



Oh, the gallant fisher's life!
 It is the best of any;
 'Tis full of pleasure, void of strife,
 And 'tis beloved by many.
 —Isaac Walton, "The Compleat Angler."

The modern amateur spear fisherman, equipped like a man from another planet, seeks the silent depths of the ocean-bed to study the movement of marine creatures in their own colourful world before he picks his quarry. But the old timer and the enthusiast are still content to find a placid pool in a cool inland stream, to laze and reflect, and await the approach of the not-so-unwary river fish.



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Our Cover

To honour the Golden Anniversary of motor truck manufacturing, International trucks—representatives of the Australian-made line—"parade" outside their Australian home, I.H. Dandenong Works, Victoria.

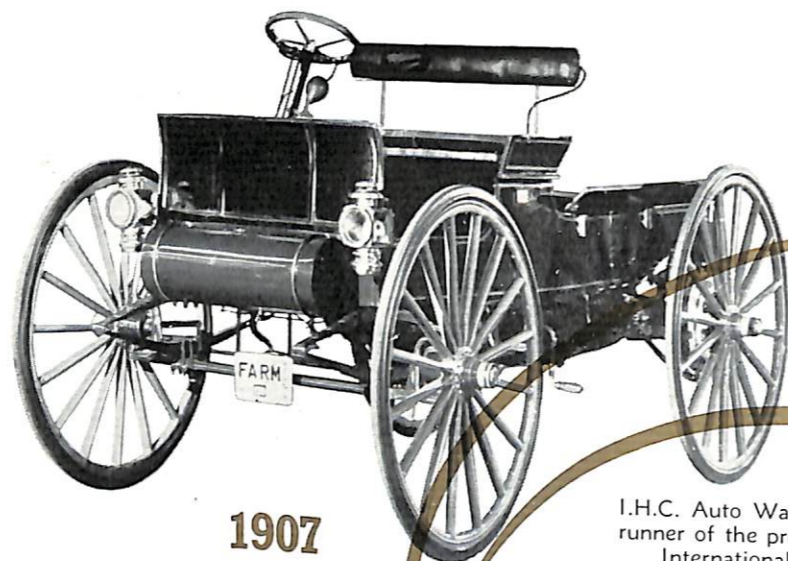
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Then-and-Now



1907

I.H.C. Auto Waggon—fore-runner of the present line of International trucks.

For a progressive people with boundless potential, Australians are often inclined to be critical of their own performances. Yet the record shows that within this country's short span of 169 years its people have more grounds for self-esteem than self-depreciation.

Back issues of "Harvester in Australia" have often carried stories of Australia's historical record of achievement. The March '57 issue, for instance, told how Australia had earned its pioneer place in the history of civil aviation—how it had followed up on its own lead by clocking up more passenger and ton miles per head of its 9.5 million population than any other country in the world.

And while other nations fiddled with the possibilities of farm mechanization and motor truck transportation, young Australia grasped the new innovations firmly with both hands. Farm machines have been a regular part of our agricultural scene since soon after the invention of the reaper by Cyrus Hall McCormick in 1831; today in this country there are more commercial vehicles registered per head of population than anywhere else in the world.

I.H. has already told its story of 100 years in the farm equipment business in Australia (1852-1952) and this year they were able to record another memorable 'first'. Fifty years ago I.H. made its first motor truck in the U.S.A. and the Company has been specializing in that aspect of the automotive industry ever since.

Harvester's entry into the motor truck field was inspired by a recognized need of the farmer. In U.S.A. agriculture had become widespread, production was on the increase and a transportation bottleneck threatened. A form of fast dependable transport was needed—one that would link all transport services.

It was in the 'Gay Nineties' that a foresighted young engineer, E. A. Johnston—an employee of the McCormick Harvesting Machine Company in Chicago—saw the need for, and the commercial possibilities of the automotive vehicle. His conviction that petrol-powered highway transportation was destined to early success was substantiated by the progress then being made. Accordingly he speeded up his automobile design efforts and early in 1898 his first high-

a Golden Anniversary of manufacturing motor trucks



1937

Model C-30 was rated at 1½ tons but with auxiliary springs had carrying capacity of 8,000 lb.



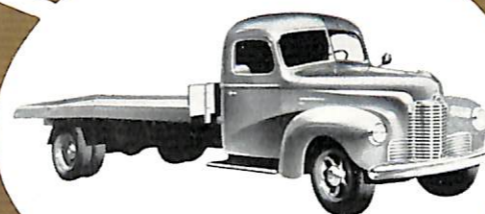
1927

Model S-46 was powered by a six-cylinder engine and rated at two tons capacity.



1917

International 1½-ton dump truck built just after U.S. entry into First World War.



1947

Model KB-5 had a G.V.W. of 17,500 lb., was popular member of International line.



1957

Left: The smallest unit of the current Australian-made line, Model AS-110 with pickup body. Below: Model ASW-160 (4-wheel drive) can operate where the going is really tough.

The dawn of the 20th century saw the coming of the highway age when the motor truck was born and roads fanned out to weld the missing link in the transportation chain. Since then the motor truck has played a vital role in our everyday lives. If you consider the background of any product brought into your home today you will realize that it came part of the way by motor truck.



wheeled vehicle, the forerunner of the I.H.C. auto waggon, was completed and successfully operated on the streets of Chicago.

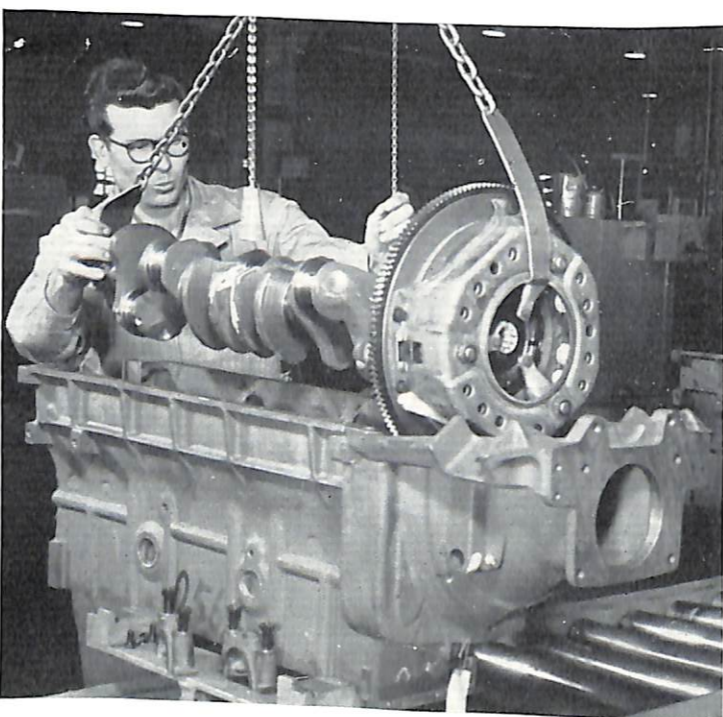
By 1906 Johnston had carried his automotive work to the point where I.H. management was convinced that it was the most practical vehicle for the farmer; that it could be produced economically and sold at a reasonable price. An experimental programme was authorized. The I.H.C. auto waggon, grand-daddy of nearly 2 $\frac{3}{4}$ million International trucks, was born. The first production vehicle was completed and shipped in 1907, a date that marked the Company's entry into a new, and even then highly competitive, business. The first production vehicle had 41-inch diameter front wheels, 45-inch rear wheels and 1 $\frac{3}{4}$ -inch solid rubber "side wire" mounted tyres. The engine was of the four-cycle, two-cylinder horizontally-opposed type, 5 inch bore x 5 inch stroke and rated at 20 horsepower. The engine was air-cooled, the transmission had two speeds forward and one reverse and incorporated a free-wheeling device. Final drive was by chain through a countershaft to the rear wheels.

One of the first reports of the International auto waggon in Australia appeared in the Coleraine "Albion" of October 28, 1909. It told how "the attention of Whyte Street pedestrians, shopkeepers and others was arrested yesterday by the arrival for the first time of a motor buggy at Coleraine." The driver of the auto waggon, Mr. M. J. Kelly, bet £10 that his International would ride "as well as a motor". He proved the point by taking the clients for a "demo" run out along the Casterton road. "The portion covered embraced some very uneven places but the occupants of the horseless buggy found the trip to be practically joltless. The vehicle's cost is announced to be about one-third that of a fair motor car, its mechanism gives the maximum of simplicity, no water is wanted to cool the engine, there are no inflated tyres to maintain and the

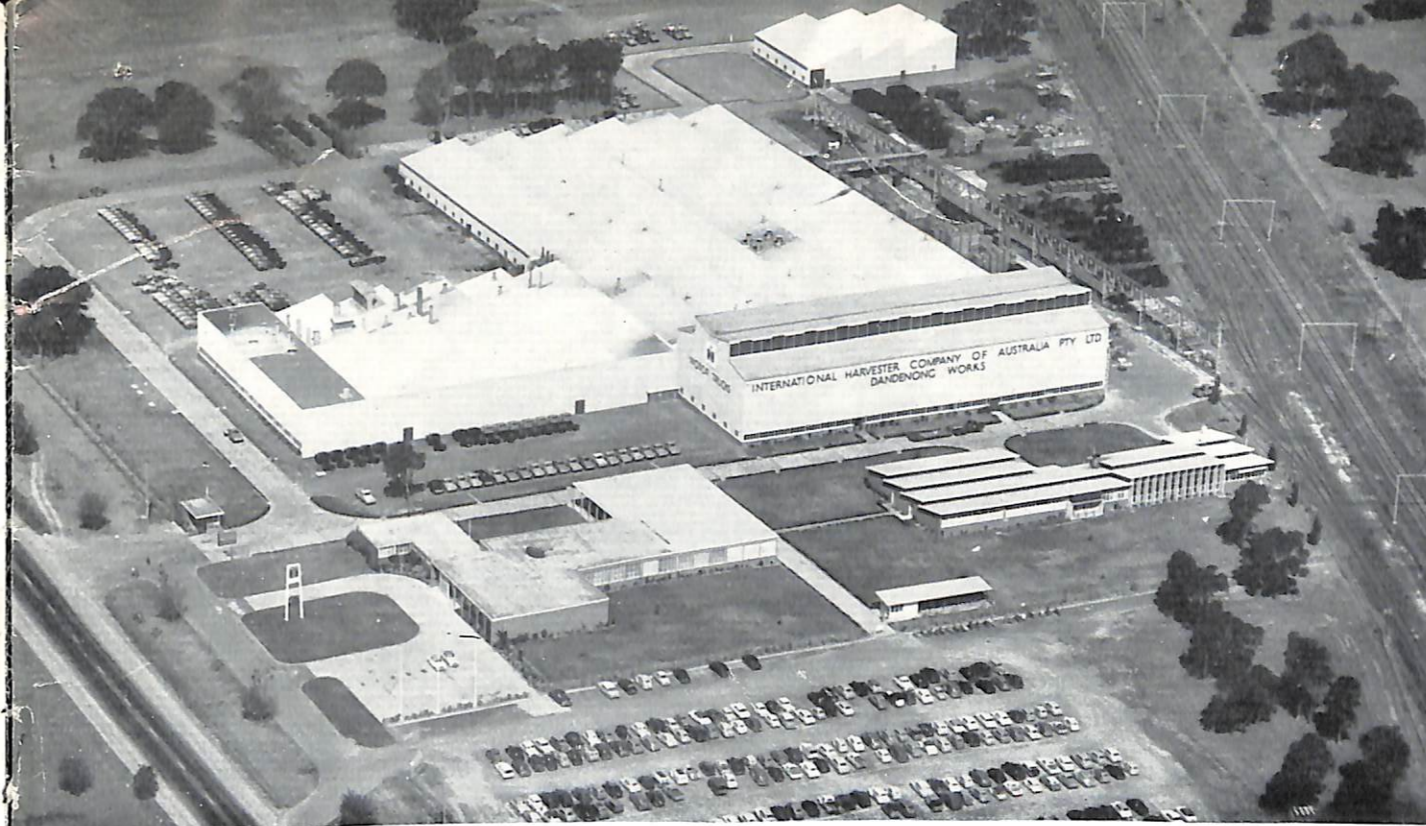
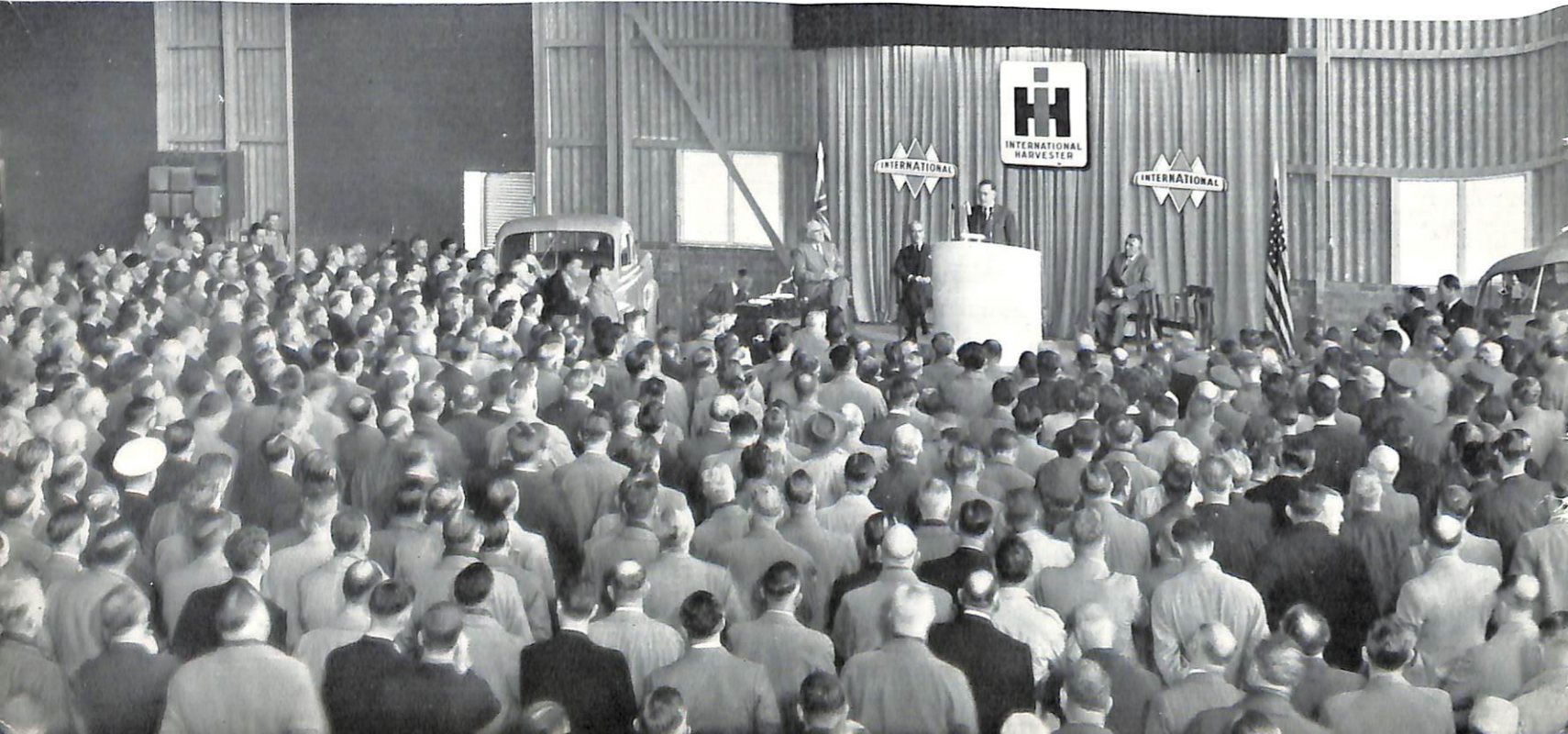
Mr. Jack L. Camp, now Director of Foreign Operations I.H. Export Company, Chicago, speaking at the opening of Dandenong Works in 1952. Also on the platform were Mr. W. W. Killough, Rt. Hon. R. G. Casey and Mr. J. D. McDonald, then Premier of Victoria.



Major castings such as engine blocks, for Australian-made trucks, are poured at Company's Geelong Works. Technician is testing temperature of molten metal with visual pyrometer.



Local manufacture of International trucks gives employment to thousands of Australians. This workman assembles motor truck components on engine assembly line at Dandenong Works.



buggy will travel up to 20 miles an hour." As a point of interest, a number of these auto waggons are still road-worthy today and are prized possessions of Australian veteran car collectors.

With a greater demand for load carrying capacity, more power and greater speed, Harvester introduced in 1915 an entirely new truck. It was a low-wheeled more conventional type vehicle produced in several sizes to serve a wider range of transportation needs. It was powered by a four-cylinder motor and the radiator was located behind the engine.

The production of International heavy-duty trucks, in sizes up to 5 tons capacity, was continued until 1923 when a new factory was built. In the meantime, I.H. had entered into the so-called "speed truck" field with the introduction in 1921 of a new type of pneumatic-tyred high-speed vehicle.

In Australia International trucks began to really capture the imagination of business men and farmers. Their enthusiasm received further impetus in November, 1921, when Company employees Messrs. C. G. Hoyt, P. J. Rodney and J. McCartney left Melbourne Town Hall, before a distinguished gathering of representatives of the press and leading mercantile firms, for Brisbane to complete what was described by newspapers as the longest and most ambitious motor truck journey ever to be attempted in Australia.

The expedition under the auspices of the National Roads Association of Australia was carried out in a fully loaded International speed truck and took three weeks to complete at an average speed of 15 m.p.h. Before the party set off one newspaper wrote, "Although such a long journey is far more than is ever required of a motor truck in ordinary commercial use, the International Harvester Company

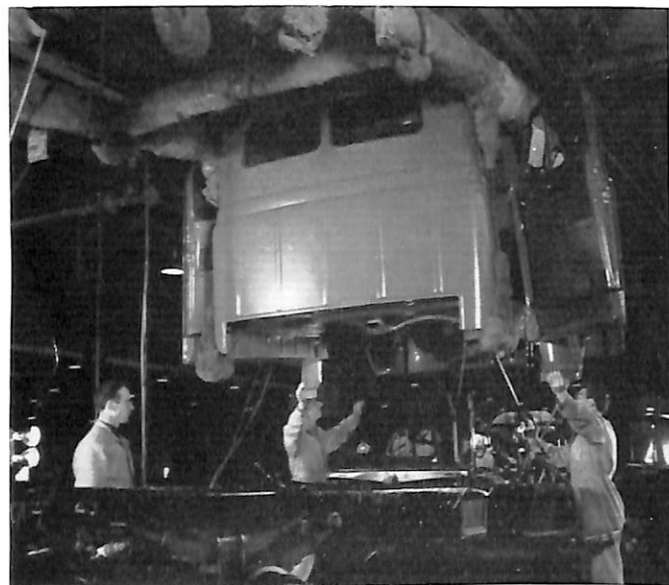
One mile east of Dandenong township, Victoria, International Harvester's Motor Truck Works is a prominent landmark. The Works stands on 57-acre site, employs 750 people.



Engines near final stage of assembly when they will be tested and installed in chassis to power new International trucks.



Through complicated jigs and fixtures, pressed sheet metal is transformed into truck cabins and a variety of bodies for Australian-made International trucks.



Completed truck cabin is lowered onto chassis, engine and transmission assemblies, during final stages of production at Dandenong Works.



Modern production methods keep truck components moving towards Dandenong Works main assembly line, section of which is seen in background.



believes that this exhaustive test will be of the utmost value in proving that the modern motor truck can be relied on to cross the Continent if desired."

Another newspaper said, "Motor trucks are not expected to do journeys of 1,300 miles in actual commercial service but the appearance of the International speed truck 'cleared for action' seemed to warrant the confidence shown by the Company in making it available for this long and trying trip. The machine is of 20 horsepower and can develop 25 to 30 miles an hour, which speed is considered to be a great advantage to the large body of farmers and business firms who need rapid delivery of their products and merchandise."

When the journey was successfully completed, free of mechanical troubles, it was acclaimed as a triumph for motor truck transportation. In those days Australia had something like 50,000 motor trucks. Today there are 700,000.

The demand for International trucks continued at a steady pace, new plants being built in Canada and U.S.A.—the motor truck had come to stay.

During World War II International motor truck Works devoted most of their activities to their countries' needs and on all battle fronts throughout the world International trucks played a vital transportation role. The use of International trucks in war brought forward many new improvements which were to be incorporated into the post-war vehicles. In 1950 the first International truck manufactured outside of North America was completed in Melbourne. In 1952 I.H. erected its now well-known motor truck Works—one mile east of Dandenong, Victoria. The completion of Dandenong Works represented the achievement of yet another important stage in International Harvester's Australian manufacturing programme which commenced with the manufacture of farm equipment at Geelong, Victoria, in 1939. Today 60 different models of International trucks are manufactured at Dandenong ranging from the 12-15 cwt. utilities to 7-8 ton medium-heavy-duty models.

With the exception of a brief venture into motor car manufacture in 1908 I.H. has concentrated on motor trucks. The Company believes there is no compromise between truck and car manufacture, a statement proved by International truck operators over the past 50 years.

Making a motor truck is one of the automotive industry's most exacting tasks. International trucks are custom built, each suited to meet a particular haulage requirement. With the right International you don't drive a tack with a sledge hammer or send a boy on a man's errand. Size, styling, power-weight distribution and a hundred other specifications have to be determined before the motor truck can be made to meet the job.

Buyers of cars ask for styling, comfort and gadgets but the first demand of the motor truck user is a hard-working machine—rugged and reliable.

I.H. engineers have reason to be proud of their efforts in 50 years of truck manufacture in which time nearly 2½ million International trucks have been built—and of these nearly 1¼ million are still in service today.



Above: Picturesque "Wurrook" home-stead built of solid bluestone in 1870s.

GROWING THE GOLDEN FLEECE

£485 million from the sale of one primary product! That's how much Australia earned from the sale of her wool overseas last financial year. Not many years ago we were boasting a wool clip of 3 million bales; today experts estimate that the present season will yield nearly 5 million bales.

This rise—nearly 2 million bales in 10 years—has had a major effect on Australia's income. A bale of wool is now worth in the vicinity of £100 and for every penny-per-pound increase in price, £5 million is added to the income of growers. To the man in the street this means a greater circulation of money . . . money to buy goods, while to the nation it means extra funds to purchase imports . . . imports to further develop primary and secondary industries.

But while this sounds quite simple and logical it has meant a scientific approach to sheep farming and a lot of hard work to the man who tends the golden fleece.

Typical wool grower is Mr. Roy S. Walton, of "Wurrook," near Rokewood, Victoria, on the border of the Western Plains and the Central District. Roy Walton is not new to sheep farming. Although he has been owner of "Wurrook" for only the past three years, he has had more than 20 years' experience with sheep.

Situated in undulating country on heavy loamy soil interspersed with stony outcrops, "Wurrook" is a well kept, well grassed property of 8,100 acres and at the present time supports 14,000 Merino sheep and 800 head of cattle. On

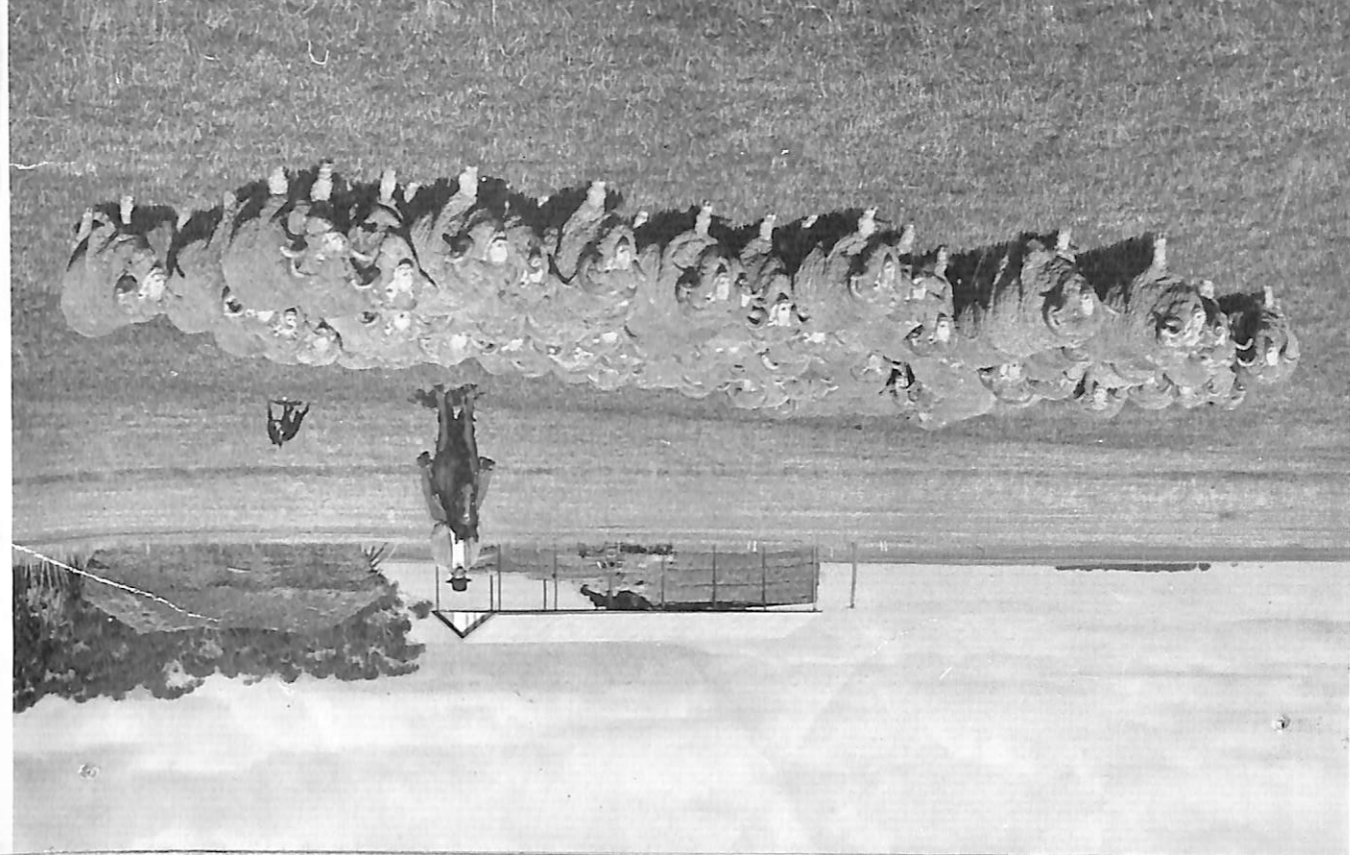


Left: Baby lambs cease their frolics to partake of some light refreshments. Mr. Walton supervises and Mrs. Walton assists two of their four children in task.



Below: Mr. Walton takes particular care of his stud flock of superfine Merinos.

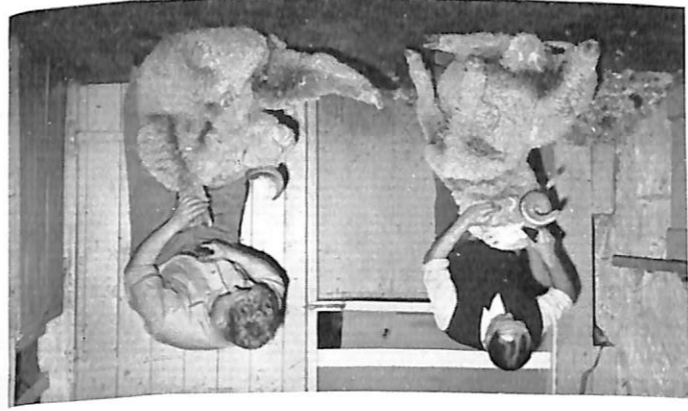
Assisted by sheep dogs, overseer Mr. Les Anderson moves Merino stud flock to fresh pastures.



the highest point of the property amid tall timbers, stands the bluestone homestead with walls 15 inches thick and rooms as big as small ballrooms. While the property was first settled during the 1860s the homestead was not built until the mid-1870s.

Since Mr. Walton took over "Wurtrook" he has been engaged in a continuous programme of vigorous improvement in the way of farm mechanization and has paid particular attention to improving the pastures and cultivated lands which surround the homestead. To date he has improved 600 acres of pastures in addition to constructing machinery sheds and barns. Other improvements include 25 miles of new fencing to break the property into work-able paddocks. Evidence of Mr. Walton's intense interest in farm mechanization could be seen from the machines at work in the field. His tractors include the McCormick International light-medium B-250, the medium AWD-6 and the BTD-6 crawler.

Prolific wool growers, these Merino rams need extra care to ensure good health.



Mr. Walton, a firm believer in fodder conservation, has his property stocked with 600 tons of succulent baled hay. Evidence of its value could be seen from the hundreds of well fed Merino sheep that followed the heavily laden International truck through the paddocks as station hands tossed the nourishing fodder to the following flocks.

In recent years more than 1,000 tons of superphosphate have been put into the soil and 300 tons are still being added every year. In addition the trace element molybdenum has been included, while as an experiment this year Mr. Walton top dressed some of his paddocks with 50 tons of lime. His pasture improvement plan has been to sow a crop of oats after fallow then later a second crop of oats but including ryegrass or phalaris. This year white clover was introduced.

During dry periods ample supplies of water are assured from numerous dams and pumps on the property. Since preparing ground for crop with BTD-6 crawler tractor and GL-9A tandem disc harrow.



Owner Mr. Roy S. Walton discusses movement of his flock with overseer Mr. Anderson.

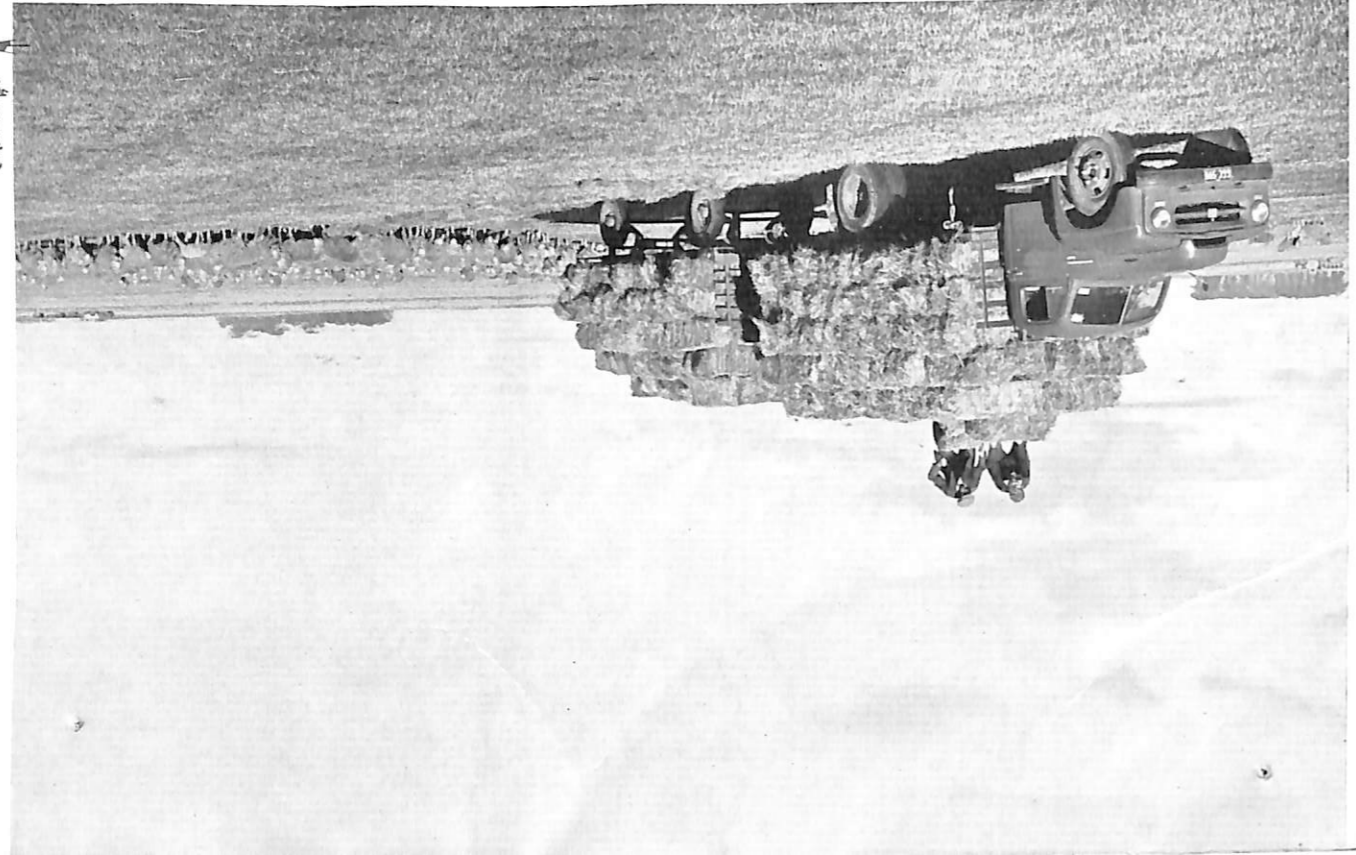
Station is highly mechanized, tractor power includes three L.H. tractors—B-250 and AWD-6 wheel types and BTD-6 crawler.

purchase "Wurtrook" Mr. Walton has sunk an additional 10 dams to those already on the station.

The stud flock boasts a fine selection of superfine Merino ewes and rams. Ultimate aim is to sell 200 rams per year. This year 2,700 flock sheep were lambbed with excellent results. During August, station activity is at its peak and the normal staff of nine is increased by the employment of seven shearers who dexterously shear the 14,000 sheep which last year yielded 400 bales of wool worth up to 165 pence per pound. Most of this found its way to Great Britain, the Continent, Italy and the U.S.A.

Eventually it is planned to run 20,000 sheep in addition to the 700 head of Hereford cattle and 100 production cows. At the present time only 6,800 of the 8,100 acres are being worked, the remainder being situated in heavily timbered and hilly country.

Important partner in "Wurtrook" with Mr. Walton is his

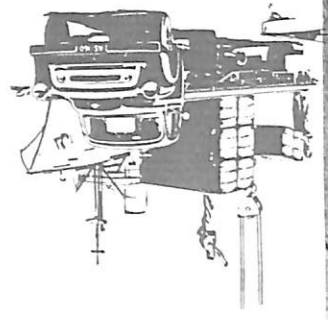
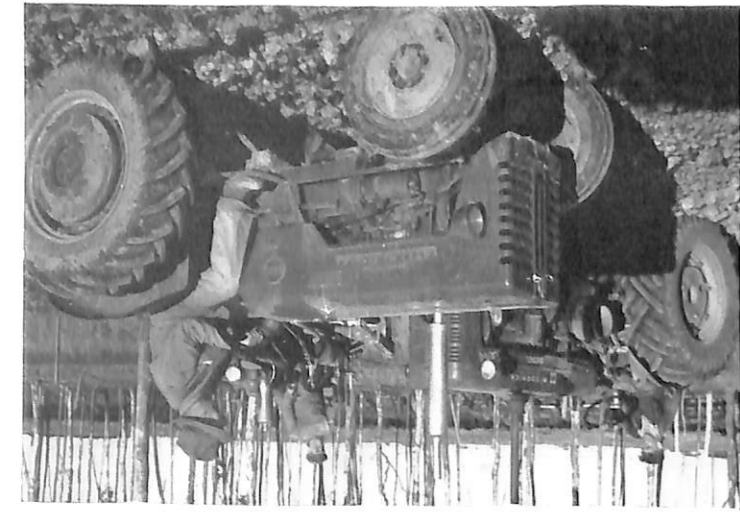


Sheep are eager to taste the conserved hay being fed out from slowly moving International truck.

wife whose biggest job is to look after the picturesque rambling homestead and a growing family. The Waltons have four children and at the present time two are receiving their education in Melbourne and Ballarat.

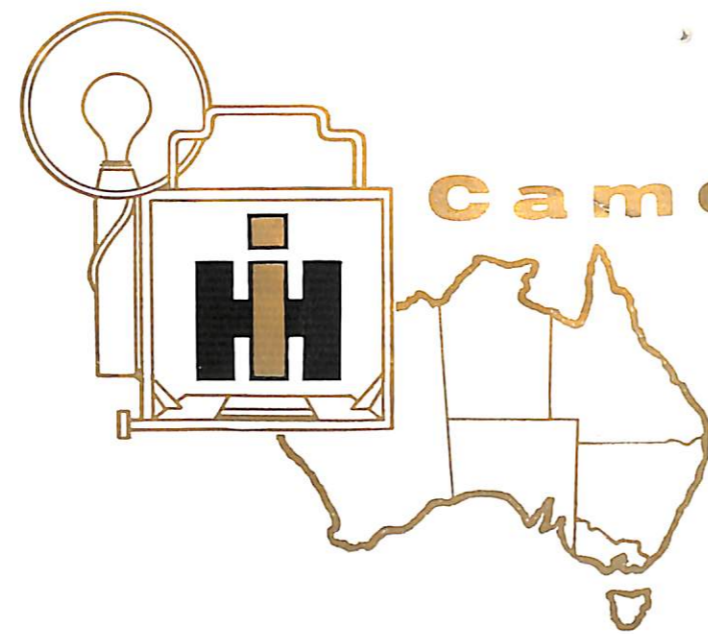
Australia's wool industry has come a long way since "Wurtrook" was first settled back in the 1860s. Our sheep population was then only 20 million; now it has passed 150 million. This increase has not been a steady one for although the sheep population had reached 106 million in 1891 it was reduced to 54 million in the tragic drought of 1902. It was 28 years later—in 1930—before the 1891 total was again passed.

In 1944-45 severe drought again reduced the total to 96 million. However since then the increase in the sheep population has been a steady one thanks to the large scale destruction of the rabbit, the favourable seasonal and market conditions and the awareness of the growers of the value of fodder and water conservation, and pasture improvement.





Victorian Premier the Honourable H. E. Bolte tries his skill as a tractor operator with remote-controlled model of International TD-24 crawler tractor at City of Geelong International Fair.



Camera Highlights

a random harvest
of camera stories



Three I.H. girls with 96 years' service between them at Sydney District office, photographed at farewell gathering to Miss Gladys Langton (front) who retired after 31½ years' service.



A group of Western Australian I.H. dealers gathers around recently announced model AW-7 McCormick International tractor being introduced by zone manager John Davies.



General Managers of I.H. manufacturing subsidiaries around the world recently met in Chicago to confer with chief executives and directors of parent company. This unique photo shows managers pointing out their headquarters. Mr. W. W. Killough is second from left.



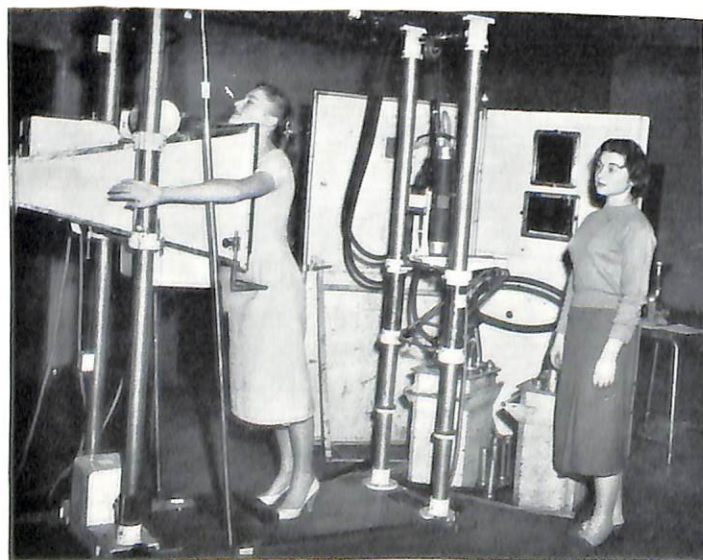
Director of Supply, Mr. G. M. Wood, presents long service awards to Messrs. L. G. Trotter and G. R. Irvine.



Mr. and Mrs. Allan Lees are greeted by Messrs. R. A. Galloway and L. C. Maine at Port Melbourne on their return to Australia after three years with International Harvester in South Africa.



Mr. G. L. Ferguson, managing director Industrial Sales and Service (Queensland) Limited, presents sales campaign winner Mr. Bert Coughlan with wristlet watch at Company's head office.



Each year mobile chest X-ray plant visits Harvester House, Melbourne, to check health of Company's employees. Left are two girls from Melbourne District office.



Mr. A. K. Johnke (left) of South Australian Department of Highways speaks with Messrs. K. B. Rigg and D. P. McStocker prior to his departure for U.S.A. Mr. Johnke will attend a nine-months' course in traffic engineering at Yale University through bursary sponsored by I.H. Export Company Chicago.

Off to New Zealand to enjoy a fortnight's holiday Mr. and Mrs. J. Smith receive their tickets from Mr. W. W. Killough. Mr. Smith, partner in I.H. dealership at Dubbo, N.S.W., won second prize in "Wind Up A Winner" motor truck sales campaign.





Fast, modern haymaking equipment such as this McCormick International pickup hay baler, is essential to beat unsettled weather conditions often encountered during season.

IT'S MORE THAN HAY

In recent years Australia has enjoyed an unprecedented run of good seasons. Grass crops, both natural and sown, have been bountiful, with the result that the livestock population of Australia has climbed to an all-time high.

Nevertheless during that time some districts have suffered severe losses due to feed shortages caused by dry seasons and flood. Earlier this year the normal dry conditions associated with the summer months extended into late autumn and farmers had warning of what the future could hold. During recent months rainfall has been below normal in many areas and the question being asked by government officials, agronomists and farmers is: "What do the coming months hold for the primary producer?"

Many farmers, conscious of the consequences of drought, have "closed up" from their livestock as large an area of their farms as possible, in an effort to assure the growth of fodder conservation. In many districts the McCormick International haymaking equipment—mowers, rakes, balers, and bale loaders—have already done their work of packaging and bringing in the lush meadow hay in an effort to gather as much of this rich natural fodder as is humanly possible.

Experts estimate that the annual reserves of fodder necessary for the survival of the nation's present sheep and cattle population alone should be in the vicinity of 40 million tons of grass hay. Latest figures on fodder reserves

show that stocks held on farms total little more than 3 million tons for all classes of livestock.

Not only the farmer but also the man in the street has come to recognize the importance of ample stocks of conserved fodder. Both now realize that disastrous droughts reduce the livestock population which in turn means less wool and meat . . . wool and meat vital to export income . . . income that will allow us to import necessities and the odd luxury.

In recent years State Agricultural Departments have campaigned in an endeavour to persuade farmers to save fodder but with only partial success. Earlier this year farmers were warned by the weather. This Spring could be the final opportunity.

Best quality hay is not conserved by hit or miss methods. The New South Wales Department of Agriculture Journal reports that under average conditions and average management it has been found that as much as 40% of the starch or energy equivalent and about 33% of the protein equivalent of a crop was lost during the haymaking as well as a serious reduction in the vitamin content.

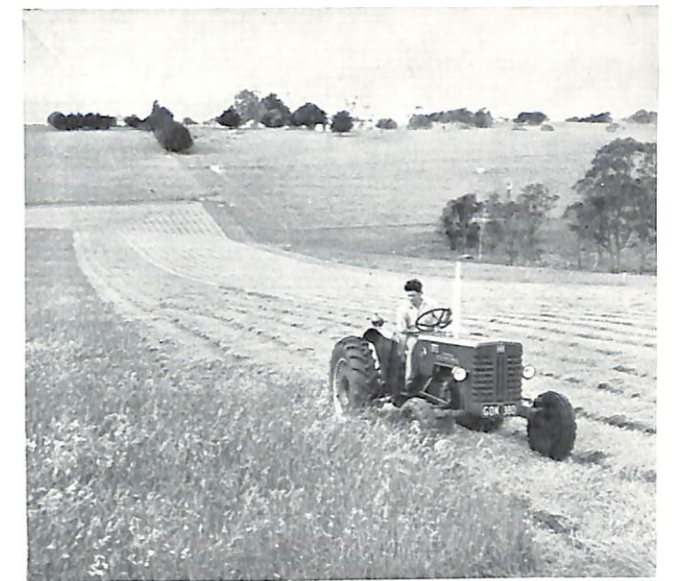
Under bad conditions and bad management loss of nutrients was often over 50% while good management under favourable conditions reduced this loss to about 10%.

The New South Wales Department of Agriculture experts

have laid down hard and fast rules for producing hay of a high nutritive content. They are:

1. Cutting at the correct stage—when nutriment is most evenly distributed throughout the plant. In wheat this stage is reached two days after flowering; in lucerne when one-tenth of the field is in flower or when the buds begin to swell on the crown of the plant. As any crop matures, its protein content falls and fibre content rises.
2. Drying rapidly to reduce the breaking down of nutrients through continued respiration in plant tissue.
3. Drying evenly, to avoid excessive loss of nutrients in some portion before the remainder is dry enough to store.
4. Stacking or storing in sheds as soon as the hay is sufficiently dry.
5. Minimizing loss from leaching by rain; rain falling on dry hay will quickly wash out digestible nutrients.
6. Reducing loss of leaf which is more nutritious than stem. Loss of leaf is more serious in clover or lucerne than in cereal hay.

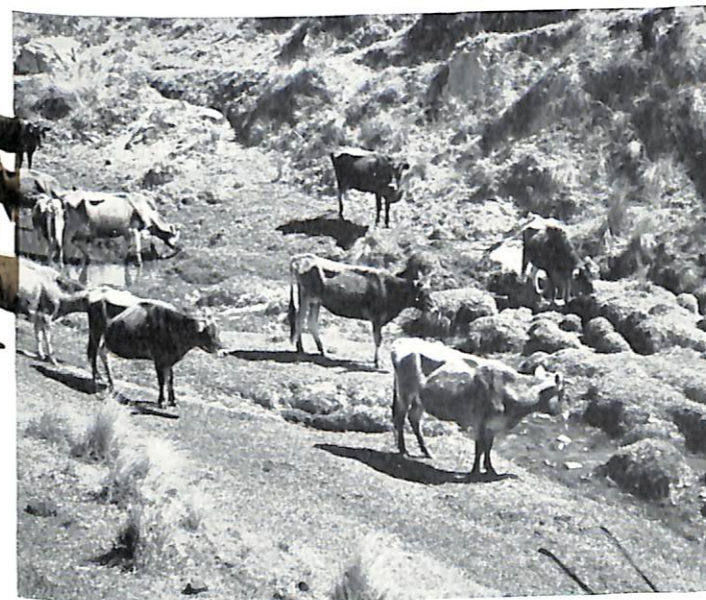
Farmers who have known the trials and tribulations associated with drought are quick to recognize these six pointers as well as realizing that mechanized haymaking is the only fast and reliable method of gathering ample stocks of reserve fodder—the safest form of livestock insurance.



Best quality hay is cut by machines like the B-250 tractor and GL-223 three-point linkage mower when main grass crops commence flowering.



Soon after mowing, hay is raked into neat windrows by McCormick International side delivery rake. Good fluffy windrows assist in even drying of the hay.



In dry seasons, pastures wither and die, leaving little or no food for livestock; result is loss of condition and sometimes death of animals.



Ample stocks of conserved fodder assure good healthy stock all year round.



NEW RESPONSIBILITIES for... Brooks McCormick

From overseas comes news of the appointment of Mr. Brooks McCormick as executive vice-president of International Harvester Company, Chicago. Mr. McCormick is a descendant of William Deering, founder of the Deering Company, and William S. McCormick, brother of Cyrus, founder of the McCormick Company. These companies were the major organizations in the formation of International Harvester in 1902. Mr. Brooks McCormick joined the Harvester Company in Chicago in 1940 and has had a wide and varied career. Recent appointments include managing director of International Harvester Company of Great Britain Ltd. in 1952 and director of manufacturing of International Harvester Company, Chicago, in 1954.



Robert J. McMenemy

This month came the announcement of the appointment of Robert J. McMenemy to assistant managing director, International Harvester Company of Australia Pty. Ltd. Mr. McMenemy commenced with Harvester in the parts department at the Rockford, Illinois District Office in 1937. Following service in the military forces he returned to Foreign Operations in Chicago where he held top managerial posts in Market Analysis and Research, and Refrigeration Sales departments. His first overseas assignment came in 1949 when he was appointed assistant general manager of International Harvester Company of New Zealand Ltd. Three years later he was made head of that Company. His new duties will embrace all sections of the Australian Company's extensive sales, manufacturing and engineering operations.



Jack M. Burdette

Among the new appointments is a personality well known to Australians—Mr. Jack M. Burdette, former director of sales of International Harvester Company of Australia Pty. Ltd., who has been appointed managing director of International Harvester Company of New Zealand Ltd. Prior to coming to Australia in 1951 Mr. Burdette was director of sales with the Company in Great Britain. He began his service with Harvester in 1938 in the Pittsburgh, Pennsylvania District Office. In December, 1947, he was transferred to Foreign Operations and appointed manager of sales in Great Britain. Following service in two of Harvester's important overseas subsidiaries he now assumes a command of his own. Mr. Burdette and his family were recently farewelled by their friends in Australia.

CASH ON CALL

door-to-door

delivery

On September 1, 1938, the director of a Melbourne shoe manufacturing firm, was shot dead during a desperate attempt to rob him of a £680 payroll.

He was returning from a bank in Northcote where he had been to collect money to pay his employees. As he drove his touring car down Hoddle Street another car drew alongside and forced him off the road. His car was wrecked and he was shot—but the bandits were successful in getting away with only £50.

News of the event echoed through Melbourne for many weeks. People were reminded of a similar and equally shocking homicide which had occurred two years previously when a government messenger was assailed by three bandits in Little Lonsdale Street, Melbourne. The messenger was fatally wounded and robbed of the £1,758 he had been carrying from the Stamp Duty office to the bank.

Across hotel bars and back fences people talked about the frequency of these crimes and the audacity of the highwaymen. Every man who had to carry valuables went in fear of his life. But it was not until after the 1938 payroll murder that bankers, jewellers, bookmakers and business men were provided with the means of transporting their valuables without fear or loss.

This new era of security was brought about by Mr. Charles Davis, then managing director of Mayne Nickless Pty. Ltd., a well-known road haulage firm which has been established in Melbourne since 1880. Davis set up the Cash Delivery Division of Mayne Nickless in 1938—an aspect



When clients phone their cash requirements to Mayne Nickless Limited, operators prepare order form; then machine-check totals with aid of adding machines.

of the company's extensive haulage business which now operates in ten cities throughout the Commonwealth, carrying £10 million a week with 100 armoured vehicles—many of them International trucks.

Mayne Nickless began by armoring two trucks on the inside with a shell of 1/4" plate steel, insulating the space between this inner shell and the outer body panels, not only against extremes of heat and cold but to deaden the effect of a bullet. Armour-plate glass was fitted; the running board and the door handles were removed to prevent anybody getting a hold on the vehicle from the outside; the windows were fixed leaving a small ventilating space at the top which was covered by a protecting steel louvre. Inside was a cast steel safe. The unit was manned by a driver and two guards. Each was armed with a .32 or .38 calibre pistol, each knew how to use it; each covered the other and maintained the utmost vigilance, the three working together to a well rehearsed drill.

Basically the same system operates today. Painted out in a dark, serviceable green with no distinguishing marks, these armoured cars make their unobtrusive way about the city and suburbs carrying millions of pounds a week



This International motor truck, built at Dandenong Works and specially fitted out as an armoured car, returns to the works with weekly payroll.

between the mint, the banks and the clients. In the twenty years the service has been operating, not one attempt has been made on an armoured car.

Armoured cars, automatic pistols and alert men are only part of the Mayne Nickless security system. Today the Melbourne branch operates from behind the locked doors and barred windows of an old, two-storied former bank building which stands stolidly at the top of Elizabeth Street.

Inside is a complexity of burglar alarm mechanisms which, together with the security drill employed, has earned the building Lloyd's A-1 insurance rating—an award which virtually means that Mayne Nickless is impregnable. Thin alarm wires stretch across window openings, iron gates and heavy steel doors close off the building into a number of tight compartments.

If he can get past these 'booby traps' the prospective cracksmen is confronted with a great concrete vault, feet thick, its only entrance blocked by a massive steel door—fastened by what is undoubtedly a masterpiece of the locksmith's craft. The makers of the door estimate that it would take a well equipped cracksmen three days to open it. Police from Russell Street headquarters could be on the spot within three minutes, following one of those burglar alarms being set off.

Yet even this is not enough. Mr. Frank (Tiger) Lyon, a former Inspecting Superintendent of Victoria Police who is in charge of Mayne Nickless security, is up to finding new ways of pulling the purse strings tighter. With the aid of his colleagues at the Police Department, Mr. Lyon screens everyone who comes to work at the counting house, besides checking on all the safety gear and keeping the staff up to the mark.

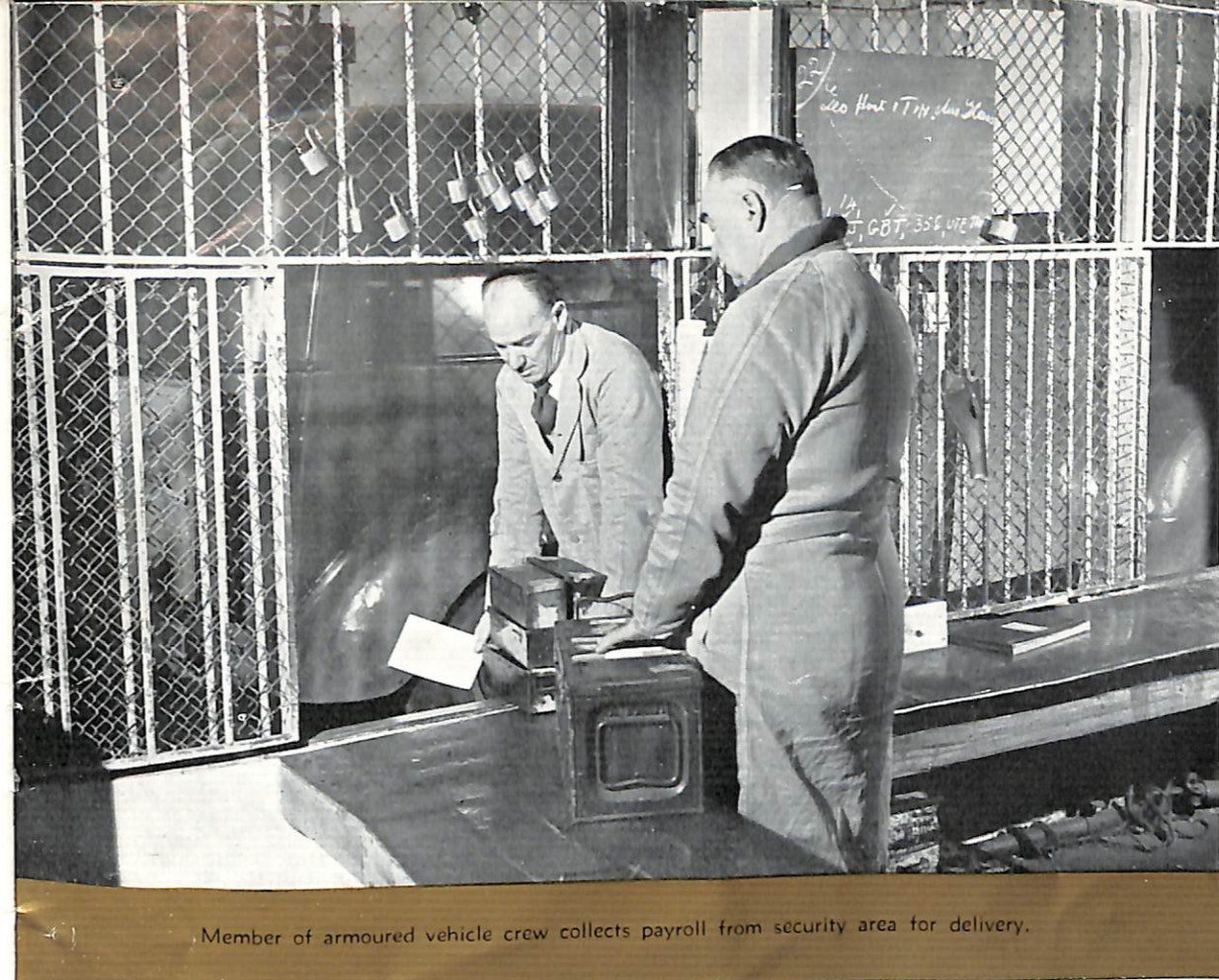
Upstairs in the counting house the telephones are ringing. Orders are coming in from all over Melbourne; from footwear factories in Fitzroy, from International Harvester



Even behind barred windows and bullet proof doors of the Mayne Nickless counting house, staff adhere to strict security routine.

Company's big motor truck works at Dandenong—orders for anything from £100 to £200,000 to meet the weekly wage bill.

Mayne Nickless also provides a number of other services for their customers. They will break down a payroll into separate wage envelopes or advise their clients on the best security methods for their particular offices or plants. But one of the biggest features is Mayne Nickless' insurance,



Member of armoured vehicle crew collects payroll from security area for delivery.

which covers every penny of that payroll money until it gets into the hands of the employees themselves.

Outside of carrying payrolls, the armoured cars are out on a variety of other jobs. A bank which finds itself holding too much money for safety will ask Mayne Nickless to take the money under closer security. The thousands of pounds which flow into the turnstiles at a sports meeting are collected by armoured cars, whisked away to the

counting house and counted by machines. A sale day at a big city store which keeps the cash registers jangling—and bulging—will often bring a Mayne Nickless armoured car quietly to the side door when the day's business is over.

To most people the thought of "casually" handling so much money would probably instill in them the fear of the unknown; but to the alert employees of Mayne Nickless, Cash Delivery Division, it is just another routine job.

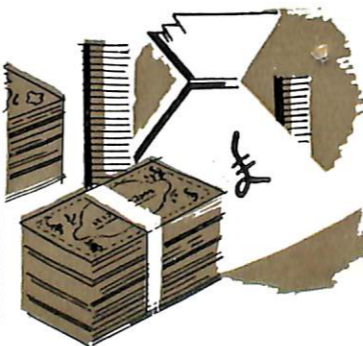
Mayne Nickless use machines to count both note money and coins. This tidy stack contains over £300,000.



A signature on the dotted line and I.H. Dandenong Works payroll is in the hands of cashier Mr. Jack Cook (right).



Left: As part of service, Mayne Nickless prepares pay envelopes from information supplied by employers and delivers them ready to be given to employees. Right: Money is received from banks in bulk and broken down into orders by Mayne Nickless staff.



A "DINKUM AUSSIE" . . .

. . . with something to laugh about!

Probably no other bird has received so much publicity across the world, through the sound of its own voice, than the Australian kookaburra or laughing jackass. One naturalist has described his laugh as "resembling human laughter, from a chuckle to an unrestrained guffaw," while Captain Charles Sturt, prominent Australian explorer, wrote, "it

sounded like a chorus of wild spirits"; and this thought was echoed by some of the early colonists who imagined that evil spirits were mocking their struggles.

Generally, the kookaburra's spasms of uninhibited laughter occur at three different periods of the day—an hour before sunrise, at noon and again at sunset. So punctual has he become with the outbursts that he is often referred to by bushmen and timber cutters as the 'bushman's clock'. As a prelude or wind-up, one bird will start a chorus by a light 'klock-klock', a chuckle or chattering which seems to infect other jackasses until a raucous medley echoes across the hills.

He is not a particularly active bird and will while away half-an-hour or so rooted to a branch, appearing indifferent to the surrounding chatter of others of his kind. But suddenly he may drop like a stone to the ground, bolt down a morsel and swing to another vantage point. When he does fly, he moves with rapid directness, closely hugging the ground. The kookaburra is much more subdued in plumage than the other members of his family, varying in colour from light to dark brown. But everything about him hints at powerfulness—including a bulky muscular frame measuring between 16 and 18 inches in length.

Although a flesh eater, the bird's diet is as varied as it is substantial. Lizards, small birds, bush rats, mice, fish and snakes are all on his menu. And when an unfortunate snake is caught, it is seized behind the head with the strong beak, taken high into a tree and battered against a limb until dead. Another method is to drop the snake several times from a height to the ground. The kookaburra's nesting habits are confined to the use of a hollow limb, a hole in a tree trunk or a vacated white ants' nest and in these rather peculiar sanctuaries it lays between two and four pure white eggs each year, between September and December.

Other members of the kingfisher family—of which the kookaburra is the largest—can be found in many parts of Australia, New Guinea and New Zealand. However the 'laughing jackass', as the early settlers dubbed him, largely inhabits the eastern and south-eastern regions of Australia and the heavily timbered areas of south-western W.A.

Records show that the word 'kookaburra' stems from the variety of names given him by the aborigine. The term 'burra' is the native word for 'tribe' or 'people' and by attaching other tribal words to 'burra' they arrived at names such as kowburra, kangoburra and googoburra. From these the familiar term 'kookaburra' has now been accepted.

Today the laughing jackass is protected as much by human sentiment as by law. He is a national emblem and being aware of this favourable position, will take advantage by becoming a pensioner on your doorstep—always ready to accept any food that may be left for him.



The laugh of the Great Kingfisher—kookaburra or laughing jackass—is as much a part of the Australian bushland scene as the gum tree. A flesh eater, 'lucky' has an appetite which varies from rats to snakes.

**BUILT
FOR THE WIDE
OPEN SPACES**



From the earliest days of mechanized agriculture, Australian inventors and engineers have made many worth-while contributions to the development and improvement of machines that perform the age-old operations of tilling the soil and harvesting the golden grain.

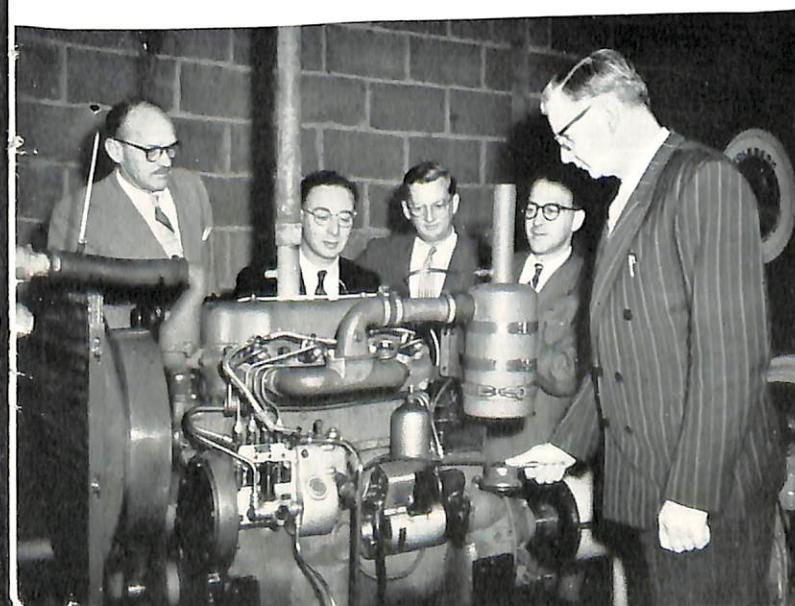
Today, Australian agriculture is among the most highly mechanized in the world. It has been estimated that each Australian farm worker now produces in some form or other, enough food for about 40 other people. At the end of the First World War each Australian rural worker 'fed' 10 to 12 persons in Australia and about the same number overseas. This points to a doubling of productivity over a period of some 30 years. The advent of the tractor around the turn of the 20th century has been heralded as "the biggest single thing that has happened to agriculture in modern times". It is the man with the farm tractor who has made Australia a land of plenty.



Modern farm machines have helped to make Australia a land of plenty. This mechanized power team—the new model AW-7 tractor and GL-132 cultivator drill—is sowing the seed that will turn this paddock into a golden field of wheat.

International Harvester, pioneer in the field of tractor manufacture, has been building tractors in Australia for 10 years and building units equal to the best in the world. Most recent acquisition to the Australian-made line was the McCormick International AW-7, available with either diesel (50 b.h.p.) or kerosene (45 b.h.p.) engine. Most interesting feature about this new, big all-purpose farm tractor is its power steering, which enables the big unit to be handled like a small car. In demonstrations throughout the country, farmers have been pleasantly surprised how the tractor performs when driven across rough ground without movement of the front wheels and without deviation from its course. Said one farmer, "I don't have to fight the wheel and I still feel fresh at the end of a long day's driving."

The AW-7 is a product of Australian workmanship, manufactured in International Harvester's modern farm equipment works at Geelong, Victoria, and is another achievement in the proud record of the Australian farm machinery industry; an industry which will continue to march in step with the farmer, supplying his wants and anticipating his needs by the invention of new and better machinery.



Some of Harvester's "back room" boys studying the Australian-made model AW-7 tractor engine in the dynamometer test house at Geelong Works.