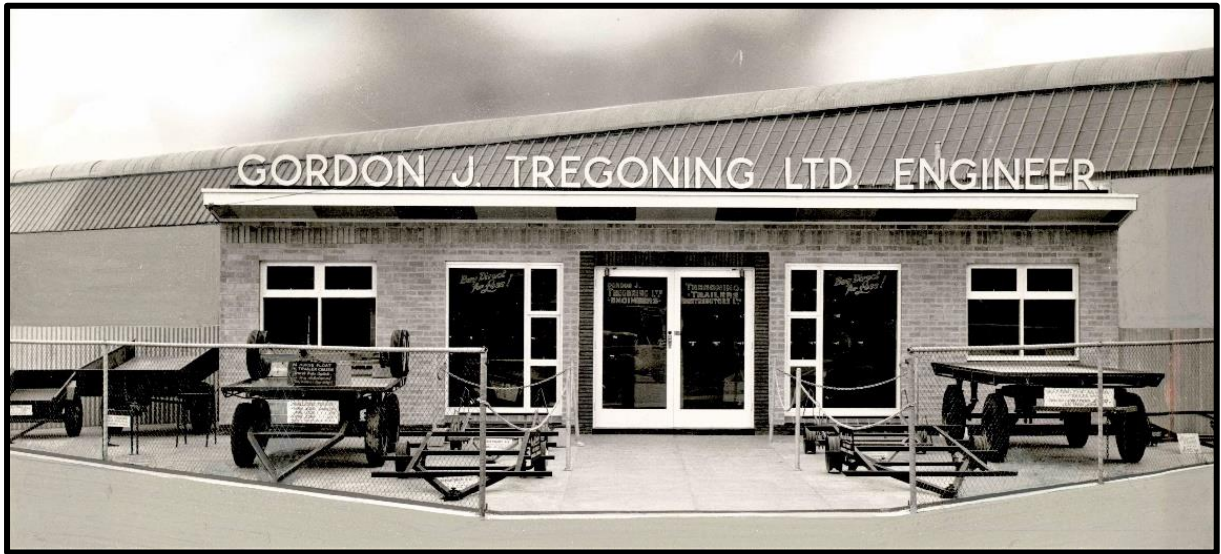


G. J Tregoning
Engineering Pty Ltd
Treg Trailers
75 years of excellence



West Torrens Historical Society Inc.

(G. Grainger, 2023)

*Every effort has been made to provide complete and accurate information,
please advise of any errors or omissions.*

GORDON JOSEPH (TRIGGER) TREGONING

Gordon Joseph Tregoning was born in Broken Hill on 19 February 1918, the youngest and only son of Joseph Edward Tregoning, ironmonger and furnisher, and his wife Bertha née Fuss.

His sisters, Freda (known as 'Trix') and Thelma were respectively fourteen and five years older than Gordon.

At age four Gordon suffered the first of a few near death experiences. Kicked in the head by a horse, Gordon recovered from a resultant meningitis infection only through devoted months of care by Trix, a trainee nurse at the Broken Hill hospital, and some of her friends. Since Gordon was also asthmatic the family doctor recommended to Gordon's parents that the family move to closer to the coast and sea air.



Gordon circa 1924

The family moved to the seaside suburb of Grange in Adelaide, Gordon attending Grange Primary School then the Thebarton Technical College.

Leaving school half-way through year nine, from mid-1932 Gordon – known to friends as 'Trigger' for much of his life – began an apprenticeship as a fitter and turner with engineers C.A. Smith and Company of Sturt Street, Adelaide.

ROYAL AUSTRALIAN NAVY, WORLD WAR 2

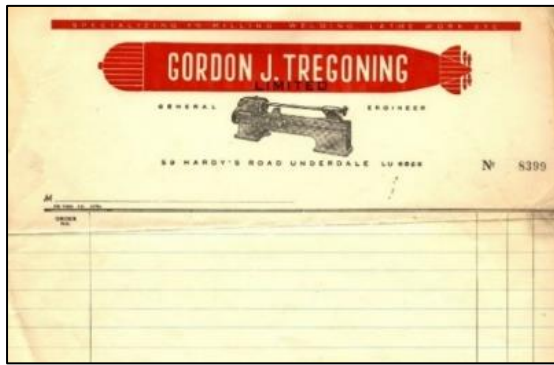
During the years of 1942 to 1946 Tregoning served with the Royal Australian Navy, training as a marine engineer and serving mainly on the repair ship *HMAS Platypus*.

He rose to the rank of Chief Petty Officer.

While serving in the navy Tregoning learnt a variety of technical skills that served him well in later life.



Gordon, top row second from right, 1946



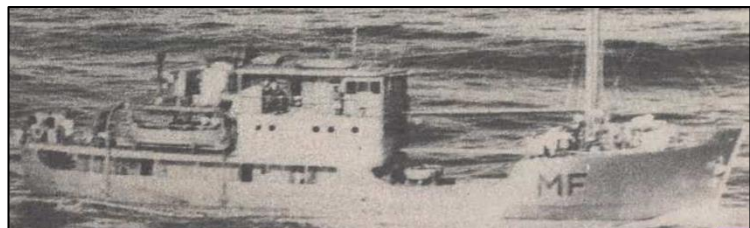
On one occasion Tregoning worked on an undetonated Japanese midget submarine torpedo found in Sydney Harbour: he was required to make all of the wrenches and screwdrivers needed to fit the torpedo.

The torpedo emblem Tregoning later placed on much of his engineering work was an homage to his time in the navy.

While serving in the navy Tregoning had another near miss with death.

The first ship he was assigned to was *HMAS Matafele*, a commandeered trading ship that made regular trips along the Australian east coast.

A training colleague who had been assigned to the *Platypus* asked Tregoning if he could swap assignments: the colleague had a wife and new son in Sydney and the *Matafele* regularly berthed there while the *Platypus* did not.



H.M.A.S. MATAFELE PRESUMED LOST

MELBOURNE, Jan. 15.—The Acting Minister for the Navy (Mr. J. J. Dedman) today announced the loss of H.M.A.S. Matafele, commissioned in January, 1943, as a store carrier, the Matafele was used mainly in New Guinea waters.

Her failure to arrive at her destination last July was followed by an extensive but fruitless search, and the ship therefore has been presumed lost, and her entire company, including 13 natives, has been classed as missing. The ship was commanded by

Lieut.-Commander G. Y. Symonds, R.N., N.S.W. Queenslanders who are missing are—Leading Seaman G. W. Arnold, Steward D. W. Kluver, Able Seaman L. Squires, Able Seaman L. J. Tunney.

New South Wales men missing are—Sub.-Lieutenant J. J. McNally, R.A.N.R., Able Seaman G. C. Beecraft, Leading Supply Assistant J. L. Bucklow, Stoker F. W. A. Ellery, Engineer Room Artificer W. H. Halyburton, Petty Officer W. M. Kuhlmann, Motor Mechanic R. E. Newtown, Engineer Room Artificer J. H. Sands, Ordinary Seaman B. D. Tamplin.

Queensland Times, 16 January 1945, page 1

Tregoning agreed to the swap. Tragically for his colleague, the *Matafele* left Townsville on 18 June 1944 headed for Milne Bay; the ship and crew were presumed lost around 20 June 1944.

MARRIAGE, CHILDREN AND BACK TO ADELAIDE

In August 1944 Tregoning married Beatrice Mabel née Robertson (1918-1986), the younger daughter of Mr and Mrs W.E. Robinson of Cairns at the St Michael's Church of England, Wollongong.

Gordon and Beatrice went on to have two sons, Ian and Peter. Until 1955 the family lived in Wilford Avenue, Underdale, then moved to the North Esplanade, Glenelg North.

STARTING A BUSINESS

Upon discharge from the navy Tregoning pondered his work future.

In early 1947 an uncle, Bill Fuss, offered him the rent free use for twelve months of a 1,800 square feet tomato packing shed at the rear of his property at the corner of Mellor Avenue and Hinton Street, Underdale. Tregoning accepted the offer and Tregoning Engineering was born.

When the twelve months was up Tregoning, in April 1948, bought a 0.2 acre allotment at 59 Hardys Road Underdale for £375 and transferred his business there. (He used a returned serviceman's loan to buy the land).



59 Hardys Road Underdale, 1959 [West Maps Public]





As the business expanded Tregoning periodically bought more land around his original site.

By 1983 he had accumulated almost four acres, costing a total of around \$146,000, extending along a portion of Hardys Road and about sixty metres west down Ashley Street and Wilford Avenue.

FROM BRICK MACHINES TO TRAILERS



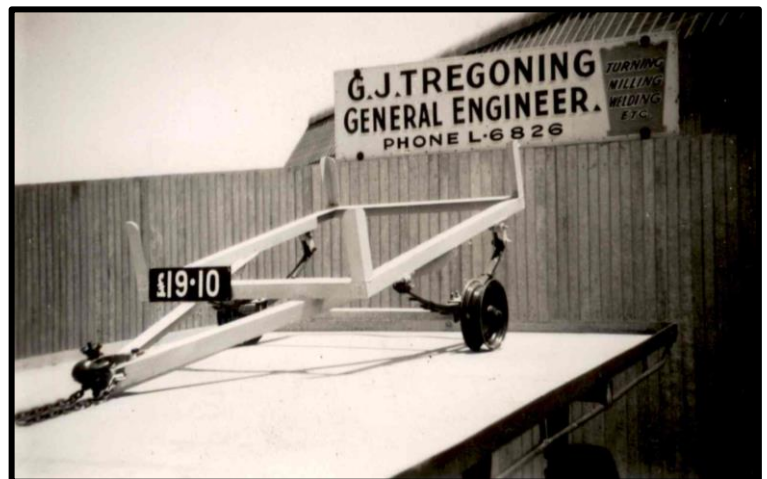
Caravan Chassis – showing price £55, circa 1964

Although dabbling at first in manufacturing and selling brick making machines – there was a huge post war need for bricks for housing construction – Tregoning soon found that the trailers he manufactured attracted the most demand (he had made his first trailer for a friend).

Over the years Tregoning manufactured a wide variety of trailers of different sizes and purposes.

Among them were standard haulage trailers, tandem trailers, four-wheeled trailers, horse floats and trailers for boats, caravan chassis' and storage tanks.

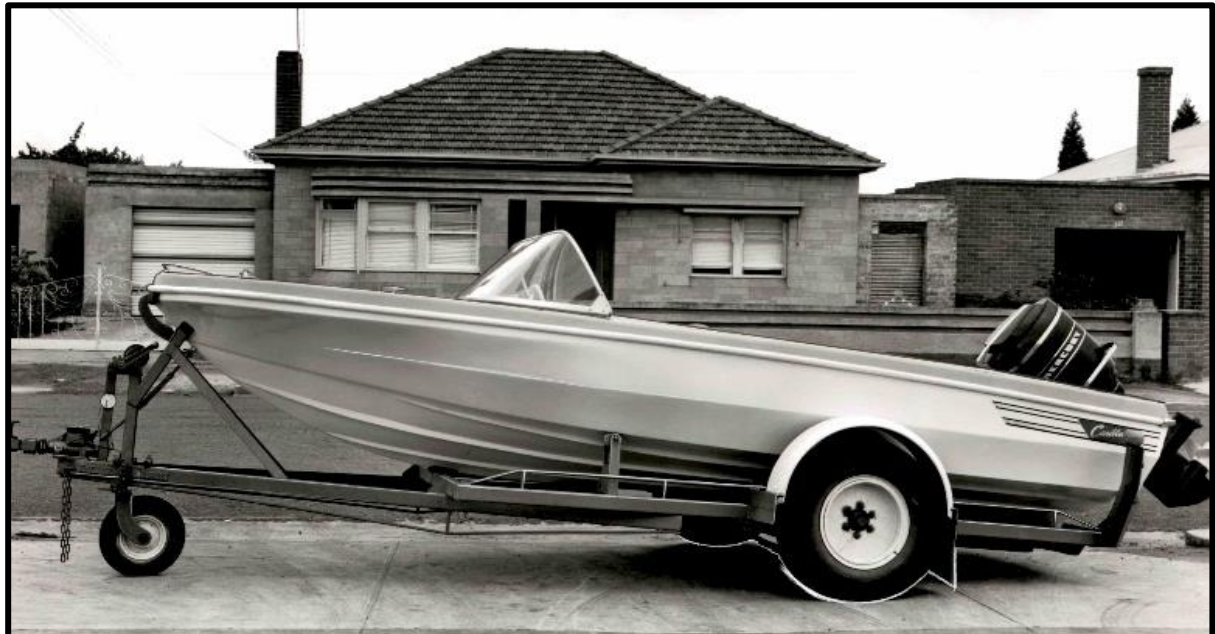
Tregoning also made a range of towbars.



1960 - Basic Trailer Chassis, showing price £19-10

In the mid-1950s the largest of his trailers was the four wheel four ton model costing £165 (plus tyres); a standard 6 feet by 4 feet all-steel trailer with hinged tail board front and rear was £55.

Tregoning eventually built trailers capable of holding around ten tons.



1998 - Trailer purpose built for SA Fisheries



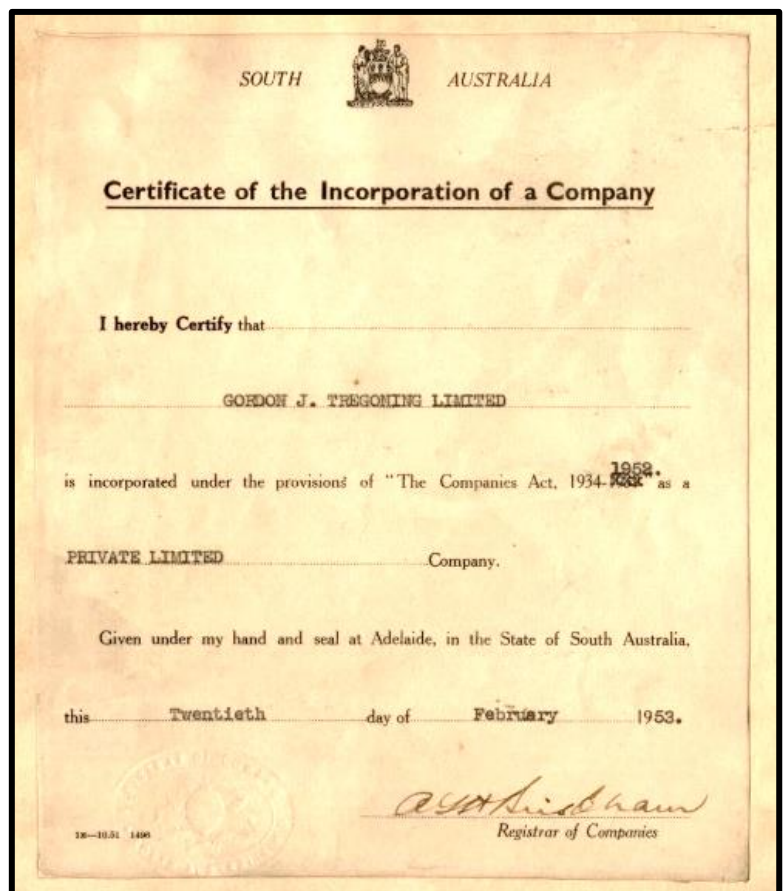
2016 - Tough TREG 10'x5' Commercial Off Road Hydraulic Tipper
3300Kg GTM incl. 4 Wheel Electric brakes

TREG TRAILERS

The business name of Gordon J. Tregoning Pty Ltd had been registered on 20 February 1953; in April 1956 the business became Tregoning Trailers Distributors Proprietary Limited).

The business name 'Treg Trailers' was registered in April 1959 and that was how the business was generally known from then on. (Earlier the business had been called simply 'Gordon J. Tregoning Trailers'.

Treg Trailer's growth during the 1950s was so strong that early on the company introduced two work shifts per day.

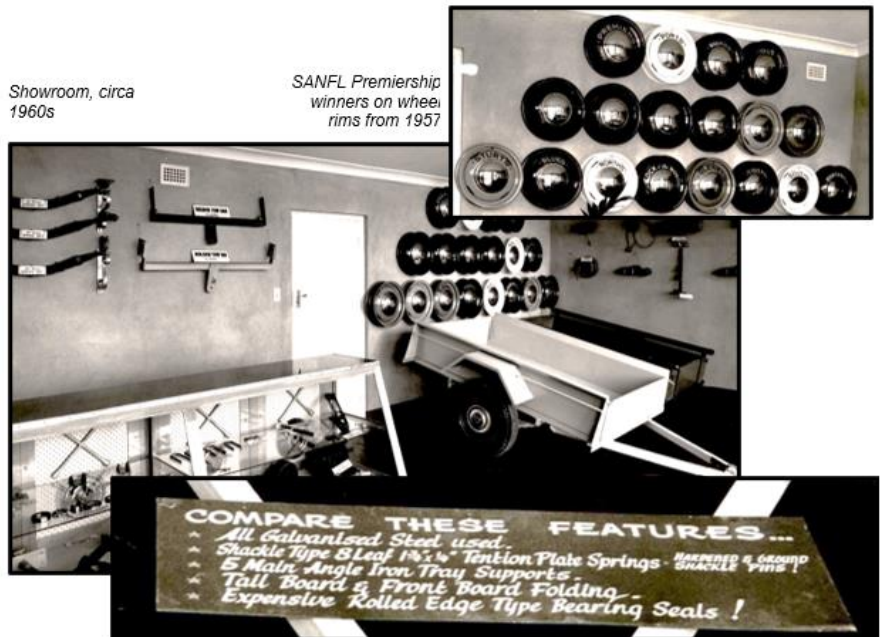


DIVERSIFICATION

Tregonings manufactured a variety of items which included bus shelters, display and signage work, park benches, playground equipment, pizza ovens, rainwater tanks and wine presses.

Tregoning was involved in the construction of metal artworks for local artists.

Nonetheless manufacture of trailers remained the core component of his business.



Tregoning was a highly talented and resourceful engineer.

When the New South Wales coal workers' strikes of the late 1940s led to power cuts for several hours each day, Tregoning improvised by borrowing a petrol driven cement mixer in order to lay a much-needed concrete floor in the factory.



Tregoning also designed and made many of his own tools.

QUALITY IS THE PRIORITY

He insisted at all times upon quality workmanship for his products, occasionally causing them to cost slightly more than those of competitors.

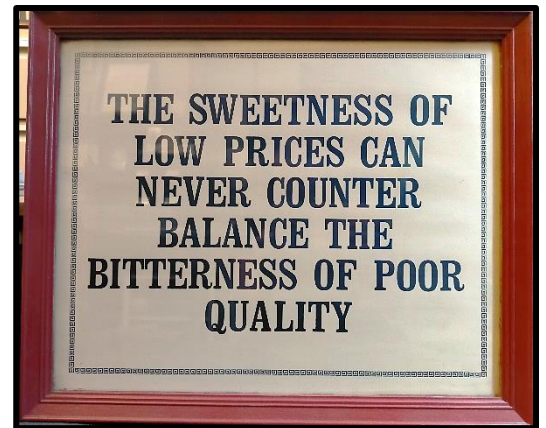
One of Gordon's maxims was, 'If it's engineered properly, no one's ever going to complain about it'.

Tregoning posted signs around the office and factory emphasizing that quality came first:

'You soon forget the price, but you never forget the quality'; and 'The sweetness of low prices can never counterbalance the bitterness of poor quality'.

Tregonings exhibited products at the Royal Adelaide Show for forty-seven years from 1952. In the early 1990s Tregoning received the BHP Prize for mounting the best exhibition utilising BHP steel.

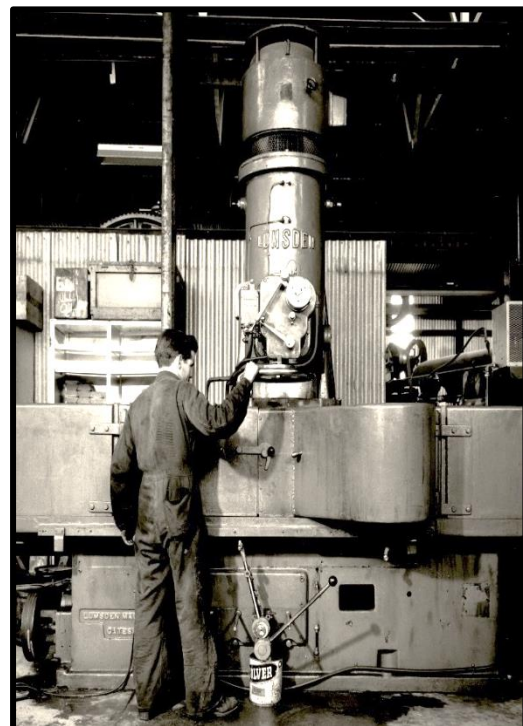
Tregoning especially relished the challenge of having his business repair faulty items made by other manufacturers. He sometimes would have his employees work all night so a customer could have their job ready as soon as possible.



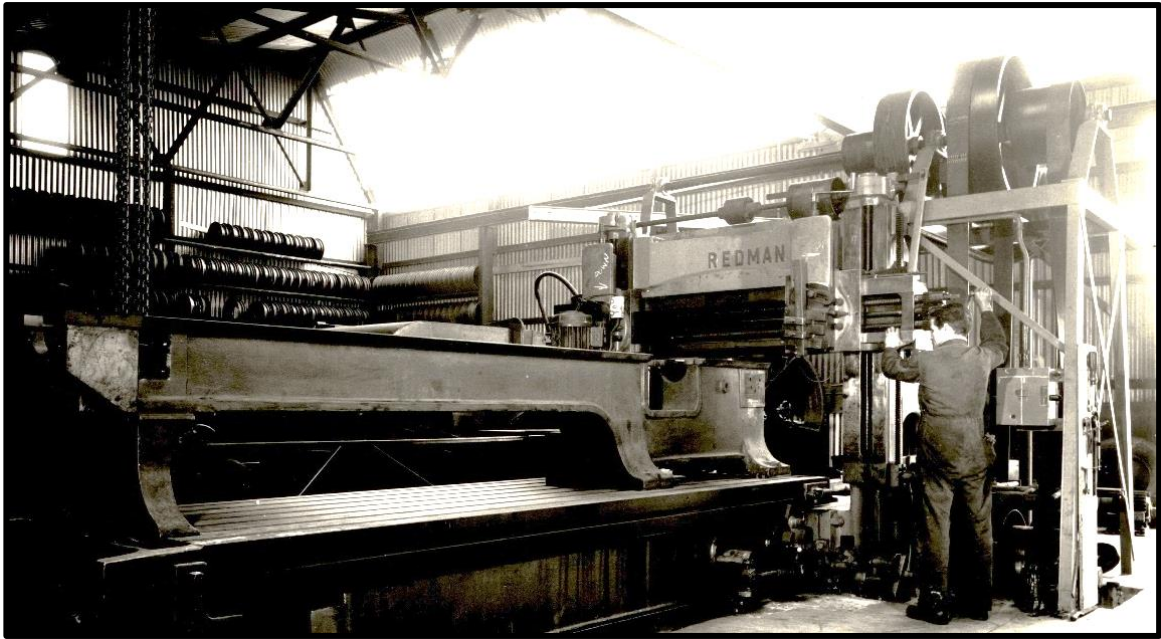
TREG'S TRIBE

At its peak in the 1970s and 1980s Treg Trailers employed around thirty workers. Tregoning preferred to keep his business relatively small, the better to maintain personal supervision and control of its work.

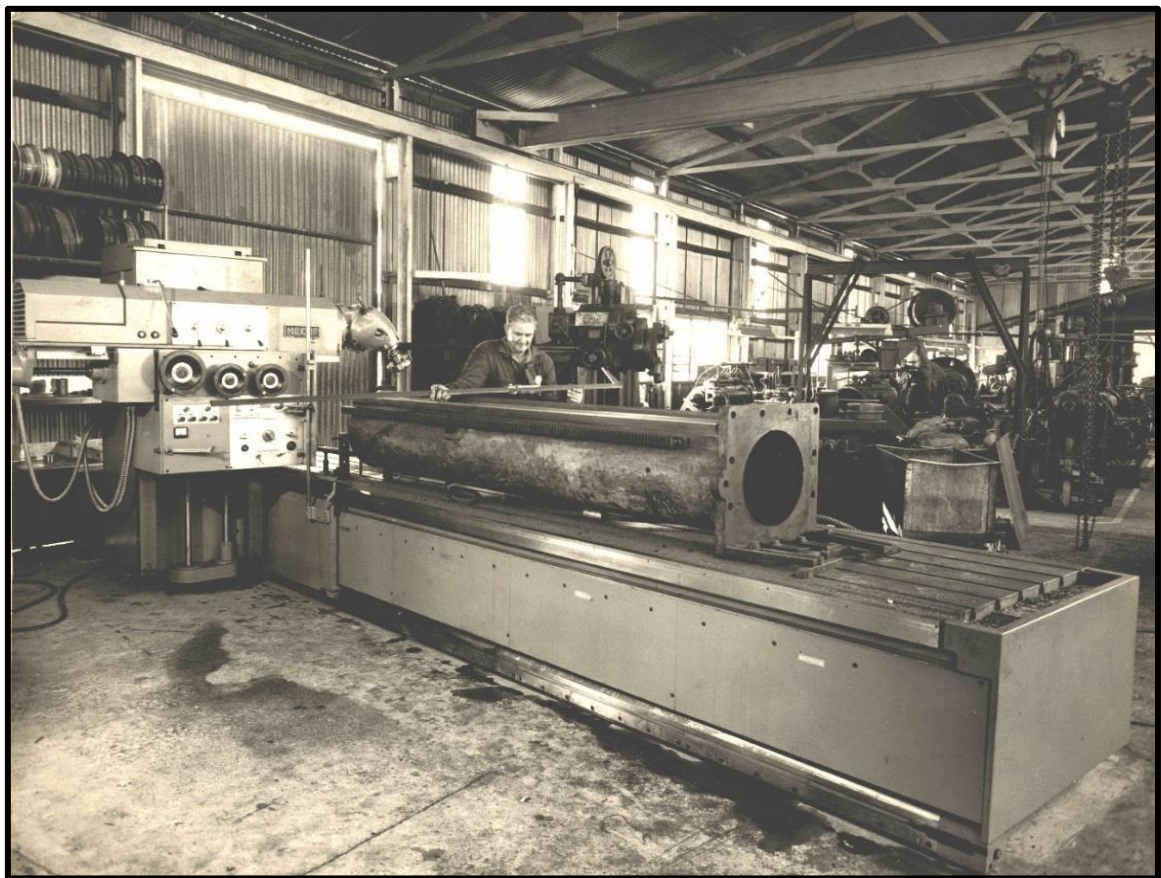
Tregoning was generally seen by his employees as being rigorous but fair. Many of his workers stayed with the company for years and referred to themselves as 'Treg's Tribe'.



Surface Grinder, circa 1961



Redman Plane purchased from Metters Mile End in the 1950s



Mekof borer drill, about 3.5 metres long, purchased around 1962 and was the cost of around 8 houses

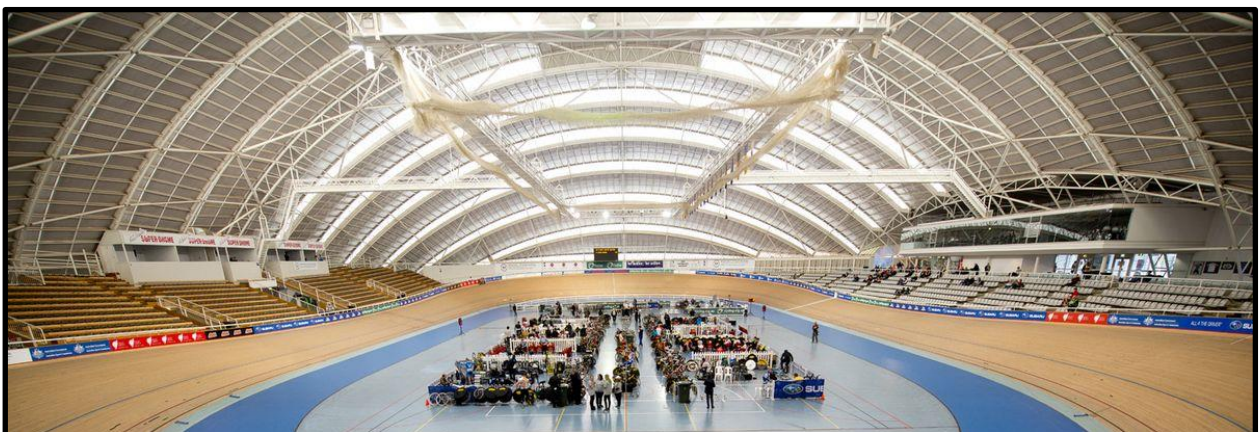
PROJECTS

Tregoning liked to maintain his skills by handling certain projects virtually on his own. At one point he spent eighteen months designing and constructing the then largest vertical boring machine in Australia (vertical borers bore accurate holes in a piece of metal or an existing work piece).

Local businessman and motoring enthusiast Eric Rainsford, who owned a collection of Rolls-Royces and veteran cars, would often request Tregoning to manufacture a hard to find part for one of his vehicles.

From the 1960s Tregonings increasingly engaged in rolling work (passing metal between rollers then moulding it into simple shapes) for large corporations and projects.

The company serviced clients including Holdens, Mitsubishi and the West End Brewery and in the early 1990s worked on the construction of the Adelaide Velodrome, Gepps Cross.

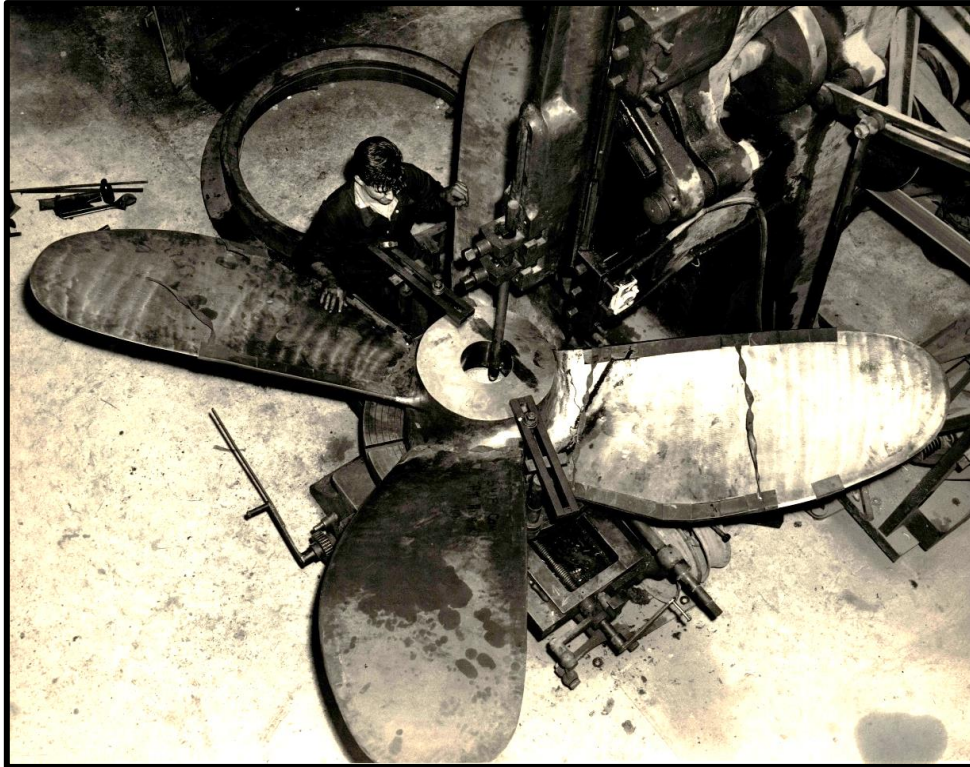


South Australian Velodrome [architectureau.com]

Tregonings also won state and federal government contracts involving for example the Torrens Island Power Station and the Australian Submarine Corporation, Osborne.

During the Vietnam War Tregonings manufactured trailers upon which Volkswagen engines could be mounted to run portable generators.

In his free time Tregoning had an abiding interest in boating: in 1960 he was a foundation member of the South Australian Sea Rescue Squadron.



Working on a Tug Propeller from Adelaide Shipping 1960s

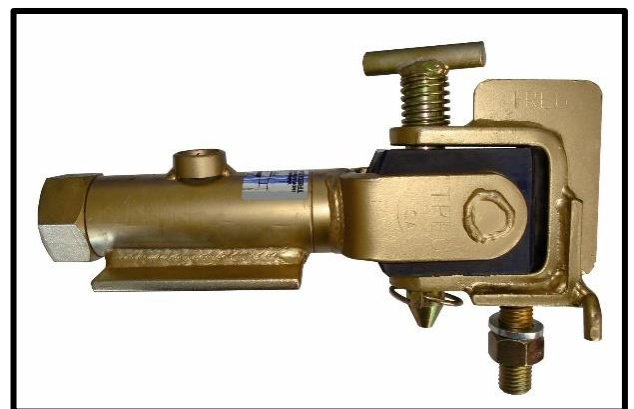
THE TREG POLY BLOCK COUPLING

Tregoning's work on creating a more effective trailer coupling system became by far his most lucrative personal project.

Conventional steel-on-steel trailer couplings rattled and made grinding noises. From the late 1950s the Furness Rubber Block Hitch, a rubber-backed coupling device that virtually silenced noises, began to replace the traditional ball on a towbar.

Although using the same mechanical principles, Tregoning's TREG Poly Block Coupling improved on the design by working like a universal joint with 70% oscillation.

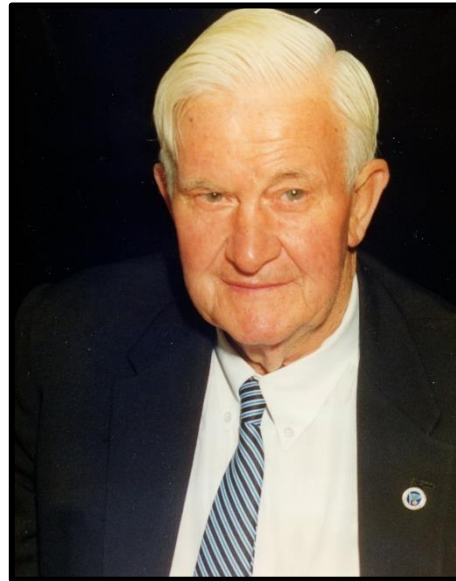
The Treg Poly Block Coupling was also much safer than traditional couplings. The Tregoning design was registered and is still sold. Other manufacturers have attempted to produce a like product, even appropriating the TREG name, but none have the same design and quality.



GORDON'S FAILING HEALTH

In 2006, aged eighty-eight, Gordon suffered a stroke and from then declining health; his active role in the business came to an end.

He passed away on 11 July 2013, survived by sons Peter and Ian, Ian's wife Lisa and five grandchildren.



A CHANGING ECONOMY

In the 1990s and 2000s the Australian economy changed irrevocably.

Manufacturing had declined, particularly in South Australia, cheap imports had proliferated and keeping afloat a niche manufacturing business like Treg Trailers became more challenging.

The business was also to some extent a victim of its insistence upon product quality and longevity.

Consumers, a part of an increasingly throwaway society, were drawn to cheaper alternatives even knowing that Tregoning's products would last decades longer.

After the retirements of several long term employees, and with the company workforce then down to around a dozen, directors Ian and Lisa Tregoning closed the business on 30 June 2022.

GORDON J. TREGONING PTY LTD
TREG TRAILERS PTY LTD

GENERAL ENGINEERS & TRAILER MAKERS
A.B.N. 12 007 544 532
59 HARDYS ROAD, UNDERDALE, SOUTH AUSTRALIA 5032
TELEPHONE: (08) 8352 5177 FACSIMILE: (08) 8352 8990
EMAIL: sales@tregtrailers.com.au

TREG CLOSURE NOTICE

To our valued customers, suppliers, and colleagues, it is with deep regret that the Tregoning Family wish to announce the pending closure of Gordon J. Tregoning Pty Ltd & Treg Trailers Pty. Ltd. as of 30th June 2022.

Many of our fellow manufacturers have made similar decisions in recent years. The closure of local industries and suppliers have severely depleted our service customer base. Manufacturing in Australia is no longer viable for our unique skill set and expertise.


We have always been recognized for the quality and durability of our engineering, trailers, and components, however the costs to maintain the integrity of our products have severely eroded the market.


We have had an extremely proud history of over 75 trading years and during that period have built an enviable reputation.

We would like to take this opportunity to thank our many suppliers and customers for their continued support. We pay homage to our many staff, past and present, that have been a cornerstone of our success since 1947.

We trust we leave the industry with a legacy that has always been Gordon's mantra "There is no substitute for quality".

Yours sincerely


IAN E. TREGONING
DIRECTOR


LISA A. TREGONING
DIRECTOR

EXTRA LARGE CAPACITY: MACHINING, GUILLOTINING, BRAKE PRESSING, SURFACE GRINDING & ROLLING, ALL SECTIONS

QUALITY EQUALS LONGEVITY

Gordon always aimed for quality, “If it's engineered properly, no one's ever going to complain about it” so irrespective of cost, his emphasis was on quality.

Subsequently, Tregoning products will still be around for many decades to come.



Hi there, just thought you might like to know one of your old trailers (made about 1958) and bought by my dad is still going strong. Here are some pics!
Regards
Don Evans

Treg Trailers [Facebook]



Factory showroom, 2019

ADVERTISEMENTS

GORDON TREGONING TRAILERS



NOTE:
Large Patent lever, positive locking, hinged ball coupling.

Over 4,000 sold in 12 years. Adelaide's largest range of 2 & 4 wheels in stock. Trailer illustrated, 12-18 cwt. carrying capacity, 6 ft. x 4 ft. 1 in. x 15 in.

Holden, Consul, Zephyr & Volkswagon wheels fitted, same price. Others slightly extra. The rails both ends open for long loads constructed of 16 gauge iron. Removable stock hurdles for £25.

Special Trailers designed, quoted and manufactured, 1000's of special drawings held. Any size or type, we have it or make it, also all component parts. See our 2 ton (2-wheel Tandem, £180; also 4 ton Tandem (extra low loading).

6-7 ton, 14 ft. x 7 ft. tray, 700 x 70 x 10 ply tyres, £100.
3 ton, 12 ft. x 6 ft. 6 in., 650 x 16 x 6 ply tyres, £115.
4 ton, 12 ft. x 6 ft. 6 in., 750 x 16 x 8 ply tyres, £140.

CARAVAN, HORSE FLOAT, TRAILER & BOAT TRAILER CHASSIS ON APPLICATION.

Treg. Junior, £28/10', including S.T. and 4 ply tyres.

Note price of this Super Trailer, 6 ft. x 4 ft. 1 in., £69, including new tyres and wheel caps.

BUY DIRECT FOR LESS

from . . . **GORDON J. TREGONING**

59 Hardy's Road, Torrensvillle. LU 8826 - LU 8936

Aug. 5, 1959 Adelaide Stock & Station Journal—PAGE 65

1959

PRECISION BUILT TREG. TRAILERS

Wheels and colours to match any vehicle. ONLY SOLD DIRECT



2 - WHEEL TRAILERS

All galvanised paneling. Hinged Endgates 7 cwt. to 30 cwt. 7' x 4', 6' x 4', 5' x 3' 6", 5' x 3', and 4' x 3'. Complete with new 4-ply tyres and tailstop flasher lights, from \$103, plus tax.



2 - WHEEL TRAILERS

Stock hurdles are also quickly bolted on, easy to remove. Hinged rear tailpiece is removable.



TANDEM TRAILERS

Body of 1/16" galvanised steel. Hinged tailboards. 8' x 5.30cwt. to 2 ton capacity.



BOAT TRAILERS

Tailer made to suit your boat. Price to meet your requirements.



HORSE FLOAT

Do luxe 4-wheel tandem. Slide f. wind, non-draft vents, padded, removable partition, lights up, spare wheel.



4 - WHEEL TRAILERS

Heavy duty Timken taper roller bearings. Steel plate or timber decking. 2, 3, 4, 6-7 and 10-ton.



4 - WHEEL TRAILERS

Removable stock hurdles with sliding side gate and dividing centre gate. Rear gate opening either way.

TOWBARS

TREG. TRAILERS LIMITED

59 HARDY'S ROAD, UNDERDALE 5032
Telephones: 57 8936, 57 6826.

See us opposite the Motor Pavilion at the Royal Show.

14—SOUTH AUSTRALIAN MOTOR, September, 1971

WOOD - STEEL - GALVANISED TREGONING TRAILERS



2 Ton 4 Wheel TANDEM
8 ft. x 5 ft. Also 4-TON LOW LOADER

These trailers are fitted with tandem tension plate springs, hardened and ground shackles pins, expensive rolled edge type bearing seals. Body of 16 gauge galvanised steel with hinged front and rear tailboards, reinforced edges and boxed in frame.

BUSINESS SPECIALS BLACK STEEL
(Tax Included). Used Regrooved Tyres. 13 in. and 15 in. Holden Wheels.

4 ft. x 4 ft. 1 in.	£60
5 ft. x 5 ft. 6 in.	£75

NOTE: 4' x 4' 1" including new 640 x 13 x 4 ply and wheel caps £75 (incl tax)

ALL STEEL GALVANISED, NEW TYRES

4 ft. x 4 ft. 1 in.	£64 10 0
5 ft. x 5 ft. 6 in.	£78 0 0

NOTE: Large Lever Locking safety tested ball coupling exclusive to Treg. trailers. Plus Sales Tax if applicable.

These trailers are fitted with 18 cwt. springs and 1 1/2 in. axle. The bodies are of 16 gauge galvanised steel with a special feature of hinged front and rear tailboards, allowing long loads to be carried when necessary. Heavy duty—30 cwt.—£10 extra. Wheels for most popular cars are carried in stock and are fitted to suit your car.

NOTE:—EXTENDED DRAW BAR FOR LONG LOADING AS REQUIRED AT NO EXTRA COST.

4-WHEEL ALL STEEL TRAILERS

3 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£207
3 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£215
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£252
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£258
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£255
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£255
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£255
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£255

PLUS SALES TAX IF APPLICABLE. Trailer Chassis available apart from timber and tyre. £49/10/0



BOAT TRAILERS A SPECIALITY

BELL BOY BANSHEE AND TRAILER (Illustrated)
Prices on Application



TANDEM TREG. DELUXE HORSE FLOAT
(as illustration on left). Prices on application.

HORSE FLOATS, CHASSIS or AXLE ASSEMBLIES supplied to customers' requirements.

TOWBARS for all makes of cars. **SAME DAY SERVICE.**

Two miles from the city.

BUY DIRECT FOR LESS - - - - - NO PARKING PROBLEMS
NO AGENTS - - - - - CASH, TERMS

GORDON J. TREGONING LIMITED

59 HARDY'S ROAD, TORRENSVILLE LU 6826 - LU 8936

WE DON'T MAKE ALL THE TRAILERS—ONLY THE BEST.

SEE OUR STAND AT THE SHOW—REAR OF THE MOTOR PAVILION

S.A. MOTOR August-September, 1960 — Page 7

1960

1971

- General Engineering
- Grinding ● Planing
- Turning ● Milling, etc.

TELEPHONE: 57-682

GORDON J. TREGONING LTD.

General Engineers

59 HARDYS ROAD, UNDERDALE, SOUTH AUSTRALIA

Dear Sir,

The purpose of this letter is to advise that in recent months we have installed **two LUMSDEN SURFACE Grinders**. One being **horizontal and the other vertical**. The horizontal machine we understand is the largest in the State, being equipped with a **six foot magnetic chuck** and can surface an area **six feet x 3 feet** in one pass, having a **40" diameter segmental wheel** and is driven by a 60 horse-power motor, table traverse of **9 feet**, hydraulically operated. The smaller vertical machine has a 22" diameter segmental wheel and is fitted with a five ft. x 20" magnetic chuck and is also hydraulically operated. As these machines are for general jobbing work and not set up on production it is possible for us to offer **immediate** service with both machines. We have also a cylindrical grinder 30" between centres which swings 14" diameter.

Another recent installation is a **REDMAN Planing Machine** with a **16 ft. table x 5 ft. through bridge**, which is also set up to do surface grinding of lathe beds etc. apart from general planing operations. We also have a smaller planer which can plane an area 8 ft. 6 in. x 3 ft.

Our factory area consists of three main buildings which are equipped with overhead cranes capable of **lifting jobs up to seven tons over the entire area**.

Shop 1 - - 40 ft. x 200 ft.
Shop 2 - - 60 ft. x 160 ft.
Shop 3 - - 40 ft. x 100 ft.

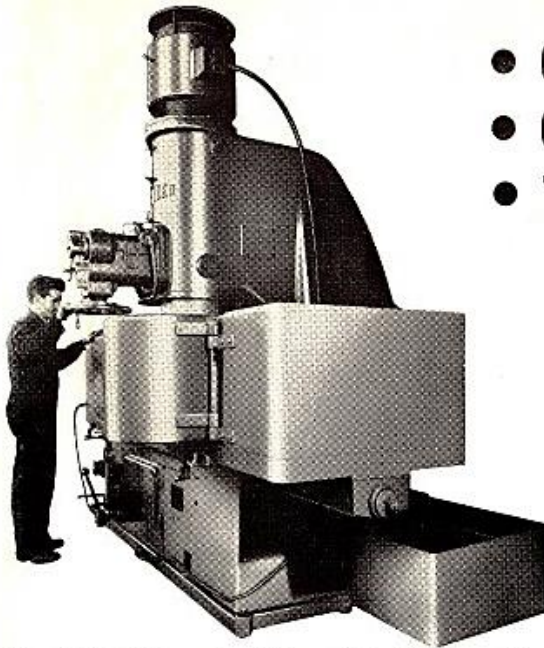
To give a brief idea of our capacity, we will list our Machinery.

- | | |
|---|--|
| <p>1. SHAPING MACHINES
Invictor 30" Shaping Machine (new).
a 14" Macson.</p> <p>2. MILLING MACHINES
One No. 5 Cincinnati—Universals.
One No. 2 Cincinnati—
One No. 3 Parkson—
One No. 2 Kemp-Smith — Plain.
One large vertical Alfred-Hebert No. 8 Milling Machine with a seven foot table.</p> <p>3. DRILLING MACHINES
One new Town Radial 3" diameter drilling capacity.
One small Town Radial Drill.
Two Hercus post drills.
Two ½" capacity high speed Pedestal Drills.</p> <p>4. LATHES
We have numerous engine lathes (10 in all) from the 14" swing Nuttall to 8 ft. 8 in. swing Brakebed with up to 7" diameter Mandrel capacity.
Turret Lathes.
No. 7A Ward Combination Turret (Brand new).</p> | <p>No. 8 Combination Ward.
One Capstan Lathe.
Tindrell-Wright No. 3.</p> <p>5. SLOTING MACHINES.
One Small Macson.
One Large 28" stroke capable of keyseating or internal splining pulleys 7 feet in diameter.</p> <p>6. SHEET METAL MACHINERY.
We have a John Heine guillotine 8 ft. x 10 gauge capacity.
One John Heine Folding Machine, 8 ft. x 16 gauge.
One 8 ft. x 16 gauge Rolling Machine.</p> <p>7. WELDING MACHINES.
We have eight welding machines.
One Profile Cutting Machine.
Boiler Makers Rollers. Rolls 6 ft. up to ¾" thick.
Two 100 ton Hydraulic Presses.</p> <p>8. HORIZONTAL BORING MACHINE.
3½ Spindle 3 ft. 6 in. x 3 ft. Table
Faceplate to Tailstack 78 in. No. 5 Morse Taper.</p> |
|---|--|

As you can see from the above listed machines, we are set up in the general engineering in a fairly big way and take on a great deal of general jobbing work and factory maintenance.

The nature of this letter is to let you know that whilst we are also Trailer manufacturers, it is only a very small section of our industry.

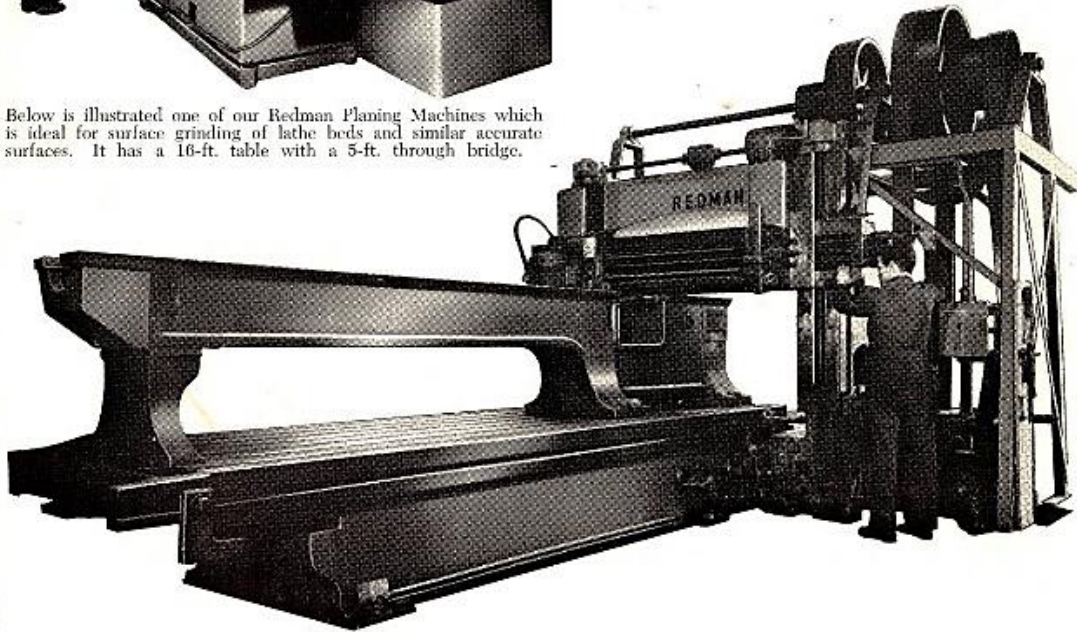
Yours faithfully,
GORDON J. TREGONING LTD.



- GENERAL ENGINEERING
- GRINDING
- TURNING
- PLANING
- MILLING

Engineers are invited to bring their problems to us. We have installed both horizontal and vertical Lumsden Surface Grinders. You will certainly be interested in our horizontal Grinder, which has a 6-ft. magnetic chuck and can surface an area of 6 ft. by 3 ft. in one pass. It is powered by a 60 h.p. motor which drives a segmented wheel of 40 inch diameter and has a 9 ft. traverse. The vertical Grinder, although smaller, is extremely accurate in all detail and both are hydraulically operated. These machines are not set up for production but retained for general jobbing. This enables us to give emergency service when required.

Below is illustrated one of our Redman Planing Machines which is ideal for surface grinding of lathe beds and similar accurate surfaces. It has a 16-ft. table with a 5-ft. through bridge.



GORDON J. TREGONING LTD.

GENERAL ENGINEERS

59 HARDYS ROAD, UNDERDALE — 57-6826

Yes — we are the manufacturers of the Treg. Trailer

TREG ABRASIVE CUT OFF MACHINES.

- 12" Straight cut only.
- 12" Swivel Straight & Mitre cut.

- 16" Model straight cut only.
- 16" Swivel straight & mitre cut.

Having had vast experience in the manufacture and use of these machines and being one of the first in the field, we have found it most essential to have more than adequate horse power to cut work in hand.

Most manufacturers definitely underpower their machines and we feel this is from a price angle only. Whilst we offer 5 h.p. and 7 h.p. motors on our 12" models and 10 h.p. and 15 h.p. motors on our 16" models, we, without doubt, can only recommend the large motors in each case. However, some customers, having only light sections to cut, can sometimes get away with less h.p. but as a general machine in a general shop, take our advice and choose the large motor. Any slowing down from 16,000 surface feet cutting speed of the wheels, tends to create distortion of cut and rapid wear and unnecessary breakage of wheels.



One of the features of our mitre cutting machine is the fact that the whole head and motor revolves on a turntable allowing work feed bench to be set up against a wall etc. as the work, whether being straight or mitre cut still remains in the same feed-in position. Some manufacturers simply swivel their clamping on machine attachment. This requires a clear area of the radius of the length of the working stock to be clear all round the machine. We consider this a poor feature.

PRACTICAL OPERATING HINTS:- NOT "WHEEL SALESMAN" TALK.

We have proved beyond doubt that it pays to use reinforced wheels, both from the safety angle and cost-wise, although the initial cost is greater.

The reasons for this are, firstly, less breakages, secondly, wheels can be used with a smaller flange diameter giving greater depth of cut and longer life between wheel changes. Another point here is we recommend 1/8 thick wheels for 12" and 5/32 wheels for 16" machines. Our reason is less flexing, and thus more accurate cutting.

Another feature of our 16" machine is we use a four inch fixed inside flange recessed to 3" with two outer flanges, one of 5" diameter still recessed at 3", the other 4" diameter recessed to 3".

When wheel is new and full diameter, we recommend the user to use the 5" flange, this gets near to the makers recommendation of 1/3 of the diameter of wheel for the flange allowing 5 1/2" of effective cutting depth on a 16" wheel when new, or in the odd case, where a deep section has to be cut, providing the user uses a 5/32 wheel, of the reinforced type, no undue breakages have

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been experienced by the user, a full 6" depth of cut with a new wheel can be made, using both 4" disc flanges.

It will be noticed on the 12" machine, we still retain the 4" diameter flange, which means we only have a maximum effective cutting depth of 4" on a new wheel.

If the customer's requirements are for extensive use of this type of machine, the economical way to get maximum life out of the wheels, is to do as we have done, and install two machines, using the 16" wheel down to 12" and then use 12" wheel on our 12" model.

These machines are a necessary part of any jobbing engineering plant, but we the makers do not claim that they entirely supersede other types of material cutting machines, such as power saws, cropping machines etc., but are ideal for tubular sections, angles, flat mild steel, recommended cut on edge only, and the odd small rounds, squares etc.

It will be noticed that we use a foot operated clamp to hold work whilst cutting. This has been proven by far the fastest most effective and trouble free method, leaving the operator's hands free to feed work in and operate cutting.

The vices of the screw type wear out threads and nuts on production in less than a week. We have been using our type of clamping for 25 years without any maintenance.

These machines are fitted with a Pope totally enclosed motor:-

Standard type, not the cheap power-pak.

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