

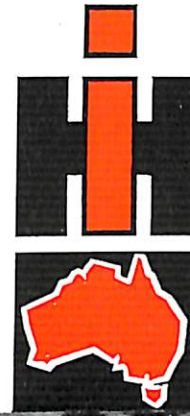


Above — Dandenong-built model AB-184 motor truck equipped with stock crate.

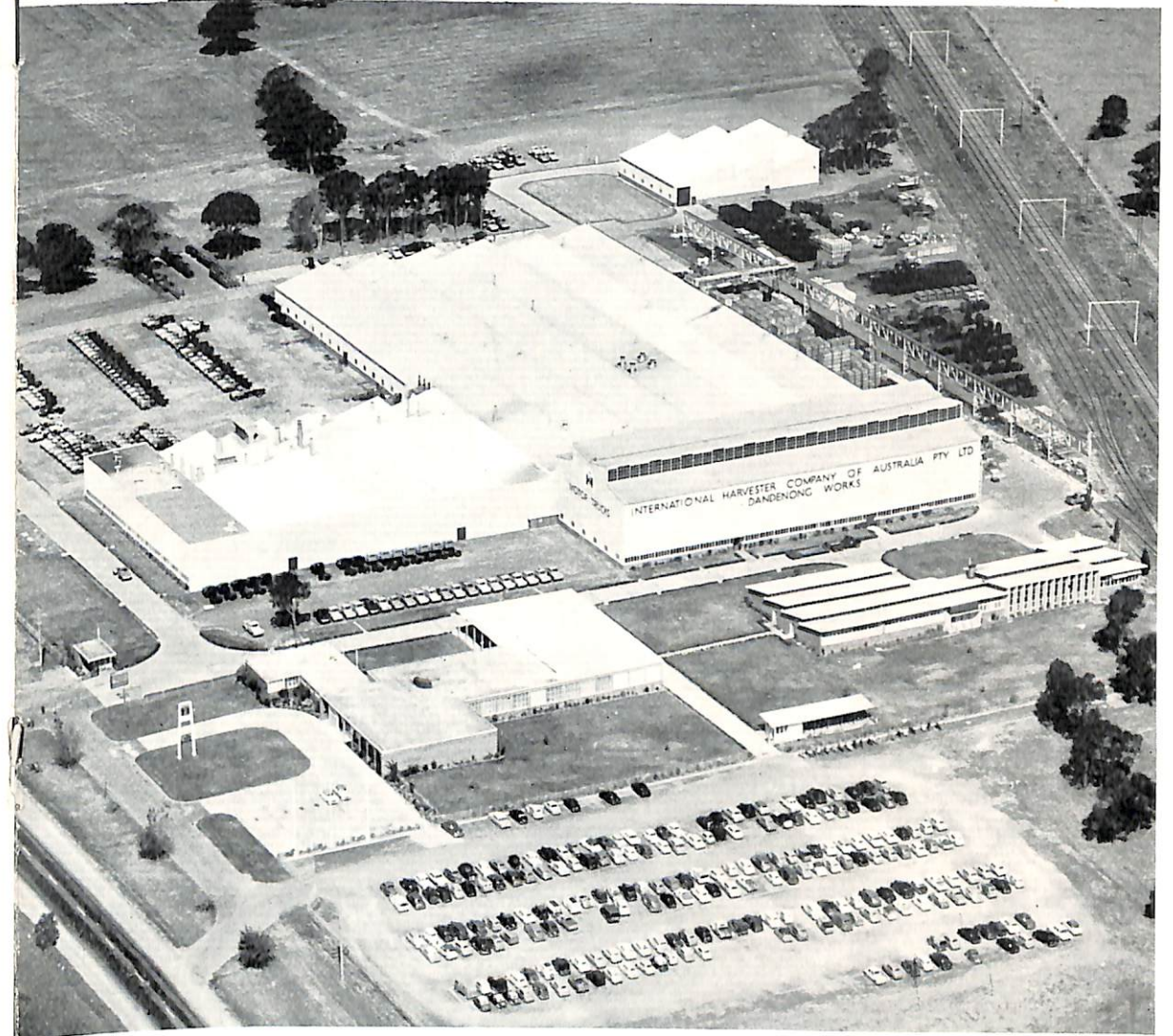
Below — Station wagon body is built on Dandenong-manufactured model AB-110.



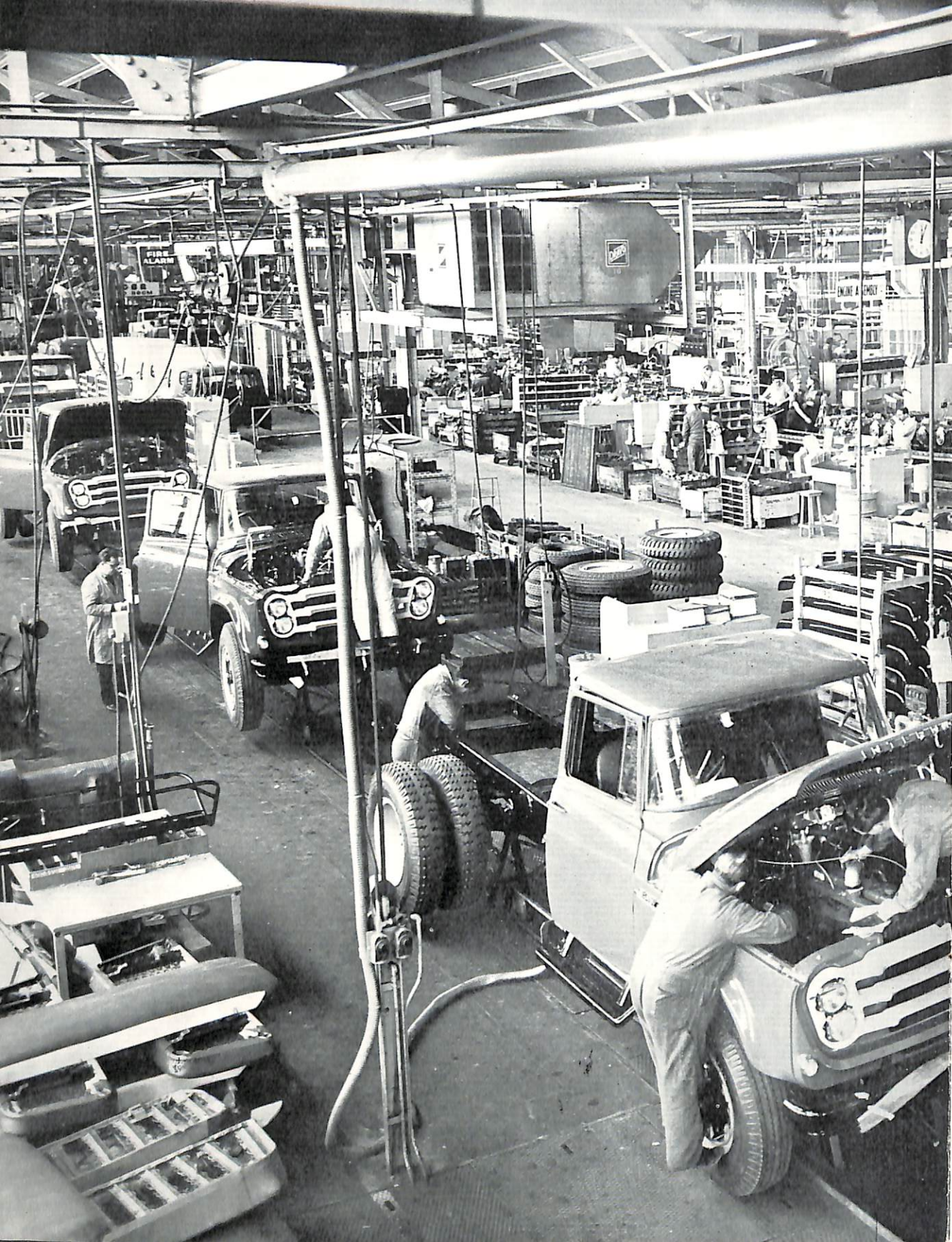
INTERNATIONAL HARVESTER — BUILDER OF ESSENTIAL EQUIPMENT FOR ESSENTIAL WORK



# DANDENONG WORKS



INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.



# We welcome you



Welcome to International Harvester's Dandenong Works — the only exclusive motor truck manufacturing plant in the Commonwealth. Every year many hundreds of visitors call on us. We are happy to show them around and explain to them how International motor trucks are built. We feel you would appreciate more the various processes associated with manufacture here if you knew something about the development and growth of Dandenong Works.

This brochure is presented with our compliments. Please read it and keep it as a souvenir of your visit.

## OUR DEVELOPMENT AT DANDENONG

International motor trucks were first built at Dandenong Works in 1952. Initially, four models were manufactured at the rate of 26 trucks a day.

The Works covers 57 acres—modern buildings, extensive motor truck muster yards, and spacious car parks for employees and visitors. It was one of the first big manufacturing industries to be established in Dandenong. Many other companies have followed.

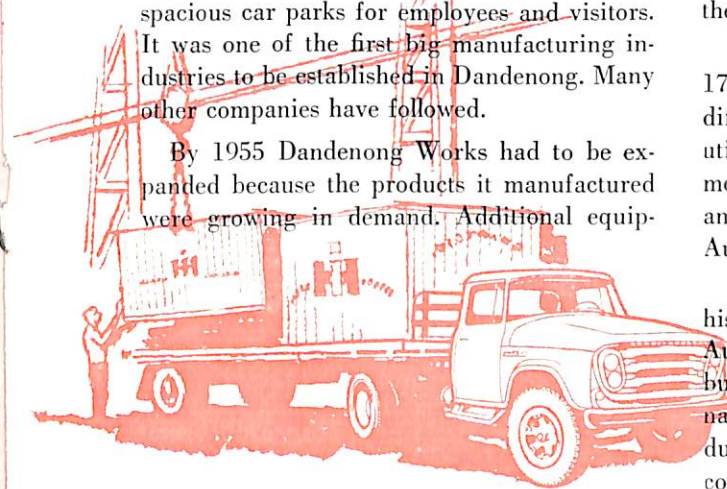
By 1955 Dandenong Works had to be expanded because the products it manufactured were growing in demand. Additional equip-

ment was installed and more buildings, including the truck cab plant, added.

Dandenong Works' initial "L" line of motor trucks was followed by the "R" line which introduced new models including panel vans and station wagons. Then came the "S" line, the "AA" line and in 1962, the "AB" line.

Dandenong Works' production now covers 17 basic motor truck models with over 100 different types of units which range from utilities to heavy-duty models. The heavier models, over 8 tons, are imported from U.S.A. and assembled here with a high percentage of Australian content.

In 1962 Dandenong Works passed another historic milestone when, coinciding with the Australian Company's Golden Anniversary of business in this country under the present name, it completed ten years of manufacture during which time 54,788 motor trucks had come off the production line.



# BUILDING AN INTERNATIONAL TRUCK

The manufacture of motor trucks is a highly complex operation which involves the expenditure of large sums of money not only in buildings and equipment but on research and development.

**BEHIND THE SCENES** Men whom our visitors do not see—International Harvester's engineers, product specialists and draughtsmen—play vital roles designing and developing the motor trucks built here. Manufacture commences only after prototypes have passed exacting field tests over special courses in which vehicles go through heat, cold, snow, dust, mud and water.

Special routines take the vehicles over a tortuous twisting course to prove strength and flexibility of frames, quality of sheet metal and mountings, springs and steering; through mud and water to prove sealing of transmission, wheels, propeller-shaft and pinion bearings; and continuous winding up and down hilly roads to prove brakes, transmission and ease of steering.

By these tests and other special routines, Company engineers ensure that trucks manufactured

here are equipped to face the exacting challenges of Australian conditions.

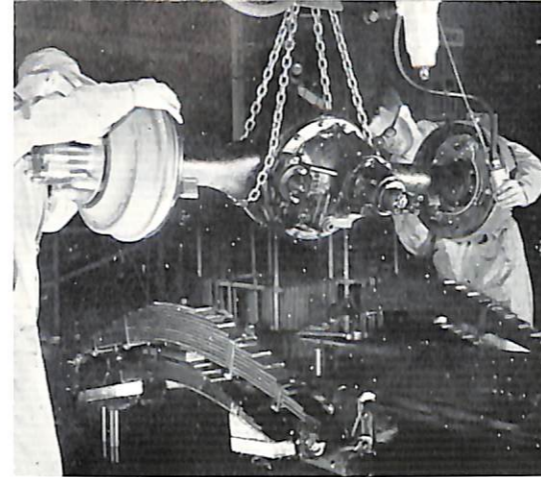
## STAGES IN MANUFACTURE

Geelong Works and International Harvester's 1,800 suppliers throughout Australia play a big part in the manufacturing programme of Dandenong Works. When an International motor truck rolls off the assembly line here, it contains many vital components which are either turned out at Geelong or made by Company suppliers.

Engine blocks, cylinder heads, manifolds, gear-boxes, brake drums and many other major castings come from Geelong Works. These, together with items like front axles, gears, crossmembers, propeller shafts, pistons and electrical fittings from suppliers are sent to Dandenong Works for inclusion in its trucks.

## THE FIRST STEPS

At Dandenong Works men and machines perform a myriad of tasks including the machin-



*Axle for heavy-duty International motor truck being lowered into position on frame.*



*New motor truck engines being assembled at Dandenong Works. After being tested they are fed into the main assembly line for inclusion in International trucks.*

*International motor truck cab in spray-painting booth.*



ing of brake drums, spring shackles, fly-wheels and water pumps. All these components arrive at their stations on the production line at the appropriate time. After the frame has been fabricated and assembled, axles are fixed and the engine mounted in position. Cabs and front sheet metal, built and painted on sub-assembly lines, are fed into the main assembly line with clockwork precision.

## CAB LOWERED

Once the transmission, steering and suspension have been installed, the cab, complete with wind-screen, windows, door handles and electrical wiring, is lowered into position and bolted. The wheels are put on, lighting installed, numerous connections and hook-ups completed and the truck rolls on for quality checks and minor adjustments. Finally, the vehicle is driven into the muster yard ready for distribution, either to a distributor, a dealer, metropolitan retail outlet or direct to a customer.

## DISTRIBUTION BY DRIVEAWAY

Motor trucks built here are distributed throughout Australia by Driveaway in which the vehicles are driven to Sydney, Brisbane and Adelaide by specially selected personnel. Those destined for Perth are shipped or railed completely knocked down and assembled in the Company's Fremantle plant.

Driveaway trucks are coupled in pairs. In the case of big models, the front of the towed unit is mounted on the rear of the driven truck. Axles are removed, rear wheels covered and temporary lighting fitted on the rear of the trailed vehicle. For smaller models a rigid towbar is used and a protective covering fixed on the front of the trailed vehicle. A governor is installed on every prime mover, sealed to prevent tampering, inspected before couplings leave here and checked at delivery points. The governor limits road speeds of couplings to 35 m.p.h.

*Cabs for International motor trucks move along sub-assembly on way to main assembly line.*



# Our Roots are Deep

The foundations of the Harvester Company date back to 1831, when Cyrus Hall McCormick invented the world's first practical reaper in the U.S.A. In 1902, leading farm implement manufacturers in the U.S.A. combined with the McCormick Harvesting Machine Co. to form International Harvester Company of America.

International Harvester Company of Australia was formed in 1912. But as early as 1852, McCormick reapers were used in Australia, and between 1877 and 1884 large numbers of harvester binders, mowers and reapers were imported from U.S.A. and used in this country. These implements cut production costs and eased the toil of farmers in the fields.

Since 1912, one of the major changes in the development of International Harvester Company of Australia has been its transition from importer to leading manufacturer.

## FIRST MANUFACTURING PLANT

The first Australian IH products were manufactured in 1939 at the Company's Geelong Works which was expanded in 1947 for the mass-manufacture of motor truck components, tractors, engines and power units. A mechanised grey iron foundry, still one of the most up-to-date of its kind in the Southern Hemisphere, was also built.

In 1949 International Harvester began construction of Dandenong Works for the manufacture of motor trucks. But, while this plant was being built, the first Australian-made motor trucks came off an assembly line in a temporary factory in South Melbourne in 1950. Dandenong Works began production two years later, was expanded within the next three years, and in 1962 completed 10 years of truck manufacture.

Further expansion in International Harvester's Australian manufacturing programme came in

1958 with the establishment of Port Melbourne Works for the manufacture and assembly of construction equipment.

## NATION-WIDE NETWORK

At these three plants International Harvester builds most of its products locally. It employs in excess of 4,000 people and, indirectly, many thousands more through its 400 Dealers and Distributors. Full sales and service facilities for IH products are catered for in each capital city and in important centres throughout Australia.

More recently International Harvester completed an important engineering expansion programme by establishing a £350,000 Engineering Research and Development Centre on a 10-acre site opposite Geelong Works. In addition the Company has a 2,556-acre Product Proving Ground at Wormbete, near Anglesea in Victoria, where adequate testing facilities have been provided, in security, for Company engineers to prove current models and develop new ones.



Dandenong Works completed 10 years of manufacture in 1962. Here personnel are seen with the 54,788th vehicle.

## GROWING EXPORT MARKETS



In addition to their acceptance throughout Australia, Dandenong-manufactured motor trucks have found favour in more than 30 countries and many islands of the Pacific.

In New Zealand for instance, they are being widely used in the transportation field in the cities as well as in the forests and mines.

In Egypt, a fleet with left-hand-drive (first time in an Australian-made vehicle) is at work, while several others are engaged on many useful schemes in Nauru and Ocean Islands.

Nearer home, trucks built at Dandenong

Works are at work in New Guinea and in many other islands of the Pacific. Export markets for these vehicles have also been established in distant lands like Formosa, Hong Kong, Vietnam, Laos, Cambodia, Thailand, Burma, Malaya, Singapore, British North Borneo and Indonesia, and further afield in India, Pakistan and Ceylon.

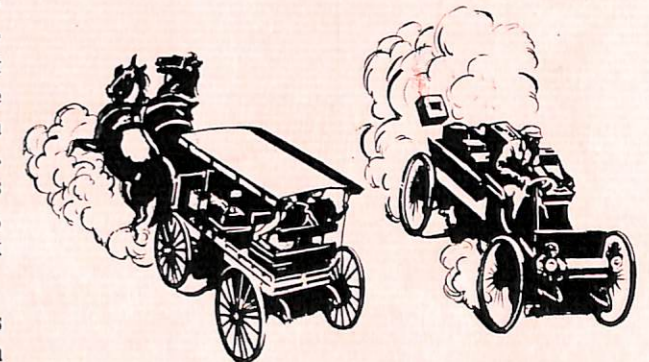
In addition, quantities of trucks from Dandenong Works have, from time to time, been shipped into South and South-East Asia under the Colombo Plan. Some are operating in the remote mountain kingdom of Nepal.

## Our Employees



On your tour of Dandenong Works you saw motor trucks being built by modern methods. You also noticed the atmosphere of friendliness throughout the Works. Dandenong Works is known for its friendliness and co-operation and International Harvester does everything to preserve and foster this laudable spirit.

Modern safety methods are invoked to safeguard the lives and skills of our employees. Wherever possible, mechanical methods are used to make their tasks more efficient and less fatiguing. All our workers have access to clean shower-rooms and toilets, up-to-date medical facilities and a modern cafeteria supplying well-cooked meals.



# COUNTRY NEWSPAPER MEN VIEW INDUSTRIAL EXPANSION OF DANDENONG

FOR two days last week a number of country newspapermen from all parts of Victoria were the guests of three Dandenong firms — International Harvester Co., General Motors-Holden and H. J. Heinz Co. — during which time they made a tour of inspection of their huge works. What they viewed was most staggering, and all left with a lasting impression of what has been achieved because of decentralisation of industry. The visit was a real object lesson, for Dandenong has shown what tremendous development has taken place with the attraction of new industries to their centre. Being the first of its kind organised for country pressmen, members of the party were delighted with the itinerary planned.

What has been achieved at Dandenong could be an incentive for other rural areas such as Benalla. The visit was organised on behalf of the firms by Creative Public Relations Pty. Ltd., Melbourne, with Mr Ron Stephens (managing director) and Mr Geo. Wilson (manager) carrying out the many details associated with the trip.

The press delegation was headed by Mr F. C. Yeates, of Bairnsdale, president of the Country Press Association, with Mr Ken Laurie as secretary. The representatives of the Goulburn Valley and North-East were Messrs S. R. McPherson ("Shepparton News") and J. G. O'Shea (Benalla Ensign). During their stay in Melbourne the visitors were the guests of the three firms at the Savoy Plaza Hotel, and on arrival on Monday were welcomed by Mr I. E. Wallace-Crabb (public relations officer) and Mr Jock Macleod (director), of General Motors-Holden, Mr W. H. Twaddle (merchandising manager of International Harvester Co.) and Mr Kevin Luscombe (advertising manager of H. J. Heinz).

**BESS ITINERARY**  
Joined by other representatives of the firms, the visitors were invited to a dinner at the Savoy Plaza, after which they were taken to the studio of General Television Corporation Pty. Ltd., Channel 9, where they saw a night's programme being rehearsed. On arrival they were welcomed by Mr Colin Bednall (general manager), Mr Norman Spencer (programme manager) and other personnel. At the termination of the evening's programme they were tendered a buffet supper in the company's board room. The next morning — Tuesday — the party was driven to Dandenong, where the tour of the three industries was commenced.

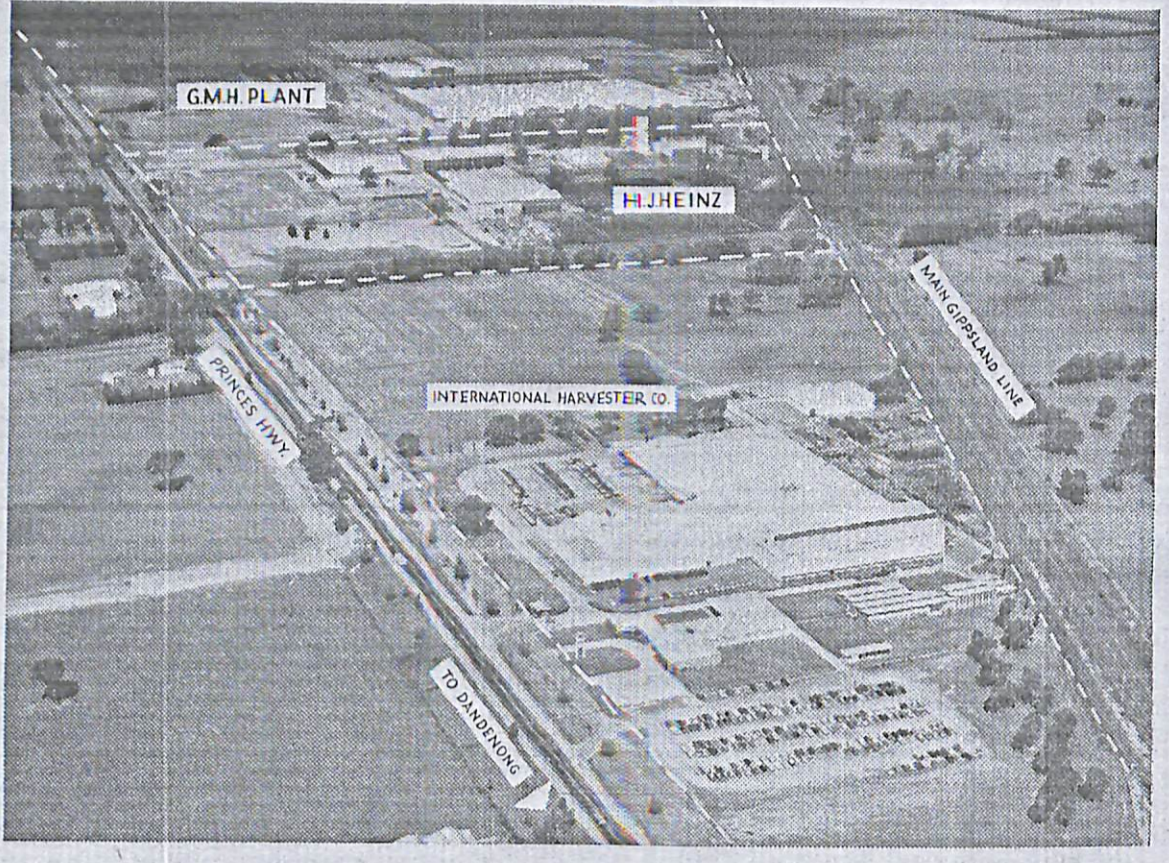
The first was to International Harvester Co., where they were welcomed by Mr Twaddle, who gave a brief history of the company's expansion since it commenced operations in 1948, a residue of which appears on this page, and Mr H. Lee (works manager).

In a four-hour tour, the party saw the start and finish of various trucks manufactured at Dandenong. They were then given a preview of what was described as a "hush hush" model for the future, details of which were to be released on the 17th inst. The party was then taken to the Heinz factory, where they were welcomed by Mr H. G. Dennett (acting managing director) after an inspection of the plant, which won the architectural award for 1955 as the finest industrial building of the year, and were entertained at lunch in the beautiful cafeteria.

From there the party travelled by bus a few hundred yards to a tremendous set-up of General Motors-Holden, where they were welcomed by Mr Charles Schwartz (general superintendent), who touched briefly on operations of the company at Fishermen's Bend, Adelaide and their works at Dandenong. The party split up into groups to see all phases of the manufacture of the Holden car, with an amazing spectacle of the assembly line, at the end of which a Holden was being turned out at the rate of one every two and a half minutes.

At the end of the tour the party was entertained at a buffet in the board room, and then they were taken to the Windsor at Dandenong and invited to a dinner by the Dandenong Chamber of Commerce.

Later they were the guests of the R.S.L., which capped off the biggest day the pressmen ever experienced. It was made more pleasurable by the perfect arrangements carried out by two really good organisers in Messrs Ron Stephens and Geo. Wilson, of Creative Public Relations Pty. Ltd.



## Heinz Company One Of The World's Most Modern Food Canning Plants

**"WHERE THE FARMER AND MANUFACTURER MEET"**  
ARRIVING at the Heinz £4 million plant, the visiting pressmen were honored at being taken over what is regarded as one of the world's most modern food canning plants, which was opened by the Prime Minister, the Hon. R. G. Menzies, in 1955, and now employs more than 600 people. By 1970 the company will be capable of producing the whole of Australia's requirements of canned recipe foods, with some left over for export.

The visitors were welcomed by Mr H. G. Dennett (acting managing director), who stressed that none of their famous 57 varieties could be made without the raw materials supplied by Victorian farms. At Dandenong, he said, there was an example of industrial growth well away from city limits, which must challenge the imagination of champions of the cause of decentralisation of industry. With their two neighbors, General Motors-Holden and International Harvester, they were three of the dozens of industries which had grown up in fields which had grazed cattle only 10 or 15 years ago. "If Dandenong can do it, why can't many other centres in rural Victoria, with rich potential only awaiting development?" he asked.

**"KITCHEN IN THE CLOUDS"**  
Like the family kitchen, the emphasis at Heinz is on home cooking, and the care in preparation of food. The kitchen is staffed by a team of dietitians, food research scientists and highly qualified chefs. The kitchen colanders hold 1000 tomatoes at a time, the potato peelers peel 20lbs. of potatoes a second, and peas can be shelled at the rate of 100lbs. a minute.

**TREMENDOUS DAILY OUTPUT**  
The plant is capable of handling daily the following:  
● 90 tons of tomatoes  
● 3 tons of flour  
● 2 tons of carrots  
● 1 ton of chocolate  
● 8 tons of beans  
● 3 tons of asparagus  
● 1 ton of beef  
● 7 tons of peas  
● 400 lbs. of cheese  
● 2 tons of chickens  
● 1 ton of butter  
● 1 ton of bacon  
● 2 tons of potatoes  
● 1 ton of salt  
● 3 cwt. of cabbage  
● 3 tons of spaghetti  
● 1 ton of celery  
● 1 ton of ham  
● 180 lbs. of yeast extract  
● 1 million gallons of water.

**MAKERS OF 57 VARIETIES**  
As makers of 57 varieties for adults, the company has now planned 57 varieties for juniors. The company produces millions of cans of baby foods a year. There is scarcely a district of Victoria which does not produce foods for the Heinz company, where it is prepared for babies throughout Australia. The company says that its responsibility

to Australian mothers does not end with the filling of a can. The company maintains a staff of trained baby health sisters, who work with creches and health centres throughout Australia advising on baby feeding problems. **VISITORS SPELLBOUND**  
Walking through the various departments inspecting the enormous machinery in motion, the visitors were spellbound with the rapidity with which canned products were being turned out, all of which were being manufactured under most hygienic conditions. A spectacular sight was the various chutes, with different sized tins, passing through at the rate of 700 per minute, which were then carried out to be labelled and packed automatically.

**MILESTONE IN DANDENONG'S DEVELOPMENT**  
IN August of 1950 a small group of businessmen drove through the quiet semi-rural township of Dandenong and alighted half a mile from the town near the junction of the Princes and South Gippsland Highways. What has happened since is today history, for many major industries have followed in International Harvester's footsteps, and any resemblance between the area of that day and today is unbelievable.

The surrounding countryside gave little indication of the mission, for as far as the eye could see the area embraced only a mile after mile of farmlands dotted with the occasional homestead. To the casual observer the visitors held little significance, but to the surrounding districts of Dandenong the occasion was a historical one. For this was the beginning of an industry that over the next few years was to usher in a new era of wealth and prosperity for the people of Dandenong. The group moved to the centre of the field, where a short ceremony followed, and Mr W. W. Killough, managing director of International Harvester Company of Australia Pty. Ltd., with spade in hand, turned the first sod for the construction of Dandenong's first major industry—International Harvester's motor truck manufacturing works. **GROWTH OF COMPANY'S OPERATIONS AT DANDENONG**  
In 1952 International Harvester's Dandenong works was completed, with a capacity of 3,000 motor trucks a year. Only four models were built in the

early stages, but today the plant has a minimum capacity of 10,000 units, and more than 100 varieties of 15 basic truck models flow continuously from the company's assembly lines. Several large expansion programmes have been carried out since the works was first erected to meet the market demand. The growth of International Harvester's operations at Dandenong has enabled the company to seek new markets in the export field. Buyers have been found in over thirty countries and islands throughout the Pacific. The major market is in New Zealand, where 2,500 motor trucks have been sold to private users and government departments. International Harvester employs 750 people at the Dandenong works on the manufacture of motor trucks. There are 4500 IH employees throughout Australia manufacturing, distributing and servicing the company's wide range of essential products that serve agriculture, commerce, transportation and industry. In addition to Dandenong works, there are also two other manufacturing plants in Victoria—the farm equipment works at Ge-

## GENERAL MOTORS-HOLDEN AN AMAZING ORGANISATION

THE party of pressmen spent several hours inspecting the various phases of production of the Holden car and its other models. It was an amazing sight, particularly as the party followed the assembly line and saw a Holden car being completed every two and a half minutes.

A brochure supplied to each member gave a most revealing rapid growth of G.M.H. in Australia and its expansion program. The following are a few of the main facts:— Since 1948, when the first Holden was produced, the company has continued to invest in plant, tools and facilities.

An £11 million expansion program announced in 1952—the fourth birthday of the Holden—was begun in 1951 and completed in 1954. Another expansion, costing £7 1/4 million, was announced in 1954, and the completed £21 1/2 million expansion project was commenced in 1955. Now the fifth expansion, to cost £9 million, is in progress. It stated that no other car has had so enthusiastic reception from Australians and, from the start, the tremendous public interest in the manufacture of

Holden has been equalled by the demand for it. **475 HOLDENS A DAY**  
Meeting that demand has since been the main demand of G.M.H. and has required an increase in output from 100 cars a day (January, 1949) to the present rate of 483 a day—nearly 115,000 for this year.

Holden production reached 100 a day in February, 1951, when there was the manufacture of the Holden coupe utility. The 150 a day rate was achieved in October, 1952, and the 200 a day in December, 1953, when a panel van was added to the range of models. **"NEW LOOK" HOLDEN**  
When the "New Look" Holden was announced in 1953, cumulative production of the original Holden sedan and utility had reached 120,402.

When the "New Look" Holden passenger sedans were announced in 1956, cumulative Holden production had reached 290,352. The two station sedan models were introduced in February 1957, and Holden cumulative production had grown to 445,511 by May 6, 1957, when the "Improved Holden" models were announced.

The half-million Holden was produced on October 22, 1958—9 years and 11 months after the first was built.

**PRODUCTION TARGET**  
The production target is now 125,000 completed Holdens a year. That target should be reached shortly after the current £9 million expansion of G.M.H. plants and facilities is completed.

**HOLDEN SALES LEADERSHIP**  
The growth of Holden sales throughout Australia has been spectacular, and in 1957, for the seventh successive year, Holden was the first choice of Australian buyers, Holden sales (90,126) being more than double those of the next most popular make of car. Holden passenger cars, including the station sedan, accounted for 42.7 per cent of all 1957 registrations within this category, compared with 33.8 per cent in 1956. In the utility field, the Holden coupe utility increased its sales leadership in 1957 to 50.8 per cent of the total registrations in this category from 36.3 per cent in the previous year. The popularity of Holden passenger cars further increased in 1958, registrations for the first half of the year showing that 68.3 per cent of buyers preferred Holdens. (Continued on Page 7)

**INTERESTING FACTS ABOUT INTERNATIONAL HARVESTER**

1948	57 acres of land purchased at the junction of Princes and South Gippsland Highways for motor truck works.
1952	First International truck rolled from the production line. Capacity, 3000 vehicles a year.
1955	Major expansion programme completed to increase production to 10,000 motor trucks a year. Cab manufacturing facilities also constructed.
1958	Number of employees 750
	Investment of shareholders' funds in plant and equipment £4,000,000
	Trucks manufactured to date 43,000
	Number of basic models 15
	Number of truck variations over 100
	Number of company suppliers 1500
	Annual bill for wages and salaries £620,000
	Annual amount spent with outside suppliers £5,525,000