylden Pre-Mix will be supplying concrete

mainly for the spillway of the dam.

Romney and Macedon Trusts are sharing the cost of the dam which is in the "vicinity of 1.5 million dollars" said Mr Ewing, secretary of the Mt Macedon Water Trust.

The project of the dam was first devised in 1975, and in 1980 work began.

The Trusts hope work will be finished late this year or early 1983.

When complete, the dam will hold about 240 megalitres.



The plant working at Mt Macedon on a Leech Earthmoving site. Ken Haw driver.



A 3 month old Ford Fairlane car. The owner paid us \$1200 to take over the book, it was only painted white as the base coat for the colour. As we only intended to keep it for a short time we never got to give it a real paint job. I suppose it was a \$ thing, some people are like that. This car travelled 230,000 Km with little expense with only one service a year. Donna used it until she got her own first car after she received her licence.



1981

Donna and mum making cakes. Mum would spend hours with her grandchildren making cakes in all shapes and sizes and colours.



After we have enlarged the yard.
Our original workshops at Kyneton, the one on the left is now Stage 2 and the original shed with extension on right. note the toilet, then way out the back. The first silo we built for sale on the left.



A simple to erect silo we developed, on Leech Earthmoving's big Ford 9000, our new house and hay shed at the rear.



IJ at Mum's house
in Greenhill
Avenue lounge
room. 1981

1981.
Jan in Grade 6 at
Woodend Primary
School



1981 Saw a joint development of Jason Court, Woodend with a group of Woodend business people and we come out with a good profit.

Later we get involved with the same group of business people of the second stage of Qualee Park, North Woodend, this time we get burnt on the project.

I then get involved with a new timeshare project in Kyneton called Woodleigh Heights Timeshare Resort.



Jan on a school trip in period costume with drawing slate.



Leader 8 Wheeler
with Cat V8 Diesel
Motor beside house at
Hoburd Drive just
before it was sold.

Mum and Dad
at Hoburd
Drive Woodend



In 1982 Dad and Mum have difficulty with the long ramp and steps at their home in Greenhill Avenue and they purchased Dawn & my first home in Appel Street. My brother had purchased the land behind where our workshop had been, and he had built a new house on this site, later removed for flats

Our move to Hoburd Drive had not been as rosy as we would have hoped, the people in our street were all but one from Melbourne and seemed to think scrub and bracken fern and dirt roads were part of country living, so we agreed to disagree on many things, one person called the Forest Department, the Fire Brigade, the Police and the Land Department and although they never found any fault on our behalf we decided to move and build a new house on our land next to the works at Kyneton.



New house under
construction.
Donna, Dawn & Jan

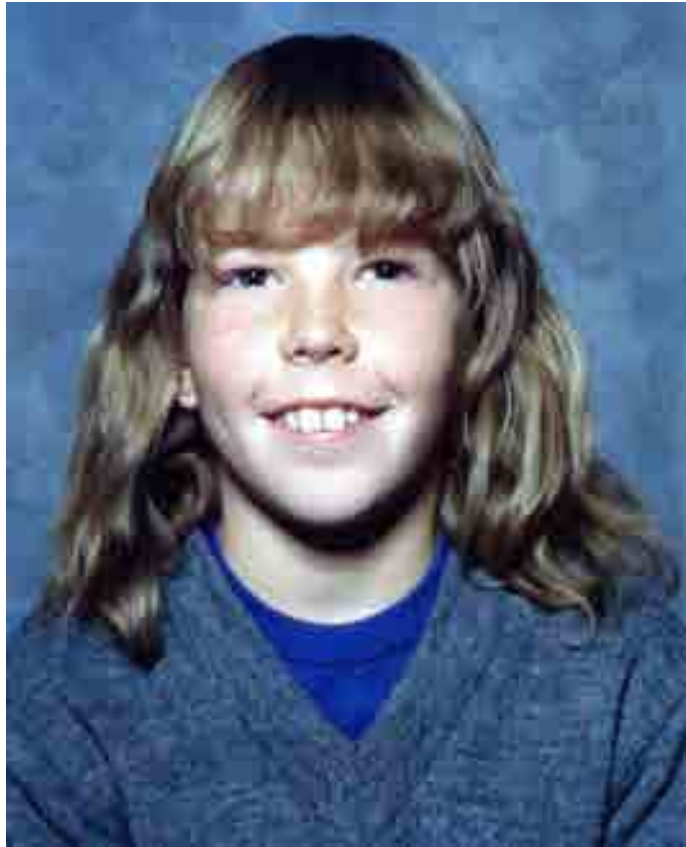


Our new house slab being
poured in Kyneton in 1982 by
Muscat Constructions,
concrete supplied by Tylden
Concrete with a special deal

This was a modest brick home costing \$53,803 and in December 1982 we moved in. It was to take us a further 22 years to get the house and property to the stage near where we wanted it.

This was a modest brick home costing \$53,803 and in December 1982 we moved in. It was to take us a further 22 years to get the house and property to the stage near where we wanted it.

Donna. Year 6
Woodend Primary
School



Jan with Goldie at the
front of our house at
Hoburd Drive
Feb. 1982



Feb 1982. Jan in Mum's garden at the rear of Greenhill Avenue. Next to Norm Dean's swans made from old car tyres.



Jan's 13th birthday party, August 1982.

1982
Jan's 13th Birthday.
In the spa with
Donna and friends
at Woodleigh
Heights.



In 1982 after the Ash Wednesday fires there became an opportunity for concrete sales on a major scale because of a massive rebuilding programme when most people received compensation and rebuilt bigger and better homes.

I saw this coming and knowing that the concrete business needed independent management to Tylden Engineering and we needed someone to capture the potential market.

At this time Max Caulfield was working for Blue Circle Cement and I made him an offer to take control of the concrete section and also help out with engineering permits and sales.

The idea worked out with sales and profitability increasing..

On March 5 1982 we purchased a second new Mack R688 RST 6x4 E6-350 engine, cost \$90,893

New Mack
towing tanker in
base coat before
being painted in
company colours.
This vehicle did
1.5 million Km
on tipper work
before being
traded in by
Pioneer the
second owner.



PM under construction. The cement weigh hopper is mounted on a shear beam load cells we later use this principle on many silo and bin designs and later this system for weighing was used extensively in the concrete industry.



PM series Fully Mobile Batching Plant. This plant was an improvement on our first one as it did not need a crane. It did however need a two level site.



Fully mobile batching plant being tested before shipment at Kyneton. It was fully shipped with its own diesel generator compressor, filter, and loading legs. It was sold to Coastal Concrete at Batemans Bay in New South Wales



Terry Dwyer & Brian Simmons at Hislop and O'Meara building site at Latrobe Street, Kyneton placing concrete with a Theam concrete placement conveyor. We are Australian Agents for Theam.

In 1983 we take on the Australian Agency for Theam Truck mounted concrete conveyors with Thenaud in France and fit one to a company truck.

We sell 11 of these units over the following years, but however they do not take off in the Australian market.

Just another scheme I had that did not fit our country's requirements.



1983 Yard and house.

Note yard not fully excavated.

1983 - Workshop expands to stage 3 to fulfil product orders. This section now houses the Farly Profile Cutter.



Sue sitting on her first car at the beach.
The first weekend she got this car she went everywhere
and the days of riding horses were numbered and the start
of Suzy the Tourist



Family bush picnic at Maldon
Flea, Heather, Alex, Dad, Mark, Mum,
Donna, Dawn
Front – Jan & Sue.



On September 23 1983 Mum and dad celebrate 50 years of marriage and we have an evening at Caroline's Restaurant at Carisbrook and hire a Smith's minibus



Mum & Dad's 50th Wedding Anniversary.
Left – Right
Dawn's Mum, Ron Rice, Mark Lee, Noel Lee, Alexis Lee and our Rod.

1983
Donna, Sue &
Dad at Mum &
Dad's 50th
Anniversary



Dawn and IJ at
my parents 50th
Anniversary.
I am 48 and
Dawn is 42

Jan, Heather
& Donna at
Mum & Dad's
50th
Anniversary



In 1984 we make enquiries only to find out that Newnhams are not really interested in concrete anymore and would look at a takeover offer so we form a new company, Romsey Premix, which we buy on Vendor terms. This increased our market share but eventually didn't contribute a great deal to profitability.

1984 – Saw design, development and marketing a new range of Tylden transit mixers.



One of the first Tylden mixers built with modified Fowler Rex G parts.



International Loadstar the second truck we totally restored. It did not fit well into our business as it had hydraulic brakes and no power steering and the drivers generally saw it as history.

A chap offered a very good price and it moved to Shepparton



I.J. in The Black
Forest Germany
1984

1984 sees our first trip to Europe, to the Hanover Fair, March 27 to April 24, with a group of Bendigo businessmen. It takes 48 hours from our home at Kyneton to our hotel in Hamburg.

We travelled to the Hanover Fair each day from Hamburg on a high speed train that pulls up in the fair grounds and although we have been to many big trade fairs in the US, this is huge by anyone's standards with 25 huge purpose built buildings. After 5 days of this show we travel by train to Stuttgart, we went to the Mercedes Museum and do other interesting trips to wonderful cities which are so different to Australia.

We then travel to Baden-Baden, a town in a steep valley with very narrow streets, we decide to hire a car and the only one available is a very big Mercedes which just fitted between the cars parked in one way streets.

We drove to the Black Forest, it was not easy to read the traffic signs when you cannot read German, people were generally pleased to share the road with us as we had many toots and waves.

We then travelled by train to Paris, after a two hour stopover we catch a second train to Nantes.

The trip through the countryside is like Germany, with beautiful farm land and old buildings, we arrive in Nantes well after dark.

When we try to book into a hotel we do not seem to make them understand, then I get their message, they are all full.

Dawn is guarding our suitcases back at the train station, so I go to the taxi rank and try to make the drivers understand to take me to a hotel but to no avail, I then go back to the station and walk around asking does anyone speak English, luck is on my side and I find a chap who comes out to the taxi rank with me to be told the whole town is booked out. The bride is not pleased with this news!

We then notice a couple in the station restaurant who had been on our train, who seem to be having a disagreement, so over we go and with hand signals and their bit of English we work out that they have no where to go either, so when the restaurant closes we follow them out to the open station waiting room and we all spend the night sitting on a wooden bench.

When visiting the Theam (we are agents for them back home), factory the following day we manage to get them to find us a room overnight.

The next day we fly to London, spend two nights there and then home.



Mercedes
Museum,
Stuttgart
1984



Buckingham
Palace
1984



Trafalgar
Square
1984

London Bridge

Donna's 13th Party – May 1984

Top Left – Right

Melanie, Katrina, Megan, Michelle, Surri, Joanne, Kathryn & Sue
(hidden).

Bottom – Donna & Jan

Melanie and Katrina
Caulfield Donna's 13th
Birthday party.



1984
Sue on her Big 20th
at 'The Save the
Bird Life Shop'
Kyneton



IJ & "The Girlfriend" at Sue's 20th



Pam Tysack, Warwick
Armstrong and Rod at Sue's
20th birthday.



Sue's 20th Birthday

Left
Jan, Tracy Muir & Donna



Jan's 15th
Birthday



Sue and Heather Lee on
a bus trip to the snow.



Jan and Goldie at Kyneton
house.
Jan's 15th Birthday
1 August, 1984.

Picnic at
Masons
Crossing
Glenluce.
Mum and
I.J.
Dad's
Valiant in
background.



1984 we complete the new driveway to our house. Work was carried out by Graeme Slingo of Leech Earthmoving. The shed in the background was built as a hay shed, now the centre building of our museum.



1984 we get the largest concrete pour we ever had in Kyneton of 222 cubic metres for the Kyneton Primary School, whilst the pour went really well the contractor Frank ---- falsified documents and eventually couldn't pay the full amount, but that's a common story, I still feel I own a bit of that school

Slab pumped and poured



Progress on Kyneton's new primary school is moving ahead, with the first floor (level two) concrete slab being poured last Friday.

Fyden Pre-Mix Concrete supplied a total of 225 cubic metres to the site in the largest single pour to be undertaken in the Kyneton area.

As the concrete has to be lifted to the first floor level, two huge concrete boom pumps were used to lift and place it in position.

Once the concrete reached the level, a placing gang of 10 men spread and lumbed the slab.

The pump trucks were placing a mixer load of concrete every six to 10 minutes, and were fed by a fleet of seven concrete trucks continuously supplying the project, which in all required a total of 45 loads.

The pour started at 7.30 am, and the concrete was placed by 1 pm, with the last workman coming down from the finished slab at 4 pm.



Loading material in the Kyneton yard for filling the low land along the side of the road where our high front fence is today.

Land extension did not take long to be filled. The long drum was for front discharge mixer we started to develop, then had to stop because of cost. Toilet and gas tank has since been moved back.



Our first ever Tylden Mixer, most parts were built by Hanks Engineering,



Plant completed with second workshop extension Nov 1984, the trees we planted are now six years old.

December 84.
Max Caulfield walking across to check on Ken Ellery & Brendon Eve completing shed foundations.



Jan

Christmas 84 and into 85 Dawn, Jan, Donna and I go to Tasmania and hire a mobile home and see most of the state.



Donna
Jan 85



Donna & Jan in
an opium poppy
field.
The opium is
used for
medicinal
treatments and
legal, however
one of this party
looks a bit
guilty.

January 1985 Dawn, Jan & Donna at Port Arthur.



10 January 1985
IJ celebrates the big 50
with 25 candles each side
for the big puff.
Mum and Max Caulfield
standing and Ron Benny
sitting.



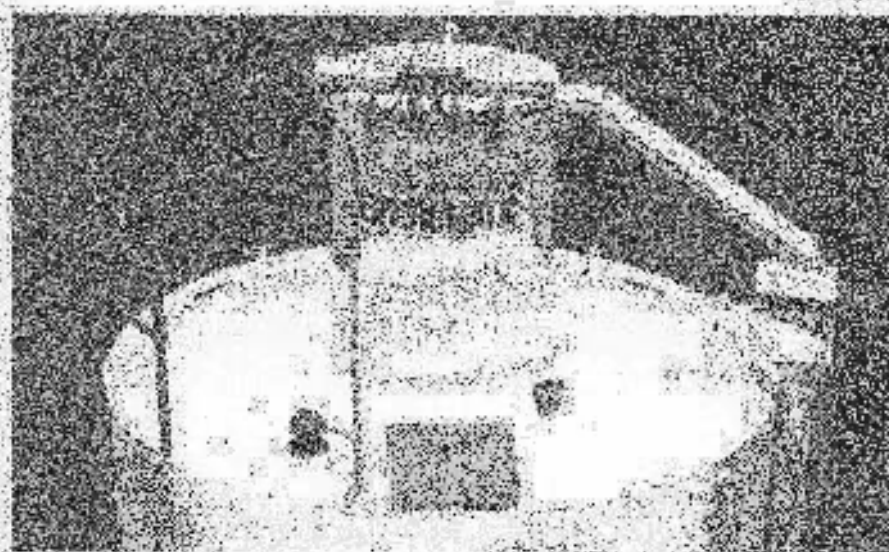
Special Big 50 Cake with
Mixer in Tylden colours,
made by Helen Slingo.

Mum, Dad and I.J.
at the Big 50th
January 10, 1985



Environmentatic Silo Filling Filter

Reverse Pulse Air Purge Cleaning of Filter Bags



**Main Body of
Filter
Guaranteed
for the Life
of the Silo**

Lid tilts back and locks
for service.

Lid opens with no other tools
than those to be used from
cleaning side.



SPECIFICATIONS

- Reverse pulse jet air filter type.
- Full design pressure — 16.5 MPa.
- Material — Polyester.
- Polypropylene and other material available
on request.
- Construction — Steel plate.
- Finish — electrocoat/powdercoat/epoxy
resin.
- 410-521 MPa (60-90 psi) peak pressure.
- Total area 2000-2500 sqm.
- Air consumption 1.20-1.40 m³/s.
- 120mm Dia. outlet.

**Designed and constructed specially
for pressure silo filling**

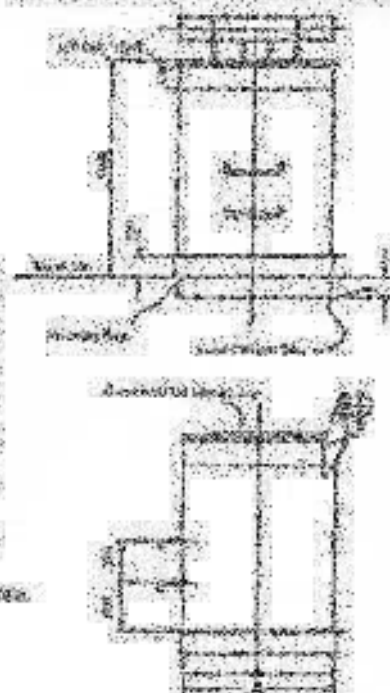
Filter bags are available from any good supplier.



Size EV 24 and 30 are suitable with small silos for compact placement on site.

Volume capacity including inlet (m³/min) is 18 cubic metres per min per sqm of filter area.

Required air pressure approximately 600 KPa (800 psi).



Tylden — Making Australia a better place to live in.



Noel, Mum,
Dad & I.J.



Sue – 21 Today



Sue's 21st Wendy Rice, Dawn's mum & my mum
June 1985



Rod at Sue's 21st



I.J. and Dad at
Sue's 21st at
Kyneton
Show
Grounds 1985



Dad, Debbie Armstrong, Pam Tysack (Pimbilla) and Sue
the muscle girl at Lake Eppalock.



Sue's first new car, one of many to come.



Jan at Eppalock.
Always shy when the
camera was around.



Jan, Donna & Heather
Christmas 1985



Jan & JJ
Christmas 1985



Christmas - 1985



Sue the Skier
July 1985
A devil on ice or
snow



Jan – Kyneton High
School
Year 10
February 1985



Suzy, the horse girl at Dave Annand's farm



Sambo, the first week we picked him up from the breeder
March 1985



I.J. with my pal Sambo

When things were going wrong I could sit down with Sambo and he always listened and understood my problems.



It is in this period we purchase a Wang Computer. We have lost records of its costs, but I believe it was more than \$20,000 with staff training which involved many visits and phone calls, not a lot of computers were in use at Kyneton at this time and few had any experience. This original computer is now in our collection.

December 22 1986, Dawn, Jan, Donna and I fly to New Zealand and hired a mobile home, we travelled to both the South and North Island.



Dawn – north and
south view only



On a boat trip on Lake Wakatipu, Queenstown
South Island. – 1986
IJ posing with his beautiful girls.



Our
Campervan
in New
Zealand.



IJ Inside
campervan with
lady friend.



Jan at Mossburn
Country Park
Christmas Day 1986.



I.J. on top of sand dune at
Ninety Mile Beach, New
Zealand Northern Island.
We then drive down to the sea
and realize we cannot turn
around in the sand, so we travel
down to find a suitable spot,
then decide what the hell, we
went all the way down to the
next crossing. Although its
called 90mile beach, its not that
long. Even though we had
signed a no go form to say we
would not drive the van on this
beach because it was for 4
wheel drive vehicles only.

Three Lovely Girls
Jan, Dawn & Donna in New Zealand 1986



Donna relaxing
Orewa
New Zealand
1986



1986 Sales necessitate doubling of the workshop area, a new overhead crane, profile cutter, small painting booth and sandblast building. Tylden obtain the full rights to market Theam Concrete Placement Conveyors.



Jan with partner
Carl Morris
Debutante Ball
2nd May 1986.
Kyneton Shire Hall.



The night after the debutante ball we went to the Kyneton Cottage for tea.



Donna –
looking her
very best
May 1986

\$700,000 contract for local company

Should the Matamoros and Brownsville-based works simply pay its Waste Disposal Treatment Firm fees long-term as part of a concession among states and employers, the law has since decided to have a temporary plant built - and a local company has been awarded a \$200,000 contract as part of the project.

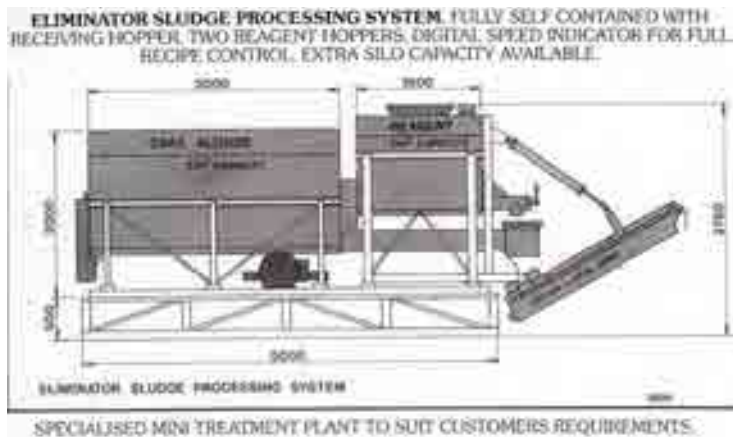
[illegible]

Paul's attitude toward money and the material world can be seen in his letter to the Galatians. He wrote, "I have been crucified with Christ. It is no longer I who live, but Christ who lives in me. And the life I now live in the flesh I live by faith in the Son of God, who loved me and gave himself for me" (Gal. 2:20). Paul's life was a life of faith in Christ, and he was willing to give up everything for Him.

As a result, the authors conclude that the use of the *in vitro* model is not recommended for the study of the effects of the chemical on the *in vivo* system.

and the 1982 plan. The plan is a part of a series of agreements between the company and the union. The plan is a part of a series of agreements between the company and the union. The plan is a part of a series of agreements between the company and the union.

For those who desire a more detailed aspect of the program, design engineering has been incorporated to install and commission the system. In order to ensure the safety of the system, power-free installation and operation of the system will be the most critical.

[illegible]

— Built to last, by people who build to use.

On January 11 1987 we receive an order from Melbourne and Metropolitan Board of Works for a Waste Treatment Plant for \$710,000, a very large job back then.



Special liquid waste treatment plant
MURRAY Tullacharing, Melbourne. Computers
controlled with six cubic metre tilting ele-
ments. Three reagent silos with hand and
reagent weighing hoppers.

March 1987 sees our first export order of a midget 1.6 metre mixer to U.S.A.

March 23 1987 I am a passenger in a small car travelling in New South Wales which gets shunted up the rear, whilst doing a right hand turn by a KW truck. I receive a broken arm and severe chest bruising. The car was a total write off and I spend an uncomfortable night in the Yass Hospital, and many more in the weeks to come.

In 1987 we stopped selling timeshares and sold our interest in the timeshare side of the resort. Our company Woodleigh Heights Resort Developments Pty Ltd had large loans and debts and as directors we had signed Directors Guarantees.

When the dust settled it became obvious that only Leech Earthmoving and Tylden Nominees had the resources to pay out the loans and debts and in return we received titles to some of the land and buildings.

In return for paying out the mortgages and debts the balance of the company's assets were split into roughly 2 equal parcels and by a toss of a coin the parcels were allocated to Tylden Nominees Pty Ltd and Leech Earthmoving Pty Ltd, and we received titles to some land and buildings which in no way covered the cost of paying off those debts.

At this time our joint contribution to the timeshare company was in the vicinity of \$650,000. The vacant land although having planning permits to build houses, the then Kyneton Water Board refused access to the water and sewerage that we had paid for from Saleyards Road to the resort.

Maine-Mix in Castlemaine owned by Malcolm McClure becomes available, so Max and Bob (our accountant) went and made a deal with Malcolm who in true fashion agreed and then reneged on the sale.

Well the next move was to build a plant on a new site in the Newstead Shire, we received a permit on 9 July 1987, and the owner Bob Sporle gives us time to pay for the land



This had the desired effect as Malcolm McClure then agreed to sell, he also stated that the permit for the site on which his plant was situated was due to run out and the plant had to be moved anyway.

This plant was sold to a company in NSW who removed it from the site.

The Castlemaine plant whose bins and office are manufactured from concrete is featured in the National Ready Mix Concrete Associations publication for “practising what you preach”, it starts to show the potential production that was envisaged.

Practice what you preach

Tyden Pre-Mix Concrete (Castlemaine) Pty. Ltd., used the adage: ‘Practice What You Preach’ when designing, planning and costing the alternatives for a new plant at Campbells Creek, near Castlemaine, in central Victoria.

Tyden, which had made a successful take-over of the concrete operation of Maine-Mix Concrete Pty. Ltd., closed the existing plant which was situated in an unsuitable location due to the density of city housing, and now operates three large and one mini-mix agitator trucks from the new site supplying Castlemaine and surrounding areas.

From a practical, functional and economical viewpoint, concrete provided the best product available and as such was used on the project in the following manner:

- Raw material (sand and screenings), storage bins.
- Office.
- Waste water re-cycling system.
- Paving and foundations.

Formed Building Systems, operated by Mario Muscat and David Barnes, handled all concrete placements on the site and Mundy's Concrete Pumping placed large areas of the in situ concrete using the latest



Early construction

model ‘Flowcrete’ piston pump with a 21 metre Atlas boom.

Tilt Up construction was used extensively on the project with the walls for the storage bins and office being constructed in the same manner.

Panels were cast at Formed Building Systems factory at Woodend and transported to the site and placed in position in one operation. By using concrete, the rear wall of the office also became a wall for the sand storage bins, thereby creating a substantial saving.

Construction of the waste water recycling system required a minimal amount of preparation because the entire system fol-

lowed the swimming pool principle where the walls and floor were sprayed using external boxing above ground as required, with spraying and finishing completed in one day.

Additional concrete areas under the loading dock, floors for the storage bins, silo and batch plant foundations and general paving completed the concrete works on the plant.

Plant manufacture and installation, which included a six cubic metre aggregate batcher, 89 tonne cement silo, with digital scales and printer for recording of actual batch weights being handled by Tyden Equipment, of Kynston.



The end result has been a total success, proving the theory of: Promote the Product You Produce.

IJ in his
favourite
chair



Sue, Jan & Diane
Inglis at Magnetic
Island- 1987



Sue – dressed
to kill



Sue and Donna – May 1987



Ford Zephyr Mk11 Convertible. Purchased 2 November 1987. The car had come from New Zealand and had travelled less than 100,000 miles.
Sold during the recession we had to have.



Mack Cement Tanker at the Kyneton Plant.
It is in this period the maximum gross combination weight is 38 Tonne and bogey bogey axles gives max payload.
Later it is increased to 42.5 Tonne and tri-axle trailers become the norm, today its B doubles.



On May 11 1988, mum passed away aged 79 years and is buried on May 13, and a great loss to us all.

Adelaide Cement approached Tylden Premix who was their biggest purchaser in Victoria about selling all or part of what had become a well situated group of concrete plants along with the transport infrastructure of Central Victorian Transport (Rodney Brown).

For some reason Adelaide Brighton closed up shop well into the negotiations and the deal never went ahead.

Readymix then became interested and were almost over the line when the Sydney office withdrew funding.

Pioneer purchased the group on 1 December 1988 mostly through David Grieve. We however retain the freehold of Kyneton and Castlemaine Plants.

So ended another chapter in the Lee-Caulfield association as Max worked the mandatory 6 months for Pioneer after the takeover and left on an around Australia holiday.

During the period 1982-1986 the concrete division underwent some changes with a focus on company trucks shifting to a combination of both.

The fitting of a Theam conveyor to Ken Ellery's truck which we hoped would take over some of the pump work and sell more concrete, but this didn't really take off and lessons were learned about three way partnerships.

1988 First large order of Transit Mixers for Readymix 10 x 6 metre FETO Innovator fitted to new Internationals.

Tylden Pre-Mix Concrete Pty. Ltd.



★ SUPPLIERS OF READY MIX CONCRETE

Workshop & Plant: Tylden Road, Kyneton 3444

Phone 22 2122 (2 Lines)

THE TYLDEN GROUP (CONCRETE)

SUBJECT : RELATIONSHIP WITH COMPETITORS

This group enjoys an excellent working relationship with our competitors particularly Boral and Pioneer who enjoy common boundaries with our group at Gisborne (Boral) Kilmore (Pioneer) Tylong- Teaborac (Pioneer Hesthote) and to a lesser extent Bendigo Pre-Mix (Waterfall Quarries) at Maldon.

Our groups marketing strategy is to set stable pricing patterns for all clients and this method allows all clients to compete for projects on an equal footing. Our marketing pattern is well known to our competitors and for some unexplained reason prices seem to be equal in common areas approximately 50% of the way between plants and then increase and decrease as each delivery proceeds towards or away from each plant. We enjoy an interchange of vehicles for concrete deliveries on occasions although our group rarely uses the opposition vehicles.

I have no doubt that with group participation by your company we will see the current working arrangement with our competitors continue as they see stability in our group and your involvement will further enhance our ability to be self sufficient.

On the question of Caddys Concrete Castlemaine we believe that this company will always discount concrete at \$1-2 per m3 and at this level our company maintains the major share of the market due to quality and service. We believe that Caddys major clients the Castle Bacon Co and Castlemaine City Council are becoming disenchanted with his service and therefore our potential to increase our market share is eminent however we must allow our competitor some market to avoid a price war situation.

Yours faithfully
TYLDEN PRE MIX CONCRETE PTY LTD

.....
MAX CAULFIELD
MANAGER

23RD MAY 1988

ENCLOSED ARE EMPLOYEE LISTS FOR THE FOLLOWING COMPANIES:

TYLDEN PRE MIX CONCRETE PTY LTD

BURBET PRE MIX CONCRETE PTY LTD

TYLDEN PRE MIX CONCRETE CASTLEMAINE PTY LTD

DAWN TRANSPORT PTY LTD

TYLDEN EQUIPMENT PTY LTD

EMPLOYED BY ALL COMPANIES ARE THE FOLLOWING :

FERGUSON KEVIN 10 YEARS FINANCIAL ADVISER
SUITE 3 2ND FLOOR 870 DOCKE STREET, MELBOURNE VIC 3000
PHONE 642 1944.

GILLMAN ROBERT 1 YEAR INHOUSE ACCOUNTANT
UNIT 3 1ST FLOOR 725 PASCOE VALE ROAD, GLENROY VIC 3048
PHONE 306 5064.

EGGLESTON, CLIFTON JONES AND COMPANY
JONES WAYNE 10 YEARS COMPANY SOLICITOR
13-29 WILLIAM STREET, MELBOURNE VIC 3000
PHONE 625 082.

FERGUSON, ARENA AND ASSOCIATES
ROBERT LINANDON 10 YEARS COMPANY ACCOUNTANT
287 SYDNEY ROAD, COBURG VIC 3008
PHONE 300 1811.

TYLDEN PRE-MIX CONCRETE (CASTLEMAINE) PTY. LTD.

★ SUPPLIERS OF READY MIX CONCRETE



Plant: Lot 2 Government Rd., Campbells Creek 3451

Phone 72 4756
A.H. Phone 72 2561

TYLDEN PRE MIX CONCRETE CASTLEMAINE PTY LTD

RAY LINENAN	(A.S.)	12 MONTHS	MANAGER	\$27,000-00
RAY MURLEY		9 MONTHS	OWNES DRIVER	OPERATES UNDER
ROBERT MCGUPPKE		8 MONTHS	SMALL TRUCK	CURRENT RATES
JAN LEECH		8 MONTHS	OWNES DRIVER	OPERATES UNDER
			LARGE TRUCK	CURRENT RATES

DAWN TRANSPORT PTY LTD

HOLDEN	DOUG	18 YEARS	PARTNERSHIP	UNDER ARRANGED
			WITH DAWN TRANSPORT	RATES
SIMMONS	BRIAN	4 1/2 YEARS	DRIVER	\$17,171-00
LEE	DAWN	12 YEARS	MANAGER	\$18,044-00
			COMPANY CAR	
AWLEY	BRUCE	1 YEAR	DRIVER	\$18,772-00

Tylden Pre-Mix Concrete Pty. Ltd.



Member

★ SUPPLIERS OF READY MIX CONCRETE

Workshop & Plant: Tylden Road, Kyneton 3444

Phone 22 2122 (2 Lines)

TYLDEN PRE MIX CONCRETE PTY LTD

EMPLOYEES NAME	YEARS SERVICE	POSITION HELD	GROSS SALARY RATES
LEE LAN (52)	18 YEARS	DIRECTOR	\$30,000-00
LAULFIELD MAX (45)	5 YEARS	CONCRETE MAN, BATCHER	\$30,000-00 COMPANY CAR
FIELDMAN NATALIE HULE GRAHAM	14 MONTHS 2 YEARS	CLERK OWNER DRIVER	\$17,000-00 OPERATES UNDER CURRENT RATES
CROZIER NEVIL & KEVIN	2 YEARS	OWNER DRIVER LARGE TRUCK	OPERATES UNDER CURRENT RATES
VALEH BRENDAN	2 YEARS	OWNER DRIVER LARGE TRUCK	OPERATES UNDER CURRENT RATES
ELLERY KEN	2 YEARS	OWNER DRIVER LARGE TRUCK	OPERATES UNDER CURRENT RATES

BOMSEY PRE MIX CONCRETE PTY LTD

EMPLOYEES NAME	YEARS SERVICE	POSITION HELD	GROSS SALARY RATE
SMITH JOE (40)	4 1/2 YEARS	MANAGER	\$21,500-00 COMPANY CAR
PREVIOUSLY EMPLOYED BY NEWHAM EARTHMOVERS 1 PREVIOUS OWNED OF PLANT?			
SMITH DOREEN (38)	4 YEARS	CLERK	\$12,000-00
SCANLON BRIAN	4 YEARS	OWNER DRIVER LARGE TRUCK	OPERATES UNDER CURRENT RATES
PREVIOUSLY EMPLOYED BY TYLDEN PRE MIX 6 YEARS			
PINNAN ROBERT	4 YEARS	OWNER DRIVER LARGE TRUCK	OPERATES UNDER CURRENT RATES
GWIN GEORGE	2 YEARS	OWNER DRIVER LARGE TRUCK	OPERATES UNDER CURRENT RATES
GOODMAN STEVE ARRELL MICHAEL	8 MONTHS	OWNERS DRIVERS SMALL TRUCK	OPERATES UNDER CURRENT RATES



Tylden Equipment

PTY. LTD.

★ MANUFACTURERS OF A COMPLETE RANGE OF
EQUIPMENT FOR THE CONCRETE INDUSTRY

Office & Factory: Tylden Road, Kyneton 3444



Fax No. (054) 22 3226

Phone (054) 22 3122

BULLETIN NO 125

DOCUMENT NO 240

TYLDEN EQUIPMENT PTY LTD EMPLOYEE DETAILS

EMPLOYEE NAME	COMMENCEMENT DATE	YEARS SERVICE	POSITION HOLD	GROSS SALARY
BURNETT JOHN	31/10/1983	4 1/2 YEARS	ROLLER	\$20,078.00
BARKON ASHLEY	28/ 5/1983	1 YEAR	APPRENTICE	\$10,193.00
BANCLAY KEN	29/ 1/1987	6 MONTHS	GENERAL	\$18,271.00
EDMONDSTON U.	25/ 5/1987	1 YEAR	WELDER	\$20,078.00
HAN KEN	8/1981	7 YEARS	SERVICE MAN.	\$20,488.00
LOUGHMARE TIM	11/ 8/1988	2 YEARS	WELDER	\$20,078.00
LEE SUSAN	1/1989	8 1/2 YEARS	ACCOUNTS MAN.	\$30,520.00
MELON LAURIE	28/ 3/1983	5 MONTHS	STORE MAN.	\$19,397.00
MITCHELL LEN	24/ 8/1983	9 MONTHS	WELDER	\$20,078.00
MORFOUNT KEVIN	12/ 1/1988	5 MONTHS	SPRAY PAINTER	\$18,791.00
O'DYKNE ADRIAN	28/ 7/1988	22 MONTHS	WELDER	\$20,078.00
POOLE DAVID	2/ 2/1986	2 YEARS	APPREN. WELD.	\$11,960.00
ROBINSON DARYL	1/1981	7 YEARS	WELDER	\$20,078.00
STOKES STEPHEN	11/ 5/1987	1 YEAR	PURCHASE OFF.	\$20,078.00
SHERRARD GARRY	24/ 3/1987	14 MONTHS	MECHANIC	\$20,078.00
STEPHENS SIMONE	8/10/1987	7 MONTHS	CLERK	\$18,032.00
SCHENELA CLAY	12/10/1987	2 MONTHS	WELDER	\$20,078.00
TAHER DAVID	/1984	4 YEARS	FOREMAN	FULL TIME
MARTIN PAUL	/1984	4 YEARS	SUB CONTRACTOR	\$18. PER HR
BAMBA MICHAEL	/1988	2 1/2 YEARS	ENGINEER	PART TIME
ELIDEN ROBERT	/1987	1 YEAR	CONSULTANT	\$30. PER HR
			DRAFTSMAN	PART TIME
				\$23. PER HR
			ELECTRICAL	PART TIME
			ENGINEER	\$25. PER HR

TYLDEN SERVING THE CONCRETE INDUSTRY



On 20 December 1988 I purchase an Austin A90 Atlantic. When I was a school boy, Vic Bateman from Elphinstone purchased a red one and it seemed like space age stuff with power hood & windows, radio, and dual carbys. This car is partly restored and Ocker Tingay finishes it off. As with most English cars it proves quite a pig and does not always come home under its own steam and it moves to WA.



With the sale of our concrete plant in 1988, we purchase a near new Mercedes Benz 230E car and it serves us well. It is now in our collection.

Note: The wattles in front of the house, they and the big tree in the centre have passed on!



I.J.
June 1989
Dressed in Best Sunday Gear



Tylden Mobile Concrete Batch Plant
works in the Township of Keweenaw.

On 18 February 1989 I travel with Ivan Smith to the Burma Trade Show, Munich in Germany. It is the Worlds largest construction fair.

We walked for 4 days with a map so not to walk the same lane twice and then we did not get to see all the show.

The show and the characteristics of the city are very impressive, the show is held every 3 years and I have attended 3 shows in total.

After the first show, Ivan and I travel to Northern Germany in a Tatra Crane Truck on their famous Autobarns, cars pass us at incredible speeds.

The scenery and the old buildings and the castles are beyond belief. After inspecting some cranes we travel to the train station in a BMW at 180Km per hour on a very narrow road.

We then travel the rest of the day in a train which for most of the time is on the edge of the Rhine River, and the castles and small towns we pass make you believe you have gone back in time.

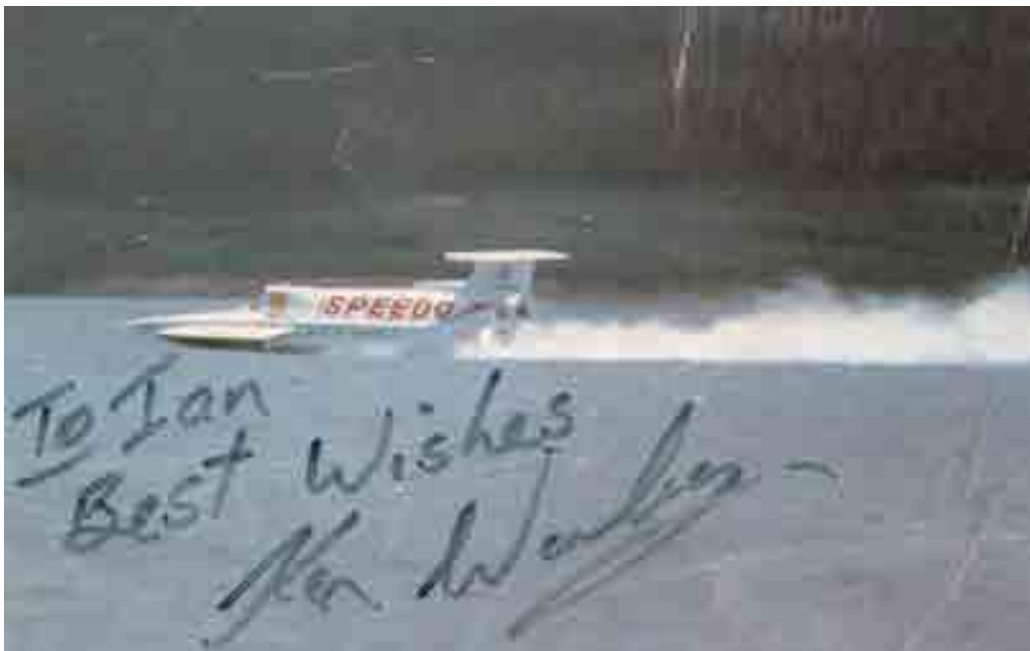
The train stopped under the Frankfurt Airport and we travel up a long escalator and we are at the check in counter for our return to beautiful down town Kyneton.

In February 1989 we display a Tylden 1.6metre Mini Mixer at the World of Concrete Show in Atlanta USA, there are now mini mixers in USA, however the Yanks see it more as a toy for Johnny and not as a tool.



With the help of Ken Warby we sell maybe 12 units, and later more units over the following years however it never became the export market we hoped for.

After the show I travel with three other Australians by car via Augusta, Savannah, Jacksonville, Daytona Beach to Orlando and go to the new Disneyland. Later we fly to New Orleans. One of the party is later to be a member of my family – Victor Elvin. I later travelled to the McNellis factory, Dodge City Minnesota, the largest mixer manufacturer in the US and tried to make a deal, but to no avail.



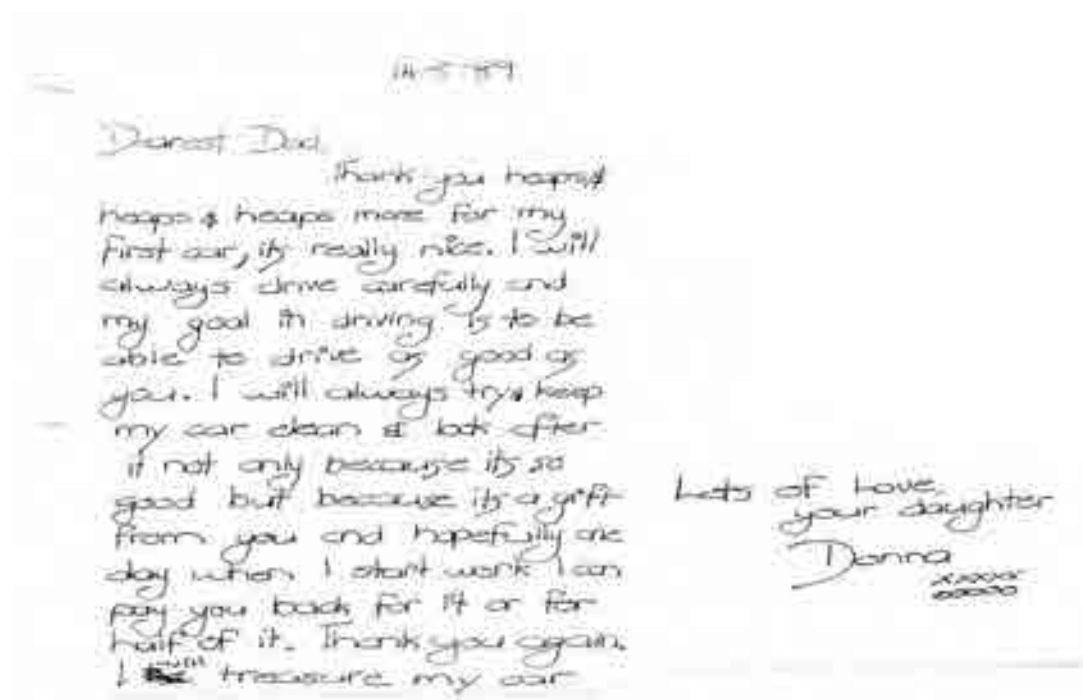
“The Spirit of Australia” travelled 317.6mph (511.11km/h) on the Blowering dam NSW on October 8 1978. A special boat built by Ken with a J34 Westinghouse jet engine

Australians idolize famous sports persons, An Australian, Ken Warby held the world water speed record for more than 30 years and yet his is not very well known in Australia.

There have been three people killed trying to break Ken’s world water speed record.

On 27 July we purchase the block of land CA134 of 3.5ha on the south side of our property from Ron and Lynette Olsen for \$65,000. This now allows us to move our driveway further south for safer access onto Tylden Road.

On 14 August Donna gets her first car, a Mazda 323 hatch, its life is very short lived.





Dawn, Leonie and farmer Tom in Canberra 1989.

We make great friends with the Elvins, but later agreed to disagree over \$130,000. It was about a large concrete plant we built. Toms way was without drawings which was quite unconventional and he does not follow any good standard practices, with many design changes, and the end results were not the best, however through Tom, our Jan meets Vic and the story has a happy ending.

Kyneton yard just
before we built the
new factory



One of the early
Tylden
Paymaster
Chaindrive Mixer



The new factory under construction which proves to be a great
asset...1989



6m3 Tylden
Innovator Hydraulic
Drive Mixer

Our second
Tylden Mini Mix
we built on our
UD CMA 86
Truck.



Tylden Midget
1.6 m3 Mixer.
The first model
we sent to the
USA. Later
units sent were
larger capacity

Tylden Commander 2.2m³ Mixer with Independent Drive.



Tylden Innovator Hydraulic Mixer with Independent Motor







Plant and house 1990.

Note the yard is not yet completely excavated. The edge of the concrete is the edge of the original yard before the hill excavation.

The remainder of the excavation material was carted by Peter Sievers and used as base for Baynton Road when the Kyneton By Pass was built.



Jan's 21st
August 1990 at Pipers
Row Restaurant.





Mum & Dad
with the
birthday girl

Jan's Big 21st at Pipers Row Restaurant
August 1990



Sue, Rod, Jan & Donna at Jan's 21st.



Donna & Heather
Lee at Jan's big
21st

1990 Tylden complete their first new 32 page brochure and do a complete national mail out.

Tylden sell their first Centurion Mobile concrete dispenser to Whelans at Swan Reach

October 1990 I travelled with Tom Elvin to the World of Concrete exhibition in Frankfurt, we get stuck in Bancock on the way home and I lose any interest in travelling to Asia ever again.



Ivan Smith & Ron Rice relaxing



Mack 8 Wheeler with Centurion Concrete Dispenser.
Used as a company demo and later sold to Bob Holt, Katherine, NT.

In 1991 we make the big effort to export to Singapore and do three shows.

Bucon in March 91, Sibex, May 91 and Enviroworld in June. We meet a lot of buyers but find it will take a huge amount of effort to get the confidence of the people before we make any sales.

We do two material handling shows and one Waste Treatment show where we take specialised engineer Craig Hudson, but again a lot of enquiry but no sales. We do meet the Singapore WAM agent and this leads to us getting the WAM Australian agency which we had tried to get back in 1989 at the Atlanta USA show. We also organised a business trip to the World of Concrete in Las Vegas, USA for people in the Concrete Industry.



Bucon Stand
March 1991.
Lots of enquires
but no sales.



Sibex Show. Tylden attends in Singapore in May 1991, again no sales.

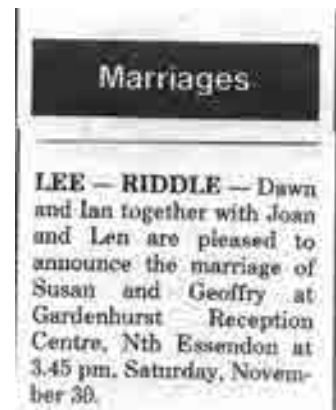


World of Concrete Show at Singapore in June 1991. We shared the stand with a Queensland Company



Sue's Wedding Day – from left
Mrs Riddle, Geoff, Sue, Dawn and Ian Lee
30 November 1991

Left – Right
Allan Larter, Donna, Geoff, Sue, Debbie
Armstrong & Russell Bracken





Dawn's Big 50th –
13 December 1991

A total of seven Centurions were working around the country, we however are starting to feel the strain of the recession and we are forced to go to 28 hour weeks late in 1991 through to early 1992.

In April 1992 I go to the Burma Trade Show in Munich and later travel by train to the WAM factory in Northern Italy and manage to obtain the WAM Material Handling Agency for Australia.

WAM are one of the largest in their field in the world and their range is huge.

In May 1992 we received a dealership contract with WAM Italy for Australia and formed a new company, WAM Australia and slowly built up stocks and product knowledge employing a full time salesman and also appointed an agent in most states.



Photo of the Plant taken early 1990's when we were having the recession Paul Keating said we had to have.
 Note the new workshop, the spray booth and blast shed extension just completed.
 The extra spending almost made us another victim but we scraped through by just using up all our stock and selling most of our collectables.



Donna's 21st on 14 May 1992.
 Held at the Kyneton Golf Club



Dad celebrated his 80th
Birthday.

May 1992.
Jan and Donna received an
Applied Science Degree
(Nursing).

They started the course in
February 1989 and graduated in
November 1991.



However, there are no jobs
readable available and Donna
gets a job in Queensland and
Jan gets something for 12
months in Ballarat while a
lady had maternity leave.



1992 – May. We purchased a 1966 Cadillac convertible to replace the Zephyr convertible we lost in the recession Mr Keating said we had to have!



August 1993 Sambo has a big operation on one of his back legs.

1 July 1994, Jan and Donna buy a childcare centre in Kambah ACT, called Brindabella Early Childhood Centre



Jan &
Donna in
their new
Centre.



July 14, 1994 we travel with a local group to the Gulf of Carpentaria. The trip is organised by June and Ivan Smith with pre-booked accommodation except for two nights where we tent it at Lawn Hill National Park and had the best nights of the trip.

In the early hours of the morning at Lawn Hill I get up for a nature call and I am overwhelmed with just how clear the sky is, and I sit for maybe an hour just taking in the view.

This gets me hooked on trips to the outback and I find a poem and change some of the words to express my feelings, however someone else is not so overwhelmed!

When I'm in the bush I'm at peace with the world. One of the highlights of every day is to be up at day break, stoke up the camp fire and watch the sun make its presence felt, especially the way the light changes all the colours in just a few minutes, the bright rays flooding the ranges or low red sand hills with flame like tongues of eerie soft winter light.
Listening to the dawn chorus of birds. As the billy boils the sun climbs higher into the Australian sky.
Then that evening taking advantage of the reverse light show as the sun slowly departs with the same magical display completing the inspiring show for another day.
Then the darkness falls a new light show starts with a show of stars so clear you want to reach out and touch them.
See you in the bush some time.



A
oi

Part of a map made up by June Smith showing the trip and the route we take.

It's one quick trip to allow some of the group to meet other comments at home.

Itinerary

- Day 1 6AM Depart Kyneton. 7AM Depart Bendigo and travel to Cobar. O/N Cross Roads Motel.
- Day 2 Travel to Charleville. O/N Corones Historic Hotel.
- Day 3 Travel to Longreach. O/N Caravan Park Cabins.
- Day 4 Travel to Cloncurry. O/N Wagon Wheel Motel.
- Day 5 Travel to Karumba. 2 nights Gulf Country Caravan Park Cabins.
- Day 6 Free day in Karumba.
- Day 7 Travel to Burketown then to Lawn Hill National Park. 2 nights camping.
- Day 8 Free day at Lawn Hill.

Lawn Hill proves to be an unbelievable oasis in the desert, there is no commercial crap, and the nicest part of the trip, however, we blow a tyre on the way out and this is the only tyre problem in all our travels to the outback to follow.

- Day 9 Travel to Hells Gate Roadhouse to hut type accommodation, the chap and his wife do a BBQ tea for our group and I do not quite know why but some how it was very special.
- Day 10. Travel to Borroloola. 2 nights Borroloola Holiday Village Budget Units.
- Day 11. Free day at Borroloola. This is an aboriginal community but full of character and the third best stay.



Ben Ebery with a nice Barramundi he caught in the river at Borroloola. (we wish)

- Day 12. Travel to Barkly Roadhouse O/N.
Day 13. Travel to Mt Isa. 2 nights Motel.
Day 14. 8AM Underground Mine Tour. 9AM Surface Mine Tour. Free time in Mt Isa.
Day 15. Travel to Boulia. O/N Australian Hotel.
Day 16. Travel to Birdsville. O/N Birdsville Hotel.



The famous Birdsville Hotel

We travel out from Birdsville to a sand dune known as Big Red, not all the vehicles can climb it. We return by a different track and have some trouble getting up some of the short dunes, however this one is a bit easier and the driver has at least one wheel on the ground.



Day 17. Travel via the Birdsville Track to Marree. O/N Marree Hotel.

Day 18. Travel to Blinman. O/N Blinman Hotel.



The Smith family posing outside a Mission named after them.
In all my travels I have found the publican in most towns is named Smith, so this is the exception.

Day 19. Travel to Broken Hill O/N Mine Host Motel.

Day 20. Travel Home.

Persons starting and finishing the Northern Adventure –

Andrew and Allison Shipley – Pajero 4x4.

Arthur, Tom, Jim and Richard Hayes – VW 4x4 Van.

Ken, Maxine, Joel, Blair and Amanda Smith – Jackaroo 4x4.

Ivan, June, Melissa and Allison Smith and Ken Ebery – Nissan Wagon 4x4.

Ian and Dawn Lee – Nissan 4x4 Ute provided by Ivan & June Smith.

Most days we made sandwiches by the roadside for our dinner.

The following year we buy our own Toyota 4x4 and do our own thing in the outback.



Plant January 1994. The factory yard is now completely excavated and the trees up the driveway and around the house are starting to get a little size to them, the museum extension is not yet started
Driveway is still in first location.

September 1994, Tylden Equipment is awarded with the contract for the mechanical design and construction of the two largest concrete batch plants ever built in Australia, each with an output capacity of 300 cubic metres per hour.

One to be built at Artarmon to supply central Sydney and one to Lidcombe to supply the new Olympic site.

Each plant is to have two loading bays with twin shaft compulsory mixers and all the latest technology including full computer and moisture controls.

Six BD Series 4.6 metre diameter silos of 98 cubic metres each for cement & fly ash storage.



1994
Tylden
Drawing
Office



CSR Readymix Artarmon Plant , Twin Shaft Mixers and WAM Screw Conveyors and Cement Weigh Hoppers before it was fully clad as the plant below

Lidcombe
6 Sand and
Aggregate
Silos. Total
capacity 3600
tonnes, concrete
silos built by
others



Lidcombe
Fully enclosed
drive through two
truck concrete
delivery.

November 1994 we are visited by the Federal Police from Canberra regarding Tom Elvin. There is also a Federal Taxman and a policewoman from Melbourne to search our house. They make many very strong threats if we don't co-operate. They however leave with nothing.

10 January 1995
Big 60 Birthday Cake



At the Big 60 party at
Villa Rosa Restaurant
Kyneton.
10 January 1965
Note the size of the
mobile phone.



Ian and Dawn Lee celebrated Ian's 60th birthday at Kyneton's Villa Rosa Restaurant on Saturday night.



Jan and Vic at my big 60th Birthday.



The family all together.



Donna, Sue and Jan
The day after my big 60th
Beauty at its best.



We attend Melbourne's first Grand Prix March 1995.

1995.

Because our lake was leaking we carted black pug from the land we had purchased next door and lined the lake. We keep fish etc in a small dam then pump the water back into the lake along with the fish. We placed old concrete drums for the fish etc to shelter from the shags and predators.



View from the house

In April 1995, I visit the Bauma Fair in Munich and travel by train to the WAM factory, then on to the Simem factory where we receive the Australian distributorship for Simem Concrete Equipment.

This does not work out.

June 1995, I am under great strain with work and are very disappointed with our results considering all the effort and I am very close to a giving up the battle.

So in mid 1995 I purchase a new red Toyota GXL Automatic Landcruiser Rego No NHG 557, Turbo diesel 8 seater wagon costing \$83,200, this has been the most maintenance free vehicle I have ever owned and a joy to drive, and we completed many great outback trips including the Canning Stock Route. "Oh What a Feeling – Toyota".



We pick it up late Friday night and Saturday we head off and travel around Australia returning four weeks later with 17,000 Km on the clock and I seem a bit more positive but struggle with work and my personal fight with work is lost.

In August 1995 I advise the staff I will be winding down my day to day involvement in the company.

20 October Donna met Ty.



Mark Lee's wedding
day. 16 December
1995.

Left to Right
Heather, Alexis,
Mark, Paula & Noel

Dawn and Ian
at Mark Lee's
wedding in
Brisbane
16 December
1995



Jan, Dawn and
Donna in
Brisbane for
Mark Lee's
wedding



Jan and Vic at
Donnas
engagement party
February 1996.

On 14 June 1996 we set off on a trip to the tip of Cape York. We head off with a group of Sue's friends and they prove to be great travelling companions.

We travel via Deniliquin, Hay, West Wyalong, Forbes, Parkes, Dubbo, Gilgandra, Narrabri, Moore, Goondiwindi, Miles, Moura, Biloela, Mt. Morgan, Rockhampton, Maryborough, Mackay, Proserpine, Bowen, Ayr, Townsville, Ingham, Tully, Innisfail, and Cairns where we meet up with another group of adventures and travel via the Daintree to Cooktown and to the top of Cape York Peninsula calling into Weipa on the way back and then down to Normanton and Mt. Isa, by that time Kyneton was looking a very strong attraction.

We bought a new Optus Satellite phone which is custom fitted into our Toyota with two large control boxes under the front seat and the second behind a panel in the rear, it cost \$5,500.

Jan flew up to Thursday Island to join us and travelled back with us to Canberra, which adds icing on the cake of our great adventure.



At the top of Cape York
Left to Right
Ian Lee, Ian Jamison, David
Webb, Liz Prime, Jan Lee,
Bob & Liz Prime's son,
Dawn Lee, Bob Prime.
Front
Athol & Debbie Shield
Susan Wilcox.



Little Red crossing a river on the Cape York trip
1996.
Not a drop of water got in the cabin.



The lake – November 1996 12 months after we
had drained it.
This is possibly its highest level, however the
island is still quite bare.



Trip to Phillip Island 24 November 1996.
We travel across Port Phillip Bay on the ferry.



Ivan, Wendy and Dawn checking nests.



Catherine Dawn
Born
23 December 1996
with her proud
Gran

2290 grams
43cms



The proud mum Sue,
IJ, Jan and Dawn
with Catherine "The
Giant" with a "K"

Catherine Dawn
1st Granchild for IJ &
Dawn





Dad with his first
great grandchild –
Catherine with a K
“The Giant”

By 1996 we were able to get recognition and reasonable sales with the WAM agency, it however became obvious it needed a lot more effort to support the agents than by myself.

Although I had tried hard to convince the Tylden staff the merit of this excellent dealership, there was always excuses and strong negativity.

My son in law had taken over the Victorian dealership and showed some promise, I was now in my 60's and could see an age difference with our working relationship so I wrote to WAM and suggested that they takeover the Australian dealership themselves and appoint my son in law manager and they agreed to my suggestion.

On 24 April 1997 we had a meeting with Nemo Malagoli and Claudio Sgarbi of WAM Italy at our Kyneton office and we resign as Australian agents and they agree to purchase all our stock at cost less 10%, on a gentlemen's handshake. Unfortunately the end result was not that to which we had agreed and the agreement was broken.



Mrs Blond
The proud mum with
Ashlee born
24 May 1997
At Buds in July.

4020 grams
54cms



November 1997

Dad with Ashlee
Born 24 May 1997

Victor and Jan, practicing
with Ashlee
August 1997.



Catherine with a K &
Ashlee

7 July 1997 we purchase a new top of the range Camp-O-Matic Off Road Ranger GK Coil Spring (complete with queen size bed) Camping Trailer for \$15,600.



Slide out kitchen with two burner stove.

<ul style="list-style-type: none">  Choice of 7 Models - from Basic Light Weight 4 Cyl. Cars to Heavy Duty Off Road  Latest Technology in Independent suspension. The Choice is Yours!  Optional Extended Annex will Triple your Covered Space  Our Tents are Well Ventilated with 4 Large Windows & 2 Access Doors  Full Size Galvanised Steel Rack For Boat etc.  All Models Feature Large Living and Sleeping Areas  Queen Sized Bed is Made-Up Ready For Cozy Sleep As Soon As You Unfold  Strong Construction Will Last A Lifetime of Camping 	  
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On 15 July we set off on our proposed great pioneering journey and adventure, spending time at Burra, then up to the Oodnadatta Track and camping out at the Maria Bore on the Sturt Highway and then on to Ayres Rock.



The marker on top of Ayres Rock. I certainly was not the quickest up and down, I did however achieve what I had set out to do. The village was disappointing and very commercialised and we only stayed one night



Dawn waiting at the bottom of Ayres
Rock for the slow climber to return.



Sunrise on the Fitzroy River
W.A.

We then travelled onto Alice Springs for a few days calling at The Olgas and overnight at Kings Canyon, then up the Tanami Track to Halls Creek.

We spent two days camping on the Fitzroy River all set up to see a salt water crocodile but they never showed.

We then went to Fitzroy Crossing where we serviced a new Tylden Centurion, then down the Canning calling at Wolf Creek Crater then one hour south of Brilliluna cattle station.

The super off highway trailer coil spring comes out and we have to abort the trip, it takes two long days to get back to a sealed road travelling at less than 5Km per hour as the spring kept continually dropping out and the trailer had to be jacked up each time to get it back in place.

We then drive across the top of Australia to the manufacturer in Brisbane and leave it to be repaired, then on the way home we stopped at Canberra to see the girls.

On 19 November we buy a new tandem car trailer for carting our collectables.

THE CANNING STOCK ROUTE

Researched by Ian Lee before we started the trip.

A number of attempts were made in the later part of the last century to find a stock route to bring cattle from the Kimberley region to the gold fields of Kalgoorlie area of W.A. Each attempt was withstalled by the desert and lack of water and each party lost men to the harshness of the land and both parties reported that it was not practical to find a suitable route.

Continuous strong lobbying by the Kimberley region forced the Government of W.A. to consider a further attempt and they appointed Alfred Canning to form a party and make a further attempt.

THE CANNING SURVEY & CONSTRUCTION

Alfred Canning then 46 years old and born in Campbellfield Victoria and his party set out on 7th May 1906 to do the survey and on their return 12 months later spent another two years on well construction where one of his men was speared by blacks.

In 1906 there were at least 10 tribal groups living along the now Canning Stock Route and it was with the help of these people and other aborigines that Canning and his party were able to find the best places to sink the wells.

In 1911 the first drovers to use the Canning route started out with 350 head of cattle in late April. Drovers, Shoesmith and Thomson and an aboriginal stockman were killed by aborigines at Well 37.

Tom Cole bringing the next mob down two months later finds the cattle wandering back along the track.

The Canning runs from Halls Creek to Wiluna, a distance of 1700 km through some of Australia's harshest terrain with normal summer temperatures in the mid to high 40's. The Canning makes the Great Cattle Drives of America look like suburban shopping trips.

In 1930 after a party had failed to complete the task of repairing the wells, Canning then aged 70 was called out of retirement to restore the remaining wells, the task took 17 months and his 3rd return journey and although being 70 years old, he walked most of the way, Canning died in Perth in 1936 aged 76.

The years that the route had the most use was from 1932 until immediately after WW11.

The only white woman ever to go droving down the Canning was Eileen Lanagan with her husband George in 1940.

During WW11 the wells were kept repaired as a possible evacuation route to get people South from the possible Japanese invasion. Some of the southern wells were repaired again in 1949 when there was mineral exploration in the area.

The Canning saw the last great cattle drives travelling down in 1958, estimated to be 31 mobs. Today their hoof prints are rapidly being replaced by the wheels of a new breed of adventurer.

WHEELS ON THE CANNING

The first vehicles to travel down the Canning were in 1925 when explorer Michael Terry used 2 **British** Guy half track trucks and trailers and a motor cycle and sidecar, and followed the route between Well 51 and 48, they travelled usually about 24 km per day.

The first recorded motorised “assault” on the route from South to North was by George Herbert, a dingo trapper from Wiluna with a motorbike and sidecar in 1927 to Well 27.

In 1929 Harry Paine and A. Allsop, surveyors with the W.A. Lands & Surveys travelled as far as Well 11 in 2 x 4 cylinder Chevys. For 16 years from 1931, Robert Falconer regularly drove to Well 10 to meet drovers with fresh supplies. The Falconers used a Buick Marquette, a Fargo and a **wonderful** British Guy truck and for their last trip in 1947, a 1915 Rolls Royce.

The first people to travel the full length by vehicle were Russ Wenbolz, Dave Chudleigh and Noel Kealley in 1968. They spent 34 days visiting the wells, their vehicles were British Land Rovers.

The next full length traverse was in 1973, with a party led by Bill Bolton. In 1977 a Perth tour company took the first paying passengers up the full length of the route in a Toyota which has since become a tourist destination described as “Australia’s most remote holiday”.

In 1980 the Range Rover Club of Victoria paced a visitors book at Well 26 and the following year, 110 people signed it. In 1989 at least 540 people passed the well.

Today vehicles have blazed a clear trail, which is sign posted and much improved. The Canning Stock Route is now recognised as a vital piece of our cultural heritage. It commemorates many of Australia’s intrepid pioneers and it is an enduring tribute to Canning and his men, also the drovers who followed.

It is far more than just a destination or a 4WD challenge, it is a means to experience the beauty of the desert and to share the solitude of the Australian outback. The Canning for example is blessed with some of the clearest night skies in the world.

The Canning is one of the world’s longest cattle trails, a challenging and fascinating overland adventure through history and can be travelled and appreciated with all the comforts and conveniences (even press button toilets) that Canning and his party would not ever have dreamed of.

THE DESERT LANDSCAPE

The Canning crosses four deserts. The Little Sandy Desert, The Gibson Desert in the south, The Great Sandy Desert, and The Tanami Desert to the north. Travellers are often surprised by the landscape, because it doesn’t look like a true desert. It is varied, sometimes beautiful, sometimes harsh.

These deserts are part of the 60 per cent of Australia that receives on average less than 250mm of rainfall in a year, and the threshold often regarded as the definition of a desert.

They are alive with change and diversity. From Wiluna to Halls Creek, the scenery changes constantly, but it is possible to recognise four distinctive landscape types as one travels along the route. Mulga scrubland, spinifex grassland, salt lakes and stone country.

WILDLIFE ON THE CANNING

While most travellers along the Canning are impressed by the abundance and diversity of the vegetation they must look closely to see the wildlife that can be hard to spot.

Mammals are well represented. Kangaroos are likely to be seen only at the end of the route where there is reliable water. Wallaroos are found in the stone country, such as the Darb and Terrace of hills near Well 18. Several species of small Wallaby including the central and rufous hare, wallabies, bandicoots and burrowing Bettongs used to live along the length of the route.

They however have disappeared over the past 30-50 years, probably due to introduced predators such as feral cats and foxes and the competition of the rabbits.

The disappearance of the desert Aborigines had an enormous impact on their environment especially the Marsupials because of the way they used fire to encourage fresh growth. There are still other mammals to be enjoyed with the exception of the dingo and the camel. They are all small, shy and nocturnal. Often the only sign you will see of them are their delicate tracks in the sand.

There are several species of native rodent that are widespread, some are mouse size and are generally a pretty ginger brown. The spinifex hopping mouse is the size of a small rat and has large ears, a long tail with a white tuft on the end. The mouse sized marsupial wongai-ningali who carries its young in its pouch, is one of the smallest in the world, an adult weighs as little as 6 grams.

Birds are more conspicuous and abundant with budgerigars, zebra finches, painted firetails, galahs, crested pigeon and diamond doves. The stately Australian Bustard is up to 1.2m tall with a wing span up to 2.3m and can be seen peering haughtily over the spinifex. Both orange and crimson chats are found around the salt lakes. This year has the best possibility of the lakes having water there, the many migratory wading birds including red necked stints, curlew, sandpipers and green shanks, some of which breed as far away as Northern Asia.

The spinifex grasslands are home to white fronted black and pied honeyeaters, variegated fairy-wren and rufous-crowned emu-wrens. In the groves of desert oak near Lake Disappointment and Tobin Lake you might see pairs and small groups of Alexandria parrots or notice black faced and masked wood swallows perched on bare branches.

While birds are the most conspicuous creatures on the Canning, reptiles are probably the most numerous. Almost limbless skink lizards seem to swim through the sand on top of the dunes, dragon lizards run so fast that they appear to fly and goannas live in burrows and under the thick bark of the desert oaks. You will see geckos with bulging eyes and deliberate steps, legless lizards winding their way through the spinifex and many different varieties of snakes.



On 20 January 1998,
sadly, my father passes
away.



Pam (Pimbilla) Tysack's wedding to
Dean Langenberg
14 March 1998.



Catherine with Mum Sue, Dawn, IJ at Pam's
wedding with the magnificent Werribee mansion
in the background.



Sue – looking her very best for Pam's wedding.

25 November 1997 I go to an auction with Ron Rice to have a look only but temptation gets the better of me and I bid on a Twin Power Scraper and win it for a bargain price of \$36,000, however the management team I had at the time could see no value in what I had purchased and to keep the peace I sold it the next day to New Zealand at cost.

RITCHIE BROS.
Auctioneers (Overseas) Ltd.

5878 Glenloch Road
One Young Drive
Melbourne, VIC 3003 Australia
Telephone: 01 3879 2288
Fax: 01 3879 2805

Date: 25 November 1997 Location: Melbourne, Australia

SOLD TO:
TYLDEN EQUIPMENT SALES
P.O. BOX 614
KYNEDON VIC 3444
AUSTRALIA

388
IAN J.
LEE
3 54223122
3 54223328

The following items "as is" and "where is" are per your Auction Terms of Sale:

155 Terex TR24B Load Runner Motor s/n 70767	36,000.00
TOTAL PURCHASES	36,000.00
SALES TAX	0.00
TOTAL	36,000.00
Paid CASH	0.00
Paid CHEQUE	0.00
BALANCE OWING	36,000.00
	36,000.00
	NIL

25/11/97

NO PURCHASE OBLIGATION IN FULL

PAYMENT DUE IN FULL WITHIN 7 DAYS OF SALE DATE

CHECK OUR ACCOUNTS INTERNET CHAT ROOM FOR TERMS OF SALE

THIS IS YOUR BILL OF SALE RECEIPT - WE DO NOT RE-PRICE

MEMBERSHIP ARE NOT THE PRINCIPAL IN THIS SALE BUT ARE ACTING TRUSTEES AS AGENTS

After driving Twin engine Euclid scrapers for many years, I now own one of my own for 24 hours.



1998 – We leave on a trip to the channel country with our modified off road trailer, spending two nights at Broken Hill, then on to White Cliffs where we stay in the underground cave motel. We go onto Milparinka where we spend another two nights camping including the local sports day run by the locals, it was a great down to earth outback show.

We then go onto Tibooburra, the most remote town in NSW where we find that their street carnival is on the next weekend which would certainly be something different so we decide to return.

We head for Cameron Corner, then Innamincka for two nights on the Cooper Creek, then to the Burke & Wills dig tree. We camp again on the Cooper at the Burke & Wills Bridge, near Nappa Merne Station.

During Thursday night we get some rain and wait for the road to dry out before heading for Tibooburra, so we leave about 11am. As we travel south we see there has been more rain than we had had and the track is quite greasy which makes our travelling slow because we are towing the trailer. We pass Santos Station and when we get to the Warri gate on the dog fence on the NSW/Qld boarder, it is dark and still 55 Km from Tibooburra. The sky looks like further thunder storms are possible and we are concerned that if we get caught in a creek in the dark and we do get a storm we might end up in Lake Eyre.

So we decide to wait at the fence, the sky then opens up with lighting as bright as day and thunder that would wake the dead then rain by the bucket full till day light which sees us surrounded by water.

There is also an empty road train camped at the gate so we invite him over for breakfast, he tells us we have no hope of making the street carnival that day towing a trailer.

After lunch the water has generally stopped flowing and we decide to give it a go. We find four chaps in a Holden station wagon and they use our mobile phone to advise their family that they will not be returning for some days.

We go through a small creek where the Toyota jibs on a small hill and will not go on. We wait about an hour to try again and then make it to the top of the rise. We look through our binoculars on a tripod out over a track and can see a car out on the horizon and head over to this Toyota Landcruiser with a very light trailer on the back.

The driver has never been far from the city and has no idea what to do so we give him a driving lesson and boost his hopes.

We are able to pass him and lead the way. We then find another chap with a small 4x4 ute with a trailer attached. We unhook our trailer and tow him through the bad section and also get the first vehicle through, also he is now in front and off he goes and leaves us behind.

We drag the small 4x4 ute a good way then we set sail for town. Although the road improves we make hard work of it. When we reach town we find the spring modification by the trailer manufacturer had not worked and we have dragged the wheel on the mudguard lubricated by mud.

The next day I go back maybe 15Km and find the coil spring. The roads are now closed for travel and we spend a week caught in Tibooburra where we get to know all the people in the town (its not very big).

A local transport operator welds up our trailer in a make shift manner and when the road opens up we head east to Warrego Highway and up to Cunnamulla and Charleville, then home.

Received four tractors from Queensland, Lloyd, International T20, Allis Chalmers M and E27N Country Crawler.



Ashlee with Gran
18 December 1998



18 December 1998 – Gran Lee now has two
grandchildren to fuss over. – Catherine and Ashlee



Moved into stage one of our house extension in December
1998.



The Giant learns to swim

On 7 March 1999 we had a Davis family reunion in the Castlemaine gardens with a good turn up of family from near and far. Ron Barassi came up and I felt this was a good gesture.



Left to Right
Bill Davis, Sue, Hazel, Dawn, I.J., Little Ollie, Catherine
and Jan at the Davis family reunion



I.J. at family reunion.

One of the last Tylden
built Centurion
Mobile Concrete
Batch Plants – on new
International 2350G



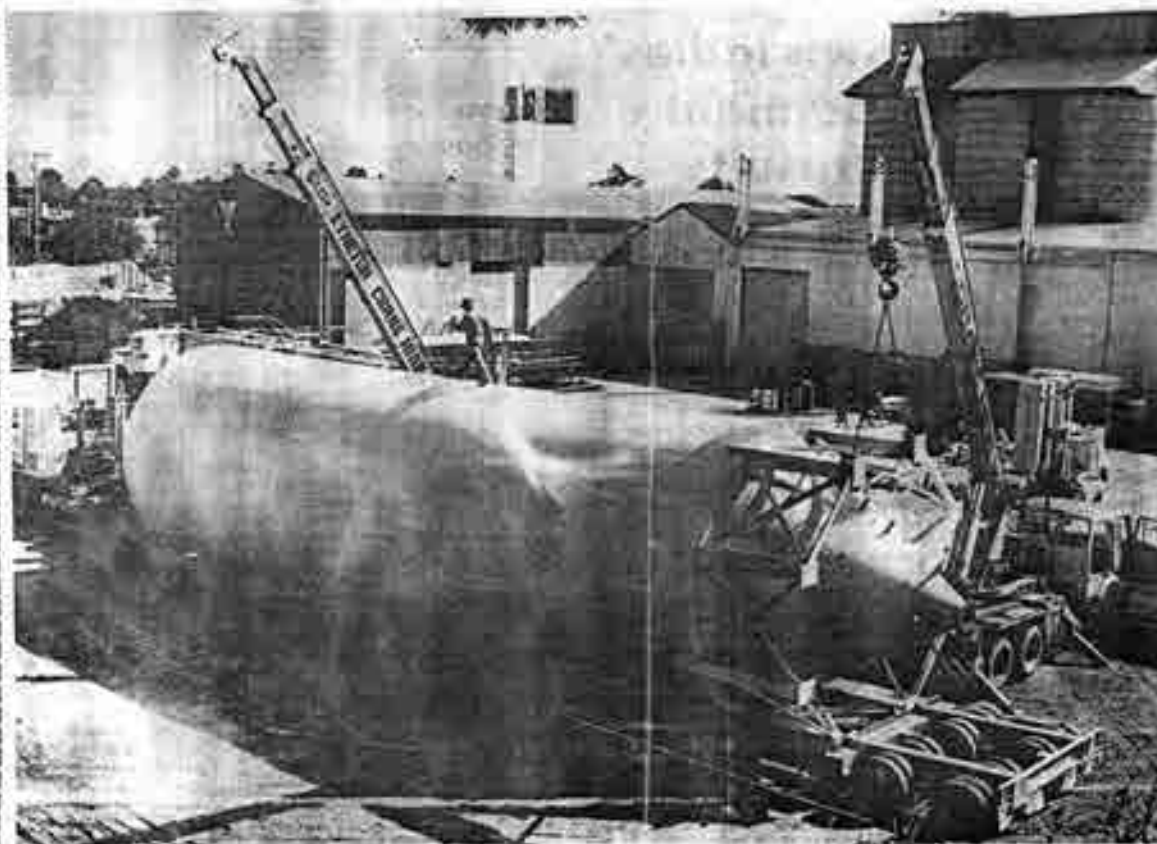


18 April 1999
Richard Ford completes our entrance



1999
Catherine the
giant goat tamer
with Bob Egan

Slow solo trip for sizeable silo



This enormous silo is 80 big it couldn't be transported through Kyneton!

Made at the Tylden Equipment site near the railway station at Kyneton, the silo is 22 metres long.

It was the first of four constructed for ACI in Geelong. Two have been sent so far, and they will store clay.

It is the biggest silo ever made by Tylden Equipment. The driver of the truck transporting it attempted to negotiate various corners in Kyneton before giving up and heading through Tylden and then to Woodend.

It was just too big to go around any of the corners. Even a route via the sideyards wouldn't accommodate the load.

All four silos were to be built within 12 weeks, and they were specially designed.

The driveway into Tylden Equipment had to be modified for the truck.

1999 Diary

2 January	Pick up a truck load of marble from Ken Smith
6 January	New Bore 42 metres deep, starts working.
13 January	Turn on water to frog pond.
18 January	Purchase container for museum.
31 January	Pulled engine from Fordson.
7 March	Family Reunion
9 March	Purchase D8 IH 6125.
13 May	Close down drum shop.
19 May	Purchase D4 G6
12 July	Set out on the adventure of a lifetime.
10 August	Gave office staff 4 weeks to improve.
21 October	Rachel Louise born, 2380 grams and 46cms.
10 November	Sophie Alice Minnie Hooper born weighing in at 4.64 Kg (10lb 3ozs)

On 12 July 1999, Dawn, Ron and Wendy Rice and IJ leave Billiluna Station just south of Halls Creek in the Kimberley Region at the top of WA, to travel The Canning Stock Route which travels from Halls Creek, south to Wiluna, a distance of 1800Km and 1500Km are only wheel tracks.

There are 900 sand dunes to cross and there is also the Great Sandy Desert, Little Sandy Desert and the Gibson Desert.

The stock route was built starting in 1906 with a party led by Alfred Canning, to allow the droving of cattle from the Kimberley Region to the Kalgoorlie gold fields.

The stock route was not as good as hoped, the first party set out with 40 horses only nine reached the end.

The next to use the track was Thomson and Shoesmith in 1911. At Well 37 they were murdered by natives along with the stockman named China, probably in their sleep.

Later, John McLennon, one of the party of men searching for oil was speared at this spot. To this day there are four lonely graves which is the only record.

Only one woman was to go down the Canning with her husband and their native stockmen in 1940.

Our group of would-be explorers had two modern Toyotas, refrigeration, coloured video player and all the luxuries of modern living. Our timing was spot on with the track at its best and 1500Km of wild flowers. It took us 21 days and without question this has been my greatest adventure.

One can not but feel at peace with the world and I would love to do it all over again taking thirty to forty days.



Stands of tall, graceful desert oaks are found in many parts of the Canning from Well 11 northwards, and present-day travellers appreciate their shade. Canning found the oaks with the bushes from their ever-growing trees wherever possible because of its strength and resistance to burning. Although some has replaced in 1929-31 during reconstruction, the original timber can still be seen in a few wells.

General view of the track as we travelled without mishap or a puncture.



Typical sand dune. Most were simple enough to get over, there were less than 20 that were difficult, but all were great fun.



White Feather and Squaw going up small dune.
Note the unique flag pole.



Typical well on the Canning.
Water was raised with a bucket on a cable by the horse
to fill the trough on the left or for a small quantity with
a windless.



Movie night on the Canning Stock Route
13 July 1999
(Not in order)
Pam, Rich, Ron (white feather), Wendy,
Dawn, Ian, Marion, Lindsay. The show was
the 'Quiet Man' with The Duke and
Maureen O'Hara.



September 1999, Chris Dawson working outside museum. The pine trees at the rear and the one on the mound have now been removed. The Zephyr sedan in the shed and Charger on the lawn.

1999
Jan, Donna &
Sophie Alice Minnie
Hooper
Born November 10



Rachel Louise Riddle
Born 21 October 1999
3rd Grandchild for Dawn &
Ian.

2380gms, 46cms





Rachel & Sophie



Catherine &
Ashlee



Catherine & Rachel



Jeff & Sue

2000 Diary

3 February	Clapo starts back on restoration
19 March	Rod picked up his belongings.
9 May	Pull down outback type windmill at Derrinallum
26 May	Sell White Zephyr Sedan
25 July	Leave for Alice Springs
1 August	Gus Thomas Elvin Born 3.4Kg (7-10lbs) 49cm long.
15 August	Opening Sydney Olympic Games
December	Museum 95% complete Stage 1.



Start of Stage 1



Military Section

Screw-on
hubcap
collection



Part of general
section

Caterpillar Diesel
40 Serial No
3G306
Purchased
1 October 2000



April 2000
The trees are now
getting some size
to them.



I have had the B61 bug since 1957 when during my first trip to Queensland I saw the Foster Mack B Model parked beside the road in Toowoomba and my love affair started with this model.

By the time I could afford a Mack in the 1970's the B model had been superseded by the R series, so 43 years later the B restoration was started in 1998 with the purchase of a red unit with a blown 711 motor in a crate generally complete, with a tipping body and I kept putting off starting the restoration.

In March 2000 we got keen to get it up and going for the Transport Reunion 2000 in Alice Springs in late July.

We then buy a second green B model from Robert Green and this is the one we restore, so on 7 April 2000, with the help of Peter Clapton (Clapo 1) we start on this major project.

The Lost Cause B61 at Tingha NSW. It has been waiting in this spot for 14 years with the hope of finding a new family and a rebirth.



The project proves to be a major rebuilding complete with motor. We plan to leave a week before the show, however two days before the show is to start we are still making final adjustments.

We leave at dinner time on the Wednesday 26 July and arrive in Alice Springs, Friday 28 July, the first day of the show.



Friday morning the day the show starts at Coober Pedy



30 July 2000

B Models Macks are the most popular at the Alice Springs Show. Ours is the red one in the centre.

Chambers Pillar
near the Ghan
Railway.



After the show finishes the two Clapos drive the Mack home and Dawn and I come home following the old Ghan Railway track I had travelled on back in 1961 at Christmas time.

We stopped off at many of the old railway workers huts and camped at Chambers Pillar, Fink, Oodnadatta, William Creek, Marree, Wilpena, Burra,

Again we had timed our trip to perfection, the wild flowers were at their best all the way.

Mack B61 home
from the Alice



Chris Dawson finishes off
the marble fireplace in our
loungeroom.



Rachel 10 months
with mum, Sue



Christmas 2000
Jan & Vic with Gus dressed up as a convict.
Born 1 August 2000



Christmas 2000
Donna & Sue with
Gus



Sophie, Donna,
Ashlee and Ty
Christmas 2000



Donna and Jan
Special friends as always.

Diary 2001.

January	Chris Dawson finishes outside toilet and long shed.
14 February	Finish off ramp to bottom yard.
1 March	Purchase Cat Auto Patrol
17 March	Mack run up Hume
25 March	Booleroo Rally
24 May	D8 runs for the first time.
27 July	Sold Cat 2 Ton
5 September	Trip to the Blue Mountains
18 September	Satan, Emco, Rapid, Woodward double petrol pumps arrive.
26 September	Sold International T20
6 October	Rohriach Auction Tanunda S.A.
15 December	Purchase Hope Saddle from the American Civil War.



The Friday night group who have gathered together for 20 years.
The Smith's grand daughter and friend in background.



1 March 2001.
One of the four silos built for Independent Cement & Lime, Port Melbourne. These silos can be seen from the Bolte Bridge.



Cat 11 Auto patrol arrives home looking quite sad.



Clothes Line
relocated 2001

2001 Front
pathway





2001
Gusman

Rachel
2nd Birthday –
October 2001



Rachel &
Catherine
October 2001



October 2001
Sue & Dawn

2001
Gus

2001
Dawn & Gus



November 2001
Rachel

November 2001
IJ, Ashlee, Dawn and
Sophie.



2001
Donna looking
radiant as usual,
back in Kyneton



November 2001
Sophie



Rachel, Ashlee & Sophie
November 2001

Ashlee "The Lion
Tamer"
In total control!!!



Lion Tamer "Sophie"
bringing second lion
into line.



First visit to Jan & Victor's cattle ranch near Hall NSW.
November 2001
Settlement had been 9 October 2001.



13 December
2001
Dawn's big 60th
with lifetime
friend Flo.

One of these people
needs a medal...or
maybe both



Diary 2002

January	Donna buys Jan's share of Brindabella Child Care Centre, now caring for 95 children
5 February	Spent 3 nights in Bendigo Base hospital with heart out of rythmn. Back home 8 th .
3 March	Purchase Iseki Loader Backhoe
6 April	Richard finished steps and walls.
10 April	Toyota hit up rear while waiting for a car to complete a right hand turn, a Landcruiser ran into the rear of our GXL Landcruiser. The Insurance Company wiped it off as it was not practicable to repair and we changed it into a custom ute at 250,000Km.
24 April	Heart back in rhythm
19 June	Sealed in driveway
29 June	Shell Harbour sign
4 August	Dawn gets new display cabinet
11 September	Ansett stops flying
17 September	Max Turner passes away
19 September	Purchase Norton Motorbike
22 September	Purchase Truck Crane
3 October	Purchase Cat D7 4T 3110 built in 1944.



Slowly each crafted stone takes place.
In 2006 it will look 100 years old.

Action shot
6 April 2002





Richard and IJ
having a Planning
Meeting
2002



Easter 2002
Catherine, Rachel, Sophie &
Ashlee at Churchill Island



February 2002
Catherine's 1st day at
school

In early 2001 I see a very sad looking Diamond T 531 at Heathcote. This is the model I first drove on interstate.

Having a love affair with this model Diamond T since a boy I cannot resist it. Clapo thinks its close to beyond repair but we give it a go and after 120 days it's ready for the Castlemaine Truck Show.

Fitted with current model diesel engine, Allison auto transmission, high ratio diff, full air brakes and all the modern conveniences but retaining its old time appearance.



The Diamond T before total rebuild, no mechanical parts are used in the restoration.



Clapo, the truck restorer – at the Castlemaine Truck Show.

April 2002 we purchase a new Toyota
GXV Diesel Automatic Landcruiser



We purchase a Norton Motor bike built in 1916 and used by the Red Cross during
WW1 and sold at the Military Disposal in 1921





May 2002
Ashlee's birthday
Dressed to impress!!!!



Gusman at Ashlee's party dressed as Bob the Builder and on full alert for any emergency.



May 2002
Ashlee with sister
Sophie
Sisters at their very
best.



June 2002
Catherine, Jeff and Rachel



June 2002
Rachel the little mermaid

On 16 August 2002, long time staff member, Paul Martin along with David Barry purchase Tylden Equipment Sales and enter into a lease for the premises and my working life at Tylden ends.

I take full advantage of not being involved in its day to day hiccups, however I do continue to enjoy working through the factory from time to time and saying hi to the staff, and also seeing the business that took up so much of my life is still going strong.

September 2002
Tylden Equipment Sales Pty Ltd - Staff



Left to Right -

Top - Ashley Fraser, Peter Gallaway, Matthew Waters, Gavin Lock, Tim Loughnane, Maurie South

*Bottom - David Simpson, David Barry, Paul Martin, Ashley Barron, Peter Smalley, Shaun Barron
Tyrone Law, Peter Harrison, Darren Sweet*

Absent : Rodney Picken, Robert De La Haye, Sandi Mueller



24 November 2002
Diamond T531 first day out at the
Castlemaine Truck Show



We make our way down Barker Street,
Castlemaine in the Sunday morning procession



December 2002
 “Catherine with a K”
 Big 6th Birthday



December 2002
 Ashlee & Catherine



2002
 Christmas Day
 Susan, Catherine,
 Rachel, Ashlee and
 Sophie.



Ashlee & Catherine
Christmas 2002
Lots of dress ups and presents.

Sophie & Rachel





Front fence finished late 2002.

Diary 2003

15 January	Turned on Collins Street lights at front of house
11 February	Zoe (Cloe) is born
4 March	First day of wearing glasses full time.
7 March	Heyfield Rally
16 June	Drove D8 up to shed
13 July	Left in Diamond T for big trip to North Queensland
25 August	Pick up DT 531 cabin.
6 October	Ty phoned regarding their relationship
14 November	Erected stone memorial to Davis family at Tarilta



January 2003
Gus, Victor & Jan



Gusman moving sand with new excavator.
First day on the job.



Zoe (Cloe) Elvin
Born 11 February
2003



Peter Clapton (Clapo 1) and I convert our damaged 80
Series Landcruiser into a utility.



21 February 2003.
Ute project now complete and works well. Repainted in
company colours.



5 July we finish fitting new axles and air suspension to our old drop
deck trailer. We build a sleeper box with twin beds, 2 hot plates,
microwave, fridge, toilet, TV, running water and own power supply



13 July we head for Queensland with a load of vintage tractors, calling at Mt Gravatt truck show, then on to Coppabella North Queensland with tractors.



We return home with Peter Champion's AC Mack for restoration, a Diamond T cabin and Ford truck for sale.

The performance of the truck proves inadequate for the job, and to add further insult to my pride, old people in caravans pass me, the worst insult to any user of the highway.

So on the 31 October after some work is the first day out with a brand new 210 TI motor, and this improves loaded speed, however on long hills the engine overheats and this proves to be a problem.



7 July 2003 sees the mystery arrival of
Dawn's Mercedes Benz SLK230
Kompressor



The lake 2003 with Mt
Macedon in the back
ground

Workshop
2003



Planning
gets the
results.
The
trained
lions
guard the
path to
the door.



French doors on left
to master bedroom
and double garage.
Stage 2 now
completed.



Richard laying tiles on the verandah.

2003



30 September. First day out for restored Caterpillar Auto Patrol No 11 5E5748 purchased new in 1938 by Rochester Shire Council, Victoria

Zoe (Cloe)– a real
little trooper



Dawn with
Grandchild No 6
Zoe (Cloe)



IJ & Zoe



We all have a little place we call home and this is our little piece of paradise in one of the best places in the world.

Photo taken 6 November 2003

In 1992 Kyneton Water Board is taken over by Coliban Water but it was not until 2001 that they bought the area of the timeshare resort under their control and only with a lot of pressure, did they buy the infrastructure from Tylden Nominees for \$100 in August 2003.

The company Woodleigh Heights Resort Developments Pty Ltd was deregistered on 16 June 1994 and was reinstated on 5 December 2002. The assets which should have been transferred in 1987 were then transferred to Tylden Nominees.

Woodleigh Heights Resort Developments actually stopped selling timeshares in April 1987 and on sold some unfinished units and some timeshares to Petite Pty Ltd a company owned by the Buchanan family.

In 2004 we finally get our planning permit extended for 4 years and an option of a further 4 years, and Leech Earthmoving starts the construction of the internal structure and we are finally able to market the 19 lots of land we own.

WORLDWIDE LIFESTYLE
STAY YOUR DREAM AT

WOODLEIGH LAKE ESTATE

40 HOMESIDE LOTS WITH PRIVATE BUSH PARKLAND

FEATURES A 10 ACRE LAKE RESERVE WITH SANDY BEACH, GRASSED PLAY AREA AND FOOTBRIDGE

OVER 25 ACRES OF PRIVATE BUSH PARKLAND WITH WALKING TRACKS

35 OUTSTANDING 2/3rd ACRE HOME SITES

(Lots range from approximately 1600m² to over 3000m²)

SEWER - WATER - POWER - PERMITS

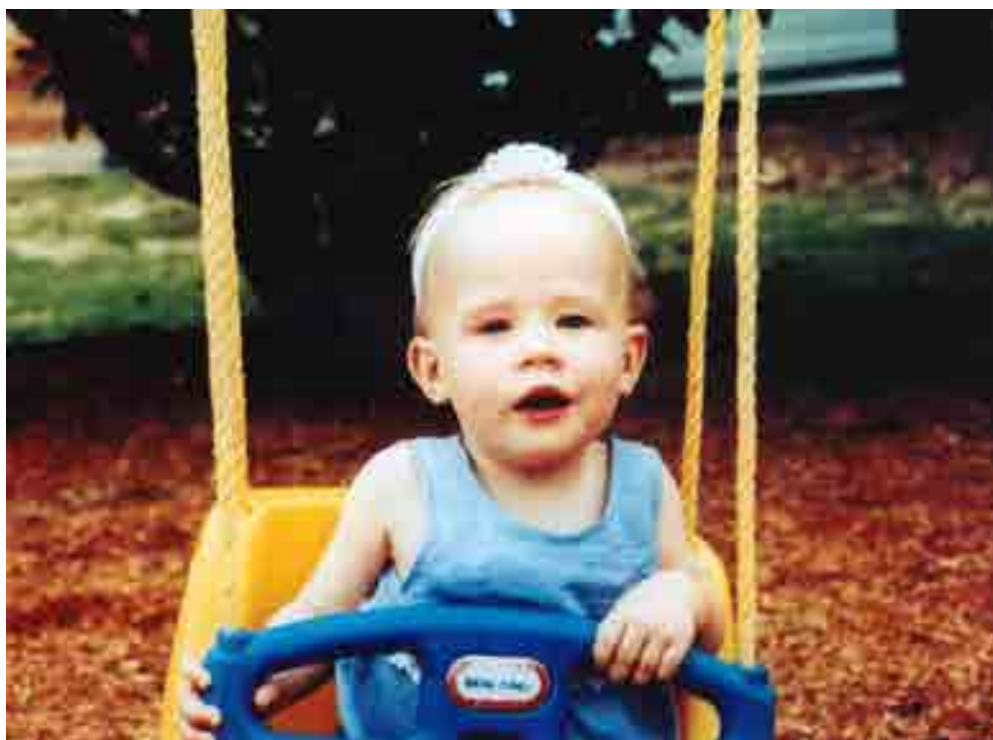
All homes feature annual bush clearing with structure plans and permits, some offer lake views but all offer privacy and tranquility.



Rachel - February 2004



6 March –
Tourerdozer runs for
the first time. This
was a proto type and
only one was ever
built.



February 2004
Zoe's first birthday

Gus, Vic, Jan and Zoe



9 March Dawn and I travel to New Zealand to their “100 years of the Tractor” on the Canterbury Plains and then travel on to Invercargill to the Bill Richardson Collection of Trucks.

The collection is world class, huge, and not easy to describe, but a magnificent collection, and for me the best part of the trip.

Later in the year we have a visit from Bill Richardson and his wife to our collection and have our vehicles on display.

Sadly Bill passes away 27 March, 2005 aged 64, approximately 2000 people attended his funeral, he left his world class collection to a Trust to ensure it stays together.



Easter 2004
IJ on Cat22 in the
“Ploughs to be counted”
at Cootamundra.
We make the Guinness
Book of Records



26 April – second big trip north. I take more tractors to Coppabella and overhead crane to Brisbane.



Mack B61 from Proserpine in pieces and Diamond T 522 on our way home from second trip to North Queensland.
(More Dreams)

7 June 2004 Brian Murphy and myself finish sealing our driveway – by hand.



June 2004
Suzy Wong's Big 40th



Donna with Sophie
on Puffing Billy
20 June 2004



The Bird Girls



June 2004 – All the grandchildren
Catherine, Ashlee, Rachel, Zoe,
Sophie & Gus



2004
Catherine & Rachel

2 July 2004 we have a meeting with one of the Directors of Kyneton Bushland Resort and explain what we believe are big problems, however their choice was not to do anything, and the managers remark was "So What".



11 July. On way home from Wentworth Rally

September 4 –
finish second
stage of museum
which holds most
of our petrol
memorabilia



Eastside



Truck Badge
Collection

South end



22 September –
travel up to the
Cleveland Truck
Show in Brisbane
and come home
with two Diamond
T 630 trucks and
522 cabin.

I buy an
International 235G
to make foundation
for our DT630
Custom Special





October 2004
View of house
overlooking the
lake.



October 2004
View of lake and Mt Macedon.



Ashlee and
Sophie 2004



Rachel on the new
bike late 2004



Catherine with a K, now
growing into quite a
young lady.



Zoe (Cloe) Christmas
2004



Sophie
Christmas
2004



Zoe (Cloe) and
Gus
Christmas 2004



Christmas Day
2004. Opening
the presents.

And they
just kept
coming



Gus with part of his
treasure.

10 January 2005
IJ makes the big 70

AUSTRALIA

The world's sixth largest country by area, an entire continent.

Australia has the world's smallest population, it is the flattest and the driest, its massive landmass consists of an ancient western plateau joined by broad sedimentary lowlands to heavily eroded eastern ranges, known as the Great Dividing Range, which runs parallel to its eastern shore line correctly called the Eastern Highlands which stretch from Cape York in the north and south to the island of Tasmania.

Rather than a single range it consists of a chain of eroded plateaus and peaks. The highest part of the range is known as the Australian Alps which lie between Canberra and Victoria, capped by Mount Kosciuszko, the country's tallest peak of 2440m (8052ft).

The Alps have winter snow fields as large as those of Switzerland and are the source of the continent's longest water way, the Murray River.

The Great Dividing Range separates the better watered eastern seaboard from the vast, arid interior of the "outback".

Aboriginal people have lived off the land for 40,000 years, developing one of the world's most enduring and primitive societies.

Captain James Cook took possession of the Australian continent in 1770 and Europeans began arriving with the founding of a penal colony in January 1788 at what is now Sydney. The shipments of convicts was to last for 80 years.

With the discovery of gold in the 1850's the European population increased and in 1901 the colonies agreed to Federation, resulting in the creation of the Independent Nation of Australia.

Today 84% of Australians occupy 1% of the land and large areas of the outback are devoid of people.

The majority of Australians are still European, and Aboriginal people constitute just 2.4% of the population. Birth rates are low and it is estimated that by 2035 immigration will be the country's only source of growth.

Australia's economy was founded on agriculture, especially the wool industry and mining. Arable land is limited to the temperate zones and irrigated areas along major rivers.

Wheat is the largest crop exported. The country is self sufficient in natural gas and has the world's largest reserves of lead, uranium, silver and zinc. It is also estimated to have 40% of the world's bauxite supplies and at least 20% of the world's coal, iron ore and diamond reserves.

The resources support heavy industries but services, including a thriving retail trade, banking and tourism employ 70% of the work force.



NATIONAL ANTHEM

*Australians all let us rejoice, for we are young and free
We've golden soil and wealth for toil, our home is girt by sea
Our land abounds in nature's gifts, of beauty rich and rare.
In history's page, let every stage Advance Australia Fair.*

*In joyful strains then let us sing, Advance Australia Fair,
Beneath our radiant Southern Cross, we'll toil with hearts and hands,
To make this Commonwealth of ours renowned of all the land;*

*For those who've come across the seas, we've boundless plains to share,
With courage let us all combine, to Advance Australia Fair.
In joyful strains then let us sing, Advance Australia Fair.*

THE GETTING OF WISDOM.

One of the few genuine assets of encroaching age is the ability to look back and see where you have been, how far you have come and measure the progress of a personal journey whether it be sweet or sour.

As a young would-be man, I could never have imagined in my wildest dreams the path that lay ahead.

There was always a desire to be somewhere else, do something else.

Armed with youthful naivety, the road followed a totally unplanned direction and at times more sour than sweet.

Little did I know fate would be wonderfully generous to a lad who started life with only hope.

There have been some crook times and the mistakes I would rather forget, but in large it has been a sensational experience and by chance or choice I am still willing to be propelled in the pursuit of wisdom.

ON THE HUNT FOR OUR ANCESTORS.

Somewhere deep in the musty bowels of an old house or a library lies a document that could hold the key to your past.

Perhaps it reveals that you are a descendant of a British Queen, a famous mariner or a brilliant political reformer.

Perhaps your ancestor was a marauding pirate, a convict or a hardworking pioneer.

Looking back reminds us of the spirit of survival.

We learn that others have met with stress and suffering before us and have come through.

THE SPIRIT OF EFFORT & ACHIEVEMENT

By Ian Lee.

Our ultimate success must lie in plain hard work. Not particularly surprising revelation, but it is indeed a breath of fresh air compared to the easier days where many, with the lack of desire to put in the effort to reach their personal goals, found solace in attempting to devalue the success of others.

For over 200 years now, we have never once deviated from our founders' simple philosophy:

THE BEST OF NOTHING.

We are assured in our resolve by those who follow the same philosophy, make the effort, put in the hours, give that extra 10% and are proud to enjoy the just rewards.

It seems however, that there are still a few in the community continually pushing their new ideas of national acceptance, where near enough is good enough.

This trendy view may sit very comfortably among the under-achievers, but it certainly isn't, nor will it ever be, a means of advancement, both personally and as a nation.

It is also important for the coming generation to have someone, something to look up to, and to have visible tangible goals to aspire to and to strive for.

The goal for the hardest workers must be the spirit of pride, effort and achievement.

PERIMETERS OF REMEMBERED TRANSPORT HISTORY

This is your industry and your history, our trucking pioneers are this country's unsung heroes, and it is our job to ensure that their trials and tribulations are recorded and examples of the equipment they used are preserved for posterity for future generations.

AGAINST ALL ODDS, WE DID IT!

Australia's wealth producing industries would simply not have got off the ground if it were not for the ingenuity of our early truckies.

They fought against spiteful pro-rail governments, Country Road Boards, Border Taxes and a system that made their every move difficult.

With trucks unsuited for Australian conditions they crossed rugged mountain ranges, desert and black soil plains in some the roughest terrain in the world, against all odds and climatic conditions they helped build our nation

Few people consider or realize that trucks cart everything we
use and eat today

LIST OF DISTANCES FROM KYNETON TO:

ADELAIDE	923	MACKAY	2485
ALBURY	274	MALDON	51
ALICE SPRINGS	2352	MANSFIELD	202
ARARAT	180	MARYBOROUGH	82
BACCHUS MARSH	60	MELBOURNE	83
BAIRNSDALE	367	MILDURA	409
BALLARAT	90	MORWELL	231
BEECHWORTH	264	MT GAMBIER	317
BENALLA	189	MURRAY BRIDGE	839
BENDIGO	66	NAGAMBIE	113
BORDERTOWN	380	NEWCASTLE	1037
BRIGHT	311	OME0	487
BRISBANE	2494	ORBOST	464
BROKEN HILL	704	OUYEN	306
CAIRNS	3264	PERTH	3446
CAMPERDOWN	201	PORT PIRIE	1149
CANBERRA	624	PORT AGUSTA	1241
CASTLEMAINE	34	PORTLAND	344
CHARLTON	160	QUEENSCLIFFE	153
COBRAM	228	RENMARK	610
COLAC	196	ROCKHAMPTON	2094
CRESWICK	72	RUTHERGLEN	252
DARWIN	3874	SALE	298
DAYLESFORD	45	SEYMOUR	86
DENILQUIN	243	SHEPPARTON	170
DUBBO	882	STAWELL	211
ECHUCA	148	SUNBURY	46
GEELONG	122	SWAN HILL	251
GISORNE	28	TAMWORTH	1224
GOULBOURN	651	TOWNSVILLW	3242
HAMILTON	266	TRARALGON	248
HAY	366	TRENTAM	22
HEALESVILLE	150	WAGGA WAGGA	479
HEATHCOTE	50	WANGARATTA	229
HORSHAM	277	WARRNAMBOOL	270
KERANG	192	WARRACKNABEAL	245
KILMORE	47	WARRAGUL	188
LAKES ENTRANCE	404	WOODEND	16
LANCEFIELD	30	YARRAWONGA	255